

001 Taxis have remained open minded regarding the LTNs and the Zero Emissions Zone as we recognise the need to reduce emissions, tackle climate change and increase physical exercise.

As a local transport Business we also recognise we have a responsibility to reduce our impact on the local environment.

Over half of our fleet now consists of hybrid vehicles that produce little or no emissions while driving at 30 or below.

Oxford does not have a modern updated road network (Main roads for most routes were built in the mid to late 1800's

Oxford is not a city that has a suitable road network to allow these LTN's installed around residential streets as this will have huge impacts on already heavily congested routes in and around Oxford. This will have a devastating impact for emergency services that get delayed by such routes being so busy causing many minutes added to each emergency call which in its own rights will have terrible consequences for people in a life and death situation.

Furthermore, Oxford without LTN's is already seeing lots of congestion on main routes e.g., Cowley Road. When Oxford has a major road accident-causing closures to various main routes e.g., north Oxford, A34 etc it holds Oxford to an absolute standstill. With the addition to LTN's this will leave Oxford in a dire situation causing a major increase to pollution and emissions which will impact on people's health as the main roads used are also used by cyclist's and pedestrians.

I understand the logic to the LTN's in the aim of reducing emissions and if Oxford were a bigger city with proper road routes and structure e.g., Milton Keynes. The scheme would see some success, but their road network is excellent.

The point here is Oxford's main routes including Iffley Road, Cowley Road, Banbury Road, Abingdon Road were built in the mid to late 1800's when the mode of transport was horse and carriage. In comparison Milton Keynes network was built in the late 1900's. If Oxford had a better network of roads, we would not be in the situation we are.

### **They disadvantage disabled people**

People with disabilities or poor health are being ignored and further isolated. Most disabled people rely on cars or taxis which will cause major issues to their way of life and could impact further on their mental health as a result.

### **They slow down emergency services**

This is a genuine factor that must be taken into consideration with LTNs. The fact that some LTN's are accessible is not the overriding objective but the main routes already struggling with high volume traffic will see emergency services unable to get through the traffic which will cause delays to all emergency services causing delays of many minutes. Not only will this impact on the type of emergency but will increase times above the national response target times e.g. Paramedic Category 1 calls should be responded to within <7 minutes.

Recent Story of the first set of LTN's that have been installed in Cromwell Road, Cowley has impacted on the Ambulance service reacting to a Category 1 call on route they could not access Cromwell Road due to wooden planters blocking the road this caused a delay of a few minutes. Which could have saved the gentleman's life!

<https://www.oxfordmail.co.uk/news/19173315.cowley-ltns-didnt-kill-man-says-ambulance-service/>

They increase air pollution on other roads

LTNs do not "evaporate" traffic, they merely displace it, and in increasing congestion, they boost overall pollution levels onto main roads that already suffer with high levels pollution.

They are bad for local businesses

Businesses are already financially affected by the pandemic; more changes will destabilise them further during a period of uncertainty which by all means is far from over.

They disproportionately benefit privileged people

LTNs focus on residential streets and because property prices tend to be lower on busier roads, all the schemes do is push pollution and noise towards poorer people.

They are undemocratic

The arrival for LTN's have not been thought through because of the pandemic. Most businesses are already struggling due to the pandemic some are not even open for business. The UK is in an economical crisis which should have been reflected in the installation of the LTN's. The Government have recognised that the next wave of LTN's need more consultation, the transport secretary has told councils this must be done objectively.

More cycling will cause busy routes to become more dangerous and congested.

The use of bicycles in Oxford is already high the main roads used do not cater for more bicycles e.g., Cowley Road. The increase to traffic along these routes will have an effect on cyclist's health with more pollution and an increase of accidents involving cyclists and motor vehicles. Again, this will cause more traffic jams in a town that already has a high-volume traffic problem. The idea of LTN's to reduce traffic and the number of vehicles on the road is not a fix to the problems Oxford has and I would like to refer to my opening point that Oxford

LTNs:

The reality of the LTNs for our drivers and customers has been very different from their intended outcome.

Journey times are taking significantly longer in these areas leading to our customers paying more because the driver is having to take a longer route with increased traffic due to traffic displacement. This does in turn lead to an increase in pollution created by our vehicles.

Our response time has also been affected the LTNs so not only is taking longer to get to our customers it's taking longer to complete the bookings. This has led to an increase in bookings running late. increasingly this unfortunately leads to customers missing hospital appointments, doctors late for work and customers missing their train.

While we recognise significant improvements are needed to improve road safety and traffic flow blocking roads and providing no alternatives is not the answer.

In short the LTNs seem are making worse the problems they were trying fix.