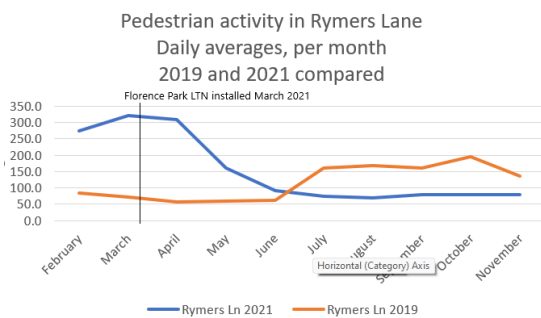


Cowley LTN presentation – Richard Parnham, 19 July 2022. LTNs are a failure: they *do not* increase cycling or walking within them, but *do* significantly increase boundary road traffic and pollution.

The claimed 60% “reduced car count” within the LTN is based on questionable road sampling: just three roads (in total) within the LTN were evaluated. And, crucially, two of these three roads – Rymer’s Lane and Cowley Road / Littlemore Road – had LTN barriers installed at their midpoint, making through traffic impossible, even to residents. As a result, **many drivers who live on these roads are likely to have been prevented from driving over the traffic monitoring sensors, now on the other side of a barrier.** The only evaluated road that did not have a barrier installed on it, (Long Lane) saw traffic increase by 11% in 2021, compared with the 2019 baseline. Long Lane first began experiencing additional traffic in May 2021 – **just over a month after the LTN barrier was installed.** It continued to do so throughout the initial 2021 evaluation period – and also more recently into 2022 (**113% of 2019 volumes in February 2022, 108% in March and 102% in April**).

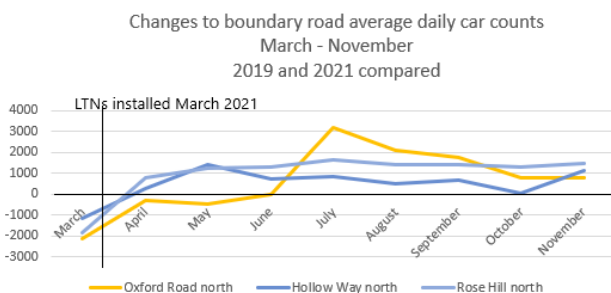
Pedestrian volumes inside the LTNs during the 2021 evaluation period were just **91.2% of their 2019 levels** – i.e. the LTNs **did not increase walking within them.** Indeed, pedestrian activity in Rymer’s Lane began to collapse to below 2019 levels in the same month as the LTNs were installed. In reality, this collapse is likely to be due to the easing of lockdown in March 2021, rather than a negative effect of LTNs. Rymer’s Lane provides access to Florence Park, an important local public space.



Average daily pedestrian volumes in 2021 were **lower** than their 2019 equivalents in **five out of the nine months evaluated** in Rymer’s Lane, **lower in six out of nine months evaluated** in Long Lane, and **lower in eight out of nine months evaluated** in Cowley Road. The daily average walking totals between March and November saw an **increase of 21.3** in Rymer’s Lane in 2021 compared with 2019 (boosted by the lockdown spike in early 2021). Lacking this stimulus, a average daily walking totals **decreased by 21.7** in Long Lane, and **decreased by 103.7** in Cowley Road in 2021, when compared with the equivalent months in 2019.

Within the LTN, average daily cycling levels were just **86.3% of their 2019 average in 2021** on the roads evaluated (that is, **cycling levels fell in 2021, compared with 2019**). This compares poorly with non-LTN roads also evaluated, **where cycling levels rose to 105% of their 2019 average in 2021.** More specifically, a average daily cycling levels were **lower** in eight of the nine months evaluated in Rymer’s Lane (average drop: 42.4 daily trips); **lower** in six out of nine months in Long Lane (average drop: 23.1 daily trips); and **lower** in eight out of the nine months in Cowley Road (average drop: 36.6 daily trips).

Across all LTN boundary roads evaluated, the average daily car count (ADCC) **rose by 2.3% during the (freshly-extended) 2021 – 22 evaluation period, compared with the same periods in 2019.** There was **no equivalent overall increase in the ADCC on the non-LTN roads, evaluated for comparative purposes, during 2021.** Although the overall 2.3% increase in the ADCC on the LTN boundary roads appears modest, this disguises the fact that the LTN impact is highly concentrated on three specific boundary roads. On Oxford Road north, the ADCC rose above its 2019 equivalents in July 2021, peaking at **134.4% of the July 2019 comparator average.** The ADCC on Oxford Road north then remained higher than its 2019 equivalents throughout the 2021 evaluation period – **no evaporation occurred.** On Hollow Way and Rose Hill, **the ADCC first rose above 2019 levels in April 2021 – the month following LTN installation – and remained higher for the duration of the 2021 evaluation (i.e. no evaporation occurred, on either road).** The ADCC on Hollow Way peaked in May 2021 at **117.2% of its 2019 average.** In Rose Hill, the 2021 ADCC peaked in July 2021 at **113.1% of its 2019 average.**



Focusing on actual daily car counts rather than percentages: the ADCC on Oxford Road north **rose by an average of 617.8** between March and November 2021, when compared with the same periods in 2019 – **peaking at an extra 3,170.5 cars per day in July 2021.** The ADCC on Hollow Way north **increased by an average of 490.0 – peaking at an extra 1,406.4 cars per day in May 2021.** Rose Hill north’s ADCC is **956.0 higher than its 2019 average, and has consistently carried more than 1,200 extra cars per day since May 2021.** The highest average daily increase on this road occurred in July 2021, **when the ADCC was 1,610.4 higher than its 2019 equivalent total.**

“Adjusted” evening peak bus journey times in the LTN area have **increased by 22% since** the LTNs were introduced – i.e. they got worse. At least one bus company (Stagecoach) has blamed the introduction of the LTNs for causing this increase.

Pollution levels on Hollow Way reached **68µg/m3** in January 2022 (2019 - 46µg/m3) and **50.6µg/m3** in February 2022 (2019 - 49µg/m3). As of February 2022, the latest month for which (unverified) data is available, the rolling 12-month pollution average is now **40.22µg/m3 – above the legal limit, for the first time on this road.** The full-year 2019 average was **37µg/m3.**