

Witness – Positively impacted by LTNs, living in LTN

I am writing to describe my experience with the Low Traffic Neighbourhoods that have been trialled in Cowley, which have had a transformative effect on my life.

I am a single mother with two children aged 11 and 9yrs old, and we live on a road that was formerly a major cut-through route for traffic exiting the ring road to get across Oxford, including many large delivery HGVs. This is a residential road, not designed to carry that type of traffic. Our school run in the morning was a trial which began with the task of getting across our road – this normally would take 5mins to find a gap in the traffic. Then I would cycle the children to school with them riding on the pavement and me on the road, stopping at every single junction to help them cross.

With the LTNs in place we are now able to cross the road safely, and my 9yr old can cycle all the way to school on the roads with me, via two LTNs (Church Cowley and Florence Park). My 11 yr old is able to cycle **on his own** to his secondary school Oxford Spires Academy. This is definitely not a route he would have managed without the LTNs and if they are removed he will not be able to continue cycling. I have seen many other local children walking and cycling similar routes to local schools e.g. Church Cowley, Larkrise, St Gregs, Oxford Spires, St Christophers etc. They have all benefited from the increased safety in their journeys.

As a family we have switched all our local journeys to bike or foot i.e. going to shops, swimming pool, karate lessons and band practise. My job is based in Berkshire so I have to commute 4 days a week out of Oxford so I fully appreciate the concerns of car drivers too. I am a big believer in lower traffic in residential areas and finding solutions for main roads that allow things to run smoothly and safely. It looks to me like LTNs totally deliver these results.

I am aware of some of the reasons that people might be opposed to LTNs because I have spoken with local friends about it so I would like to address those. For the most part it seems that concerns are not based on factual evidence and that with better communication people would be more accepting and understanding of the benefits.

Pollution – some people say that traffic gets pushed to perimeter roads and therefore pollution increases for those people. But if you look at the statistics around this, overall car journeys are reduced so overall pollution is reduced. The small increase in traffic on some boundary roads is acceptable and in my personal experience as both a driver and cyclist it is not a problem.

Businesses – some people are concerned about local shops suffering from lack of trade, but the reality is that they are likely to get an increased footfall because of passing trade from people who are walking or cycling and can stop easily (rather than just drive past).

Bus gates – these are designed really well so that each LTN can be crossed through the middle by buses and taxis, thereby making public transport a more reliable and quicker option for those that need it.

Extra travel time – some people are upset about the extra travel time for their car journeys, but the reality is that this only adds a few minutes at most. It is genuinely manageable. It is also a small price to pay when balanced against the huge benefits in terms of pollution reduction and quality of life for the thousands of people who live in the LTNs.

Discrimination – In my opinion, LTNs are inherently fair. They are designed for all people of all ages and abilities. Those who need safer, quieter streets for getting around by foot, bicycle, scooter or wheelchair can do so. Those that need to access things by car still can – literally everywhere is

accessible by car and usually there are less people making car journeys so there is more space for those who genuinely need to drive.

Safety – some people say they feel less safe at night because the streets are quieter, but I can honestly say that I feel the same level of safety that I did before the LTNs. Cars driving past does not make me feel safer anywhere. We should look at actual crime statistics when addressing this concern, rather than relying on people's perceptions of safety. The truth is that LTNs get more people out on foot and they are more likely to speak to each other, and therefore more likely to create a sense of community and keep an eye on each other.

Active travel routes – I live in Littlemore which has high levels of economic deprivation and a large percentage of people who don't even own cars. The LTN, specifically the filter on Littlemore Road has really met the needs of all those people who want to be able to walk, cycle or take public transport to/from Littlemore. If that filter is removed or if ANPR is put on it, then traffic levels will immediately increase to unacceptable levels. This was sadly confirmed recently when vandals stole the bollard and it was missing for two weeks. Traffic levels immediately went up and it felt unsafe again for other road users.

We are living through a climate crisis and simply have to take action to reduce our collective dependence on cars. Low Traffic Neighbourhoods can clearly be a part of the solution. Please look at the facts around them because they really do work. Next, please communicate with the people to help them to understand that the benefits outweigh the inconveniences.

I really enjoy my neighbourhood now and can see first-hand how beneficial LTNs can be for everyone. Our council needs to be strong and keep them. My children are depending on it to keep them safe.

Witness – Positively impacted by LTNs, wheelchair user living in LTN

Talking about LTN'S, I am quite new to using an electric wheelchair (having progressed from a mobility scooter) how much I liked this new scheme because not only is it a more environmentally friendly way of families, children, enjoying walking or cycling more because it is safer, it means that I can scoot along in the road which is a lot safer than having to navigate the bone rattling kerbs, drive ways and pot holes in Oxford. It means I can get from one place to another in my wheelchair especially as a local bus service near where I live was suspended suddenly in January this year. I also personally like looking at the plants and flowers that have been sown in to the boxes as it is part of my visual meditation routine. This scheme would suit me if it became permanent because I am no longer driving.

Witness – Positively impacted by LTNs, wheelchair user living in LTN

I love LTNs. Pavements are frequently blocked with parked cars or bins etc. But the LTNs enable me to safely wheel into the road to pass by safely. If I hear a car coming, I move out of the way. And cars also give me a wide berth, so it works well. The LTNs allow enough room for me not to be forced to wheel in the kerb, which is uncomfortable.

Witness – Positively impacted by LTNs, cares for disabled father who lives in LTN

I have evidence of the positive impacts of LTNs on my disabled father who lives [within east Oxford LTN]. My father is severely disabled following a stroke, Parkinson's etc. My Dad is now no verbal following stroke, hence my writing. He has a live-in carer, and myself and sister also care for him. LTNs have meant he can now much more safely and easily do his short walking with frame given reduced traffic. They also mean that it's much safer to bring my kids (11 and 14) to visit him on bikes after school. Also, he's been able to sit on pavement more easily (more space, less pollution) and have great social contact with neighbours. And he's engaged with planting in [name] Street planter. All good for mostly house- bound elderly .

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So, I already live on quite a quiet crescent. Traffic in my immediate vicinity has never been loud and has been unaffected. When I get out of my little crescent into Littlemore, Rose Hill, Iffley area it's a lot more pleasant. Having a young son - I grew up asthmatic having grown up in Oxford. So many people I knew in school were asthmatic, due to the valley effect and all the pollution just sitting there. So kind of knowing that there's hopefully going to be less pollution, he has really a massive positive.

I'm legally not allowed to drive because I'm epileptic. My epilepsy returned when I was 22. Since then, I've just never been able to drive. So your bike's important, and feeling safe on my bike and getting to work and taking my son to nursery as well.

Being a gardener, I need to bring tools with me, I already brought tools on my bike as much as I could I also have a very doting mother who gives me lots of lifts and drop stuff off. She has not once complained about the LTN. She's pro-LTN for the greater good even though our business is affected by the like perceived inconvenience. I'm actually currently looking to get a bike trailer. And I know some of the people that work with my mum have started cycling in where they would have driven before so has, as far as I've seen had a direct effect with some people who are no longer driving and are now cycling into work between the Iffley road and the Cowley road, areas like that and up in Littlemore.

It's great. It just feels like ideally, how cycling should be. You're not competing for road space with massive trucks and stuff. You're just kind of doing your own thing. I also have the baby on the back a lot because cycling is my only form of transport. And it's much nicer. All of these roads where the traffic has been greatly reduced is just so nice. It's not a rat run anymore.

When my son's a bit older and cycling, that has always been a concern. And I think in those places that are quieter, it will be a lot more pleasant and a lot less stressful.

Because we have to get the bus into town and stuff. If we're not cycling, that is pretty expensive. It's like now you have to buy a 24 hour pass. And that's almost 10 pounds to get us all into town, which is like, pretty expensive. Like a young family, but nursery costs and bills rising and all that stuff. I don't know if it's possible for that to be subsidized. subsidized, but yeah, be nice if it was available.

Because I don't drive my partner's getting a car on Saturday. So we've been a carless family for the first two years of having a child. So that's been again down to my mother manageable, but would have been a bit of a pain, I totally understand how they are pretty useful, enormous, vital, some people in life

I think when you do have to drive for an extra three or four minutes, I think people should maybe just suck it up a bit. I mean, the fact that before you could just drive directly to where you wanted to go. Maybe it's a luxury that in the modern day, we can't necessarily just take for granted or have because there are too many negative effects. But if there was a way that

people could be informed, on what as a whole, I think for some people, they just sprouted up and then it was just like, oh my god, I can't drive to the corner shop to pick up my sandwich now and then. But like, it's it maybe if there's more education for people about why they're there, and the long term plans as well.

In all honesty, I've not I'm not a massive climate person but it's nice to know the fact that if everyone did kind of start cycling a bit more that that would genuinely be making some kind of at least immediate difference to our local area is just amazing like we're so we're so lucky to have a place where people were actually on it enough to implement these things in the first place to at least give us a shot of having a nicer environment and area.