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## **Consultation submission to the Cowley LTN proposals.**

This is the Cowley Area Transport Group submission to the Cowley LTN proposals, sent to you as relevant County officers as we find online questionnaires prone to a variety of constraints such as insufficient space in boxes, questions carrying assumptions we do not accept, etc. Please share with your colleagues as appropriate.

We welcome the proposed three Cowley LTNs and strongly support them. We believe measures of this type will contribute to reducing traffic movements and air pollution in these areas. However, there are some problems, in particular with the Church Cowley LTN. Our responses are based upon engagement with these communities about traffic issues over the last five years, and this includes working with Oxfordshire Liveable Streets on street stalls consulting the public about these plans.

### **Church Cowley LTN**

Access to the Littlemore Coop and to the Southern portion of Church Cowley will be via Newman Road. Whilst we support the pinch point at Newman Road to reduce traffic speeds, we believe the junction may need to be re-assessed for its suitability for HGVs. Residents in this area have already expressed concern that their car journey to the Cowley Centre will be much longer. The County Council may want to consider a public education campaign on the use of shopping trolleys and cycle panniers instead of car boots for transporting shopping. Also, the County should be asking larger shops to provide cargo bike delivery services.

We welcome the inclusion of a traffic filter at the Southern end of Beauchamp Lane. Local residents have long asked for just this. However, this will almost certainly lead to increased traffic exiting the area via Crowell Rad. The traffic light phasing on the junction of Crowell Road and between Towns Road needs to be revisited. The green phase for exiting Crowell Road is already very short leading to junction snarl ups at busy times. This will only get worse if there is more traffic from Crowell Road. This junction also needs to be made safer for cyclists.

The bus gate outside Cowley St James School is also very welcome but would be even more effective if the school had a School Streets Scheme. We know the school has enquired about this, we believe it would be beneficial to implement this without further delay. Otherwise the bus gate could lead to a plethora of three-point turns using Rahere Road, which is entirely unsuited for such manoeuvring. This also means that the traffic filter in Liddell Road is in exactly the right place, to the North of the junction with Dodgson Road - to allow an exit loop.

### **Florence Park LTN**

The best thought out of the plans – probably due to early and intense engagement with the local community by community activists. We particularly welcome the location of the bus gate on Cornwallis Road to the West of the Community Centre which means that the Centre remains an integral part of the community.

**Temple Cowley LTN**

Despite some vocal opposition, it is evident to us from what we have seen and heard so far that there is support for the LTN in Temple Cowley. Residents have expressed support in having all the suggested four traffic filters. Also, the St Christopher’s School has expressed interest in having ‘School Street’ arrangements to deal with its exceptional traffic problems. As in the case of Cowley St.James, this should be implemented without delay.

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