To: letters pages, Oxford Times

From: Hazel and Steve Dawe, Cowley Area Transport Group(1) – [www.catg.org.uk](http://www.catg.org.uk)

10th July 2022

53 Bulan Road Oxford OX3 7HU – 07747 036192

Dear Editor,

Some excellent letters on the issue of Low Traffic Neighbourhoods recently (*Oxford Times,* 7th July 2022). Mary Gill and Maggie Lloyd both make clear calls for reducing the high car use which plagues Oxford. Peter Coggins carefully points out the many steps already taken historically to reduce through traffic in Oxford, before the debate about the small area covered by the recent LTNs developed. None of these perceptive contributions, however, challenges the inaccuracy of roads being ‘closed.’ Access remains possible into all areas with LTNs. Other types of traffic calming measures installed long ago - such as road bollards, chicanes and road humps – have been discouraging car movements for many years. What has been achieved, in the new LTNs and areas with traffic calming, is radical reductions in through traffic and in consequence reduced noise, air pollution, safety risks, and alleviation of greenhouse gases which add to the Climate Emergency.

To achieve a Low Traffic City, with no High Traffic Neighbourhoods, we need to go further. Our rush hours/school run times are still adding to overloaded junctions – as they have since at least 2017. We need more School Streets initiatives to discourage car drop off and pick ups near schools. This would help to reduce road traffic down towards only those who must use a vehicle such as the severely mobility-impaired, carers and utility and construction firms(2). Apart from walking and cycling, we are going to need additional and more frequent bus services – not further cutbacks – so that people have a full range of alternatives to the car for their journeys.

Yours sincerely,

Hazel and Steve Dawe – COWLEY AREA TRANSPORT GROUP

Note:

1. Cowley Area Transport Group is a loose network of people with varied interests in transport in Oxford. See [www.catg.org.uk](http://www.catg.org.uk) for consultation submissions, letters, reports etc.
2. Delivery vehicles are not in this list since the transition from large vehicles to delivery by cargo bikes and e-cargo bikes is at an early stage. We conclude a lot of delivery vehicle movements may not be necessary in future, but it remains unclear how far this process will go without legislative support.