

# Assessing the impact of Low Traffic Neighbourhoods in Oxford

## Background

Climate change is an ever-growing concern in our society and it is imperative that action is taken to help minimise the damage we are doing to our planet. One of the largest contributors to greenhouse gases and climate change is from the use of private vehicles and as such change is required to minimise the use of cars. One controlled measure aiming to do this is Low Traffic Neighbourhoods (LTNs), which are a way of reducing the amount of streets which cars can cut through. Often, and in the case of Oxford, this is done by having physical barriers consisting of bollards and planters which restrict access to the roads for vehicles, whilst keeping the street useable to pedestrians and cyclists. One of the first examples of a need for LTNs was suggested in Traffic in Towns as it states that one way to look after the environment in towns is, 'to create inside towns and cities, units or areas where considerations of environment take precedence over the movement and parking of vehicles,' (Buchanan, 1983).

In early 2022, Oxford City Council made the decision to implement Low Traffic Neighbourhoods throughout East Oxford in an attempt to reduce the use of private vehicles.

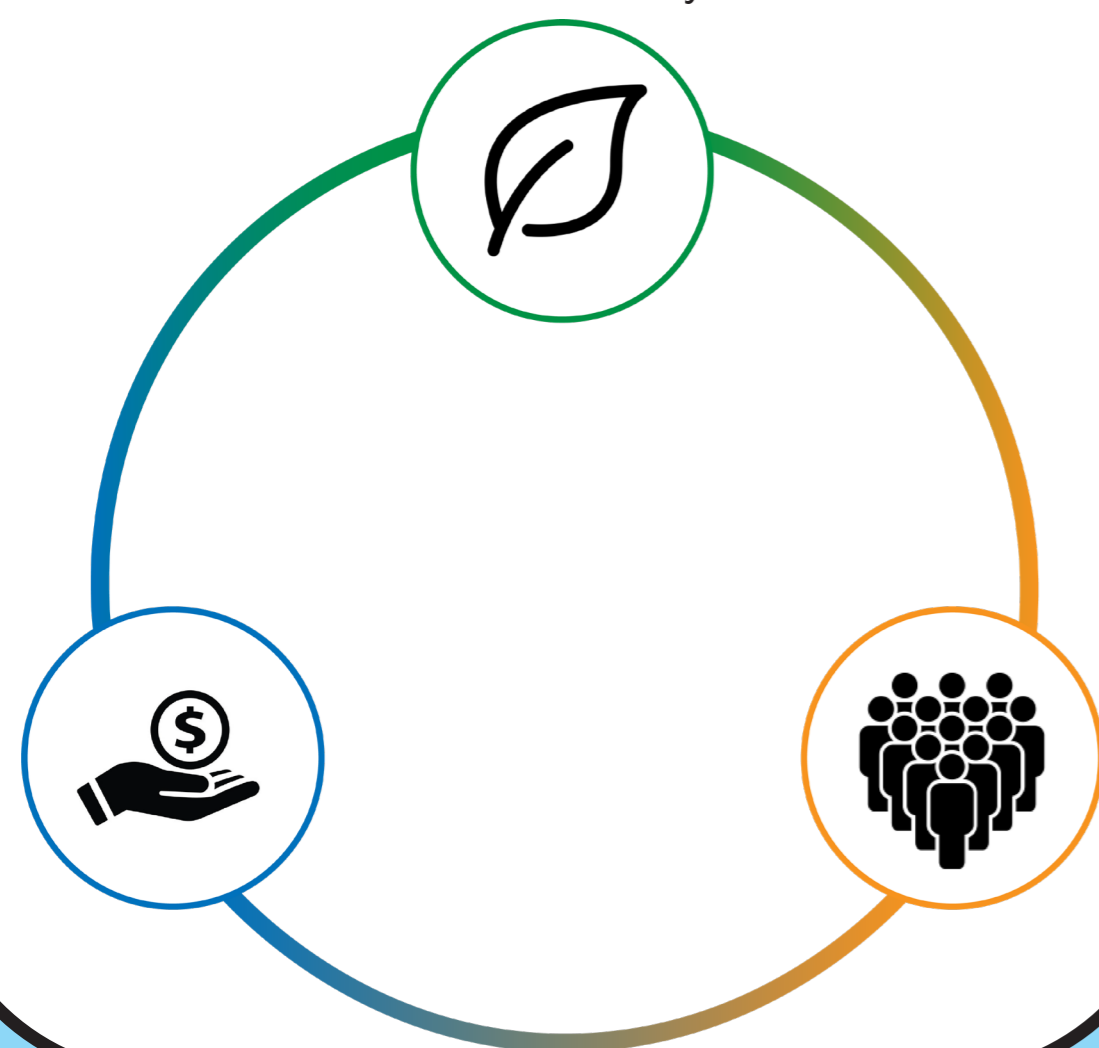
## Framework

After relevant reading and research were conducted, it was clear that there were 3 interesting areas that had been impacted by the introduction of the LTNs.

They are as follows:

- Environment
- Social
- Economic

From this I was able to identify the need to collect data from the local residents as well as businesses located in the study area.



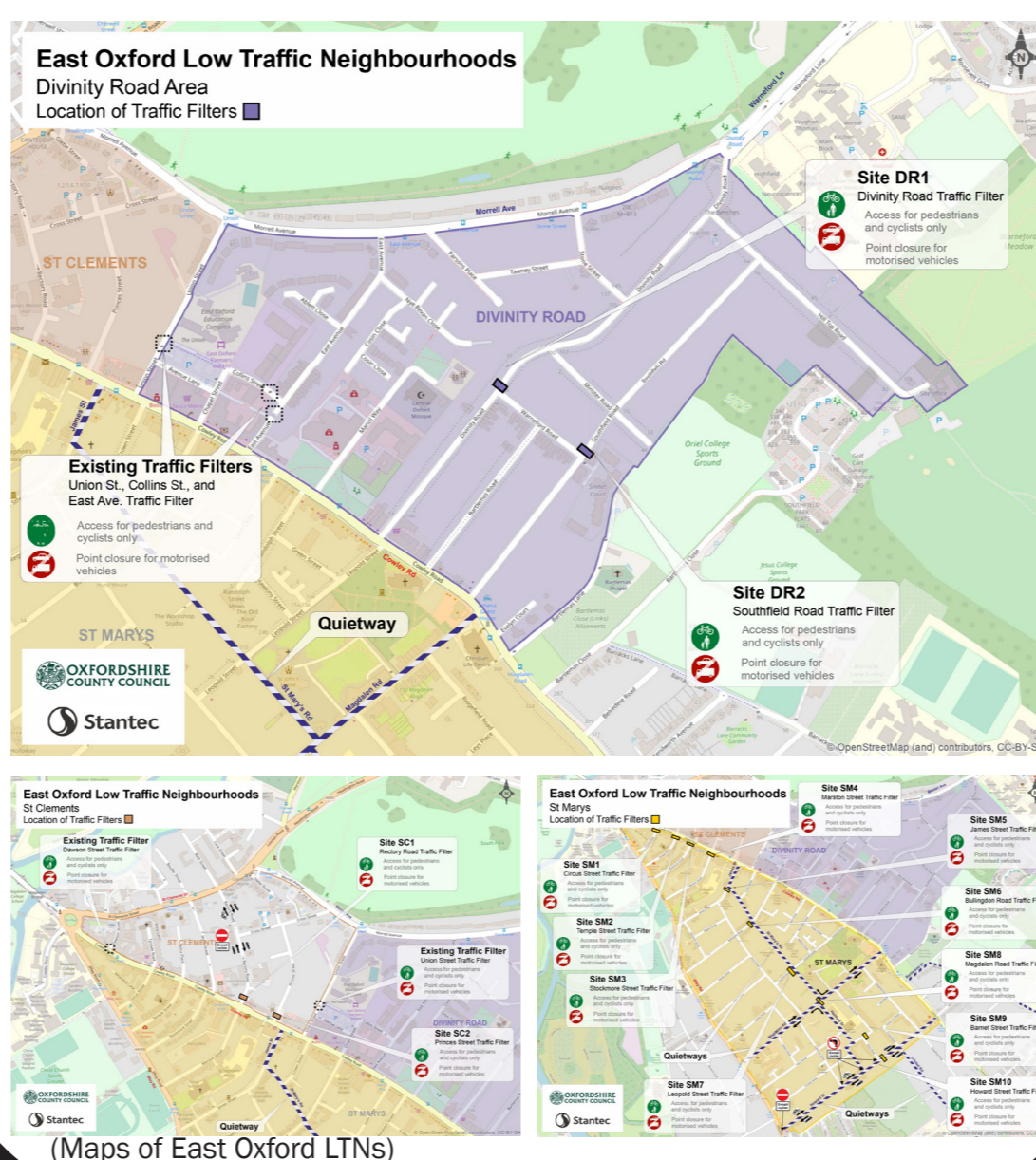
## Aim

The goal for this piece of research is to establish firstly whether the LTNs in Oxford are considered to have been successful based off of the results of the questionnaires and after identifying this, further analysis into the data will be conducted to look at what it is that people like about the LTNs and see what the key issues are based on what the recipients feedback says.

After analysing these points, recommendations can be made on how to improve the existing LTNs as well as having the potential to create a framework on which future LTNs could be based from in order to ensure that they are implemented in a way in which they are received positively and have a positive impact within the communities they are implemented in.

## Scope

The target area for my research is the Cowley Road area and its surroundings, or as the council has called this area, "East Oxford LTNs". This area was chosen as the LTN was recently introduced here meaning that it is a topical area to carry out research as peoples opinions will still be fresh due to the relevancy of it. From this area there are plenty of residents to give questionnaires as well as businesses. Ideally those questioned will have lived or worked in the area since before the LTN implementation as this will allow for the recipient to be able to give responses that give comparisons to before the LTNs were added.



(Maps of East Oxford LTNs)

## Methodology

After establishing the framework there are 2 key stakeholders I identified research further. These are local residents living on streets with LTNs and local businesses located primarily on Cowley Road and St.Clements Street. The residents will provide answers from the social aspect of the LTN, whereas the local businesses will be able to provide information on how trade has been impacted since their implementation which concentrates heavily on the economic side. Both of these stakeholders will also have valuable information relating to the environment such as changes in how they move around the city or if there is less noise pollution or air pollution.

These questions will be based off of quotes from different media sources from peoples perceptions of LTNs when they were first implemented. These will be presented using a Likert scale meaning that recipients will have to choose an answer ranging from 'Strongly Disagree' to 'Strongly Agree'. These questions will also have an indicator of which part of the framework they are assessing. The Likert scale has been chosen as it is easy to understand and quick to respond to which means that this should see a higher response rate than more time consuming methods. An example is shown below. Interviews will also be conducted with a small sample of individuals to give further evidence as to reasoning for the answers provided.

**This is an ongoing piece of research.**

**"LTNs make streets safer."**

Strongly Agree Agree Neutral Disagree Strongly Disagree

## References

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