



Survey of Morrell Avenue Residents

INTRODUCTION

A survey of Morrell Avenue residents was conducted by representatives of the Independent Oxford Alliance (including Cllr David Henwood) on Friday 18 and Tuesday 22 August. Each session was carried out at 5 pm and lasted approximately two and a half hours. All doors in Morrell Avenue were knocked on.

Where residents said they had not lived on Morrell Avenue prior to the installation of LTNs and the removal of the on-street parking, the survey was not carried out as before and after comparison was not possible.

It's important that councillors properly represent the views of those who elect them (and don't push their own views), so the aim of this survey was to ask Morrell Avenue some basic questions regarding traffic on their road to get a snapshot of the impact of the LTNs and the removal of on-street parking. For the question asking whether residents want a traffic filter near Union Street to mitigate the traffic issues, we explained that this is only at the discussion phase by some Morrell Avenue residents and not something the council is currently proposing

Only one response per house was recorded. The number of respondents was 76. The approximate number of houses on Morrell Avenue is 165.

On the whole, residents were pleased to be asked their views and to have them recorded. Many wished to add comments, which we also recorded.

Questions we asked:

1. Do you think the congestion has got worse on Morrell Avenue since the LTNs were installed?

Strongly Agree	45	59.2 (%)
Agree	14	18.4
Neither agree nor disagree	12	15.78
Disagree	3	3.9
Strongly disagree	2	2.6
	76	

2. Would you like the council to take out the LTNs?

Strongly Agree	41	53.9 (%)
Agree	14	18.4
Neither agree nor disagree	3	3.9
Disagree	6	7.89
Strongly disagree	12	15.8
	76	

3. Do you think there is more of a problem with speeding on Morrell Avenue since the on-street parking was removed?

Strongly Agree	44	57.89 (%)
Agree	13	17.1
Neither agree nor disagree	15	19.7
Disagree	3	3.9
Strongly disagree	1	1.3
	76	

4. Would you like the council to bring back the on-street parking?

Strongly Agree	37	48.68 (%)
Agree	20	26.3
Neither agree nor disagree	7	9.2
Disagree	5	6.57
Strongly disagree	7	9.2
	76	

5. Because of the increased traffic, some residents are asking the council to install a traffic filter (near Union St) on Morrell Avenue. Do you think this is a good idea? (Here we also explained what a traffic filter is for those who were not sure).

Strongly Agree	11	14.4 (%)
Agree	1	1.3
Neither agree nor disagree	4	5.2
Disagree	12	15.78
Strongly disagree	48	63.1
	76	

Low Traffic Neighbourhoods (LTNs) – Community Feedback

Perception of Congestion:

71% of respondents strongly agreed or agreed that congestion on Morrell Avenue has worsened since the introduction of the LTNs.

In contrast, only 6% strongly disagreed or disagreed with this view.

Several respondents noted that while congestion was particularly bad initially, it has since eased—though many still believe it remains worse than before, especially at the junction with St Clement’s.

6.5% (five respondents) felt that congestion had not worsened.

Views on Removing LTNs:

72% of respondents strongly agreed or agreed that the council should remove the LTNs.

23% wished for the LTNs to remain in place.

The majority of responses expressed strong views on either side, with only three respondents indicating neutrality.

These results mirror the findings from the initial consultation held before the LTNs were implemented, suggesting that LTNs continue to be a divisive issue within the community.

SPEEDING

There was a strong perception among respondents that speeding has increased since the removal of on-street parking, with 75% either strongly agreeing or agreeing. Only four respondents felt that speeding had not worsened.

Several residents mentioned they had requested a speed camera, but these requests were turned down by Thames Valley Police. According to the local Speed Watch group, speeds of up to 80 mph have been recorded on the downhill section of the road.

One resident reported that their cat had been run over, highlighting safety concerns. Multiple respondents also called for additional pedestrian crossings.

Earlier in the year, at residents’ request, Independent Oxford Alliance representatives carried out 10 speed monitoring sessions on Fridays at 5 p.m. on Morrell Avenue. While not part of this official survey, the results showed that most traffic exceeded the 20 mph limit — including bicycles. Cyclists reached speeds of up to 48 mph, while one motorist was recorded at 60 mph. The mean average speed was 35 mph for motorists and 25 mph for cyclists.

PARKING

A significant proportion of respondents (75%) expressed a desire to see on-street parking reinstated on Morrell Avenue. This aligns with the number of people who felt that speeding on the road has worsened since parking was removed. Only seven respondents neither agreed nor disagreed with the proposal.

Several residents highlighted the social impact, stating that friends and family visit less frequently now, due to the lack of available parking on nearby side streets. Some suggested reintroducing parking alongside additional safety measures such as bollards to protect parked vehicles.

One older resident mentioned that the removal of on-street parking affects her directly, as friends who bring her shopping or pick her up are no longer able to stop easily. Two others – one of whom requires support to leave the house – noted that taxis struggle to pull up on Morrell Avenue. These situations have sometimes led to

complaints from neighbours, confrontations with cyclists, or issues with parking enforcement officers. Similar difficulties have been reported by tradespeople needing regular access to their vans during the day.

While some residents felt on-street parking was unnecessary – pointing out that most homes have driveways – others mentioned the financial burden of creating off-street parking, citing conversion costs of £4,500 and £6,000 respectively.

Local businesses have also been affected. In past consultations, most shop owners on St Clement's reported that the removal of the half-hour parking bays on St Clement's and the two-hour visitor parking on Morrell Avenue had negatively impacted their trade.

TRAFFIC FILTERS

When asked about the potential installation of a traffic filter near Union Street, this prompted the strongest reaction among residents: 79% either strongly disagreed or disagreed with the proposal.

One Blue Badge holder felt the filter would benefit them personally but believed it would not be advantageous for their neighbours. Another resident, who uses a mobility scooter, thought it would help her get around more easily; she noted that she doesn't have many visitors, so the impact on others would be minimal.

Some residents initially supported the idea, thinking they would be allowed to drive through the filter as Morrell Avenue residents. However, upon learning that private cars (without exemptions) would not be permitted, they changed their minds and opposed the proposal.

RESIDENTS' COMMENTS

Many Morrell Avenue residents were very keen for us to record their thoughts on the traffic situation:

“There’s an extraordinary rigidity of thinking in the residents association which leads to anger from other Morrell Avenue residents. The sledgehammer approach from the council is inhumane and we don’t have a voice.”

One resident said that people who oppose the LTNs and loss of parking are “against progress”.

“You can’t just go out when you want to, you have to plan.”

“Bicycles speed downhill (even non-electric ones)”

“It’s not worth the situation that’s been created.”

“Make the grassy area at the top of Morrell Avenue (near the roundabout) into a car park – it’s hardly ever used.”

“It’s difficult to reverse out into the street because there are big shoots at the bottom of the trees and we can’t see bikes coming.” (resident at the top of Morrell Avenue).

“My 16 year old son is on a ventilator (he has Motor and Sensory Neuropathy), he has a Blue Badge but we can’t go through the LTN on Divinity Road. One day we came back from Cowley Centre and got stuck in the extra traffic on Cowley Road and his ventilator ran out of charge which was terrifying. He’s about to start at Blackbird Leys College and I worry the same will happen again.”

“The parking (on-street) was staggered specifically to slow traffic. And it worked.”

“Morrell Avenue is going to be crucial for people to exit St Clement’s if they don’t want to go through the congestion charge there.”

“There should be more one hour parking on Cheney Lane for people going to the park.”

“I’ve lived here since 1969. The LTNs are just wrong, and they’ve caused more traffic on Morrell Avenue. I used to go to the bowls club off Abingdon Road, but it takes too long so I’ve stopped going. Why can’t they just leave things as they were? It’s taken me 30 minutes to get from Union Street to the lights (at St Clement’s). And why is the pollution monitor at the top of the road and not down here where we all know it’s got worse.”

Some residents thought LTNs should have resident access through them.

“Speeding is worse after 6 pm.”

“I’d like bollards to protect cyclists.”

“There are no benefits to any of this.”

“LTNs should be one way.”

“My brother doesn’t come to visit so much now because it’s difficult to park.”

“We only use our car about once a month. We support the LTNs but I can see how they make things harder for some people.”