



East Oxford LTN casualty data shows major injury reduction on boundary roads

The first year of reliable casualty data from the East Oxford Low Traffic Neighbourhoods (LTNs) and cycle lane improvements in Oxford shows a reduction of 12 casualties from pre-LTN levels, mostly on boundary roads. Casualties in the LTNs and on The Plain roundabout also reduced.

We estimate the Cowley and East Oxford LTNs combined with the cycle lanes (sometimes called ‘quickways’ have by now (February 2026) avoided about 98 casualties with a total economic benefit of £7.0 million through saved emergency services, saved hospital time, saved productivity, and reduced damage and insurance costs. There are additional benefits through increased walking and cycling, and reduced air pollution.

Casualty reductions in East Oxford LTNs and Boundary Roads

Three new Low Traffic Neighbourhoods (LTNs) were implemented in East Oxford, Oxford in May 2022, adding to other LTNs in all parts of the city. Throughout 2022 they suffered from extensive vandalism and at least two casualties can be attributed to motorists driving into pedestrians where bollards had been removed. In 2023, the plastic bollards were replaced with more secure wooden bollards and the East Oxford LTNs were made permanent, with some streets having the bollards replaced with ANPR enforcement with exemptions for taxis, post and some service vehicles. This means that 2022 and 2023 had partial LTN effects and 2024 had full LTN effects.

Cycle lanes were implemented on Iffley Road in the same time period, and other changes on Cowley Road, which will also have had an impact. Other data shows an increase of cycling in the area, and while a high fraction of road casualties in area were cyclists, the rate of cyclist casualties has decreased rather than increased.

The data for 2024 shows a reduction of 9 casualties on the boundary roads (the roads bordering the filtered LTN areas), and small reductions in the LTN areas and on The Plain.

“The first year of clear data from the East Oxford LTNs shows a strong reduction in casualties, mostly on boundary roads, and particularly by reducing crashes by rat-running drivers turning in and out of the side streets. This is consistent with the Cowley LTNs and results from other cities – LTNs and good cycle lanes make our streets safer.” said Robin Tucker, Co-Chair of CoHSAT.

Our [recent analysis Oxford's Cowley LTNs](#) also showed a reduction of 11 casualties per year, 6 of which was from reductions on boundary roads. A [recent study of 113 LTNs in London](#) by the University of Westminster, also found that removing through-traffic reduces collisions and casualties at junctions.

A local parent said, "Walking along Cowley Road used to be stressful with drivers turning in and out of every side street. Now Divinity Road is no longer a rat-run, I feel safe letting my older child walk to the Co-op unaccompanied."

Despite unevidenced claims to the contrary, there has been no significant 'traffic displacement' onto other roads, or increase in casualties or air pollution on them. An [analysis of traffic counts](#) around the perimeter of the LTN areas, shows a reduction in traffic on major routes in East Oxford since the LTNs were installed. The only major road where traffic has increased is Abingdon Road, and this is due to the closure of Botley Road. Our analysis takes into account collisions and casualties on relevant boundary roads. And, air pollution on all boundary roads, and indeed [air pollution is reduced at all monitoring sites](#) in Oxford, since the LTNs were installed.



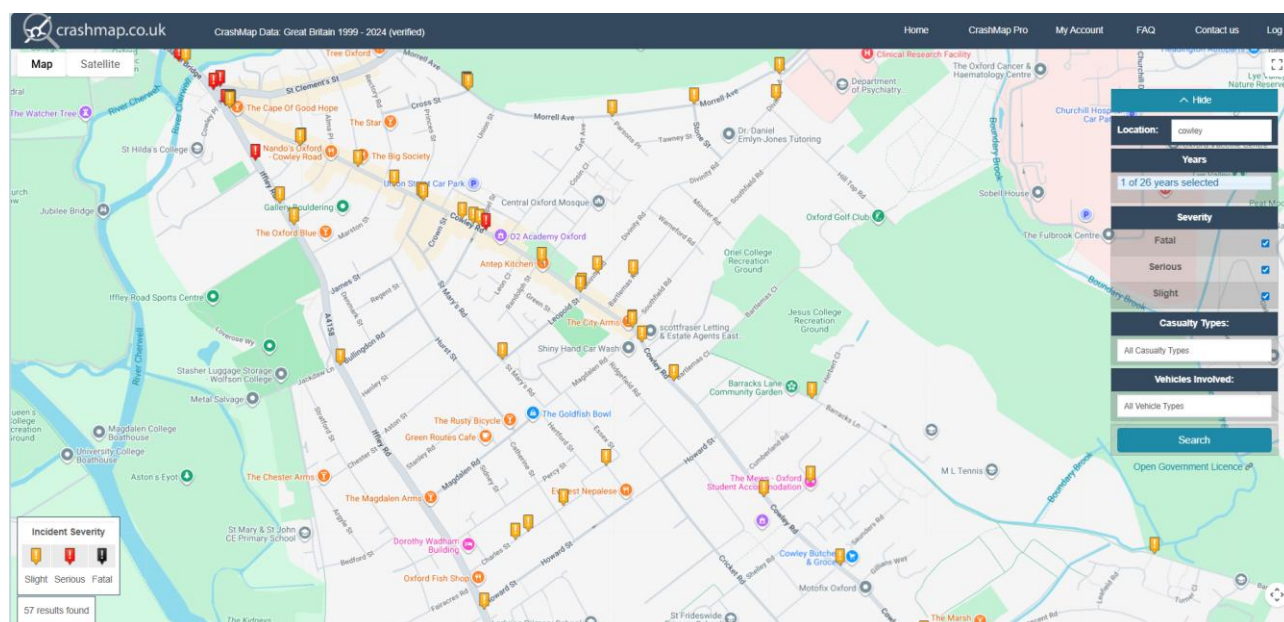
A Low Traffic Neighbourhood modal filter in East Oxford

For Oxfordshire Liveable Streets, Siobhann Mansel-Pleydel said, "There's a worrying complacency in how we think about road injury and death as the price of getting around — yet every collision ripples through families and communities. CoHSAT's analysis of three years of data from East Oxford LTNs shows what's possible when we intentionally design places, from traffic movement to street layouts, around people's wellbeing: fewer people hurt, less trauma carried by families, and safer everyday journeys for people walking, cycling, wheeling and driving. That's the outcome we should protect and build on."

Method

Road collisions and casualties reported to the Police, are analysed through the STATS-19 process and available from the Department of Transport¹. These include collisions that cause casualties to all types of road users: pedestrians, cyclists and vehicle occupants. ‘Damage only’ collisions, with no human casualties are not included in the data. Some recorded collisions had more than one casualty, but we recorded one collision.

We used a combination of DfT analytical tools, Crashmap.co.uk, and the CycleStreets ‘bikedata’ tool to analyse the impact of the East Oxford LTNs implemented 2022.



Crashmap.co.uk for the East Oxford LTN area 2019. Clustering of casualties around junctions is clearly visible. Some points are hidden behind others and some out-of-area points not counted are shown.

We counted the collisions in all three categories (fatal, severe and slight, although there were no fatal casualties in the area and period of study), from five years before the LTNs and before pandemic (2015-2019), and through to 2024 in each street.

The LTNs and Boundary Roads included were:

LTNs	Boundary Roads
<ul style="list-style-type: none"> St Clements (inc Union St) Divinity Road (exc Bartlemas Close as status not changed) St Margarets (inc Howard St) 	<ul style="list-style-type: none"> St Clements Morrell Avenue Cowley Road (to Howard St) Iffley Road (to Howard St) The Plain (bounded by the ‘islands’)

¹ <https://www.gov.uk/government/statistical-data-sets/reported-road-accidents-vehicles-and-casualties-tables-for-great-britain> (Open Data download of Collisions used for 2022)

2020 and much of 2021 are affected by Covid, so we do not use those years of data. 2022 was the year of installation of the LTNs with part of the year without LTNs and part with, and 2023 was partially affected by vandalism, so we are very cautious about data in those two years.

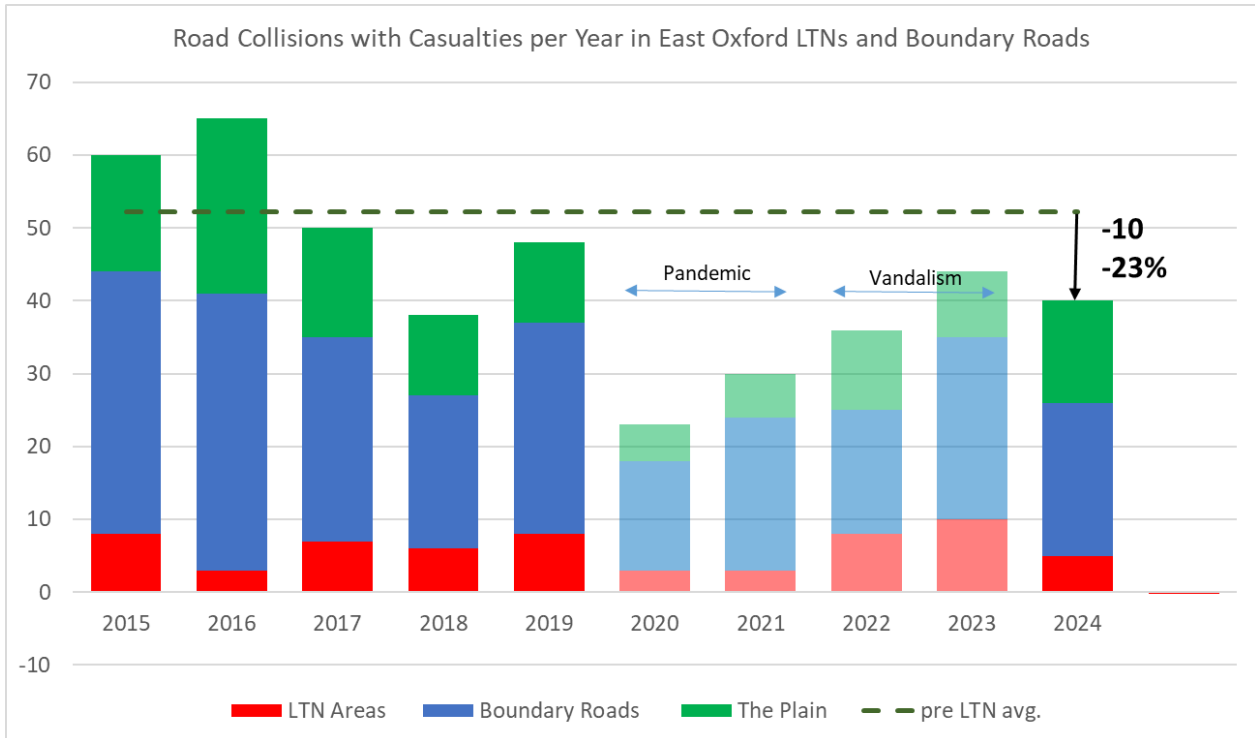
Results

The results are in the tables below. The first table shows the basic numbers of casualties in each area and period, and the second the change between the pre-LTN and post-LTN annualised period. We used 2015-2019 as our pre-LTN and pre-Covid baseline.

Number of Collisions with Casualties	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
E Oxford LTNs	8	3	7	6	8	3	3	8	10	5
Boundary Roads	36	38	28	21	29	15	21	17	25	21
The Plain	16	24	15	11	11	5	6	11	9	14

Number of Collisions with Casualties	Pre-LTN Average (2015-2019)	Post-LTN Average (2022-2024)	Post-LTN reliable (2024)	2022-24 vs base	2024 vs base
E Oxford LTNs	6.4	7.67	5	+1.3	-1.4
Boundary Roads	30.4	21.00	21	-9.4	-9.4
The Plain	15.4	11.33	14	-4.1	-1.4
Total	52.2	40	40	-12.2	-12.2

2022 and 2023 were affected by vandalism, but it is worth noting that the average number of collisions with casualties was 40 across the three years. The small number of casualties in the LTNs and on individual roads can be expected to fluctuate each year. The initial results are promising, but continued results over a longer timescale would confirm the benefits.



Compared to the baseline, collisions with casualties were 10 lower in 2024 (23%)

Economic analysis

The Department for Transport publishes economic values for the prevention of collisions². We have used these, to calculate the value of the avoided collisions. For collisions in the East Oxford LTNs and Boundary Roads, before the LTNs, none were ‘Fatal’, 14% were Serious and 86% were slight.

Collision type	Fraction of Collisions	Number per year	Value per Collision (RAS4001)	Value per Year (£)
Serious Casualty Collisions	14%	1.7	£324,895	£545,824
Slight Casualty Collisions	86%	10.3	£32,502	£335,421
		12		£881,244

These values are based on estimates of medical, ambulance, police, insurance and administration costs, lost output, and damage to property. As they are based on averages and estimates, we round them below.

The economic value of the collisions and casualties avoided by the East Oxford LTNs and cycle lanes is about £880,000 per year. In the 3.75 years since they were implemented, the economic benefits would be £3.3 million.

² [Road safety statistics: data tables - GOV.UK](https://www.gov.uk/government/statistics/road-safety-statistics-data-tables) Table: RAS4001, Tab: Average_value

This can be added to £775,000 a year benefit from the Cowley LTNs over 4.8 years. This results in a total of £1.65 million annual benefit, and a total benefit to February 2026 of casualty reduction of £7.0 million. In addition, there is a benefit from increase uptake of active travel.

Conclusions

The first year of firm data, and two years of partial data on with similar results, shows that the East Oxford LTNs are making the streets substantially safer for people who walk, cycle and drive, with substantial benefits for people both in the reduction of harm and financial benefits to society.

Robin Tucker
Co-Chair, CoHSAT
13 February 2026



An LTN modal filter on Cowley Road

