



**Cabinet
Tuesday, 29 November 2022**

SPEECHES

3. Petitions and Public Address (Pages 1 - 68)

Attached are the speeches from participants that have been supplied to us.

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Agenda Item 3

Zuhura Plummer, Campaign Director of Oxfordshire Liveable Streets

Thank you for hearing me speak, and all strength to you for listening to 51 of us talking about traffic filters today.

I want you to press on with these principled and far-sighted plans to change travel habits in and around Oxford. And I want you to implement a system which is firm, fair and simple.

It's **very** hard to be the first Council in the country to try a policy. It takes guts, determination and the ability to see beyond election cycles, to consider the long-term future of Oxford and the surrounding county.

But it's this long-term future I want you to think about. The direction of private car travel in this country is only going to go one way, and Oxford will be ahead of the curve due to your decision. Traffic filters and the COTP plan is for **everyone**, especially those who would like to use buses but don't because they're too unreliable or would like to cycle but don't because they're too scared.

It's those people I want you to think about. People who are older, more marginalised, BAME, or disabled for whom buses are **a lifeline** and who keep this city running as carers, in retail and in the service sector. They deserve a bus service which is reliable, quick and affordable. I want you to think about the little kids in Oxford who are learning to ride bikes in LTNs, I want you to think about the bigger kids who can now walk, cycle or scoot to school down safe streets, where they couldn't previously. Traffic filters bring the benefits of a low-traffic city to **everyone**, and these kids will be the voters in 15 years' time who look back at the brave decision you have made today.

Everyone wants carrots and no one wants sticks. But you know a mountain of evidence says that when it comes to car use, carrots alone simply do not work. We all wish they did, and we all wish there were magic policies out there which benefit everyone and inconvenience no one. But they don't exist. You all know, in your guts, that we **HAVE** to do something about congestion in Oxford. You know in your guts that there's thousands of journeys which **CAN** change away from cars - joyfully - or grudgingly! - we can and we **WILL** change. And when we have, we will look back in 5, 10, 20 years and know that a brave Cabinet saw beyond the noise and the prophecies of doom and chose a better Oxford.

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I speak for residents of the South Walton Manor East-West Roads Group. Reductions in traffic are desirable, but problems with the current plans must be recognised and mitigated. Recently south Walton St was shut, and its traffic displaced north (around 4000 vehicles/day) resulting in devastation for the narrow residential streets in Walton Manor.

The Hythe Bridge St bus filter and the local ZEZ will lead to very similar problems. Both will lead to major traffic displacement of polluting vehicles into north Walton St and Walton Manor causing air pollution, congestion and increased accidents involving pedestrians and cyclists.

Traffic changes should conform to three key principles. First, changes should be equitable: changes which simply move traffic, benefitting some at others' expense, are therefore unacceptable. Second, changes should reduce traffic on residential roads over main trunk roads. Third, planning needs good individual street modelling. So, we ask that **as a prerequisite to agreeing to** the Hythe Bridge St bus filter you commit to:

- 1) traffic counting in all streets in Walton Manor before and during the ETRO
- 2) granular modelling at individual street level
- 3) if increases in traffic happen, quick interventions to remove such increases

We have two interventions that are cheap, simple, effective and fair. They are easy solutions to an obvious problem and should therefore be added to the plan NOW.

- 1) First, an additional ETRO for Jericho/Walton Manor - a traffic filter in north Walton St outside Walton St Cycles. This has near unanimous support in Walton Manor, will reduce car journeys overall and will distribute traffic equitably.
- 2) Second, the ZEZ should cover all of Jericho and Walton Manor. Again, this has near unanimous support in Walton Manor, will reduce car journeys overall and will distribute traffic equitably.

South Walton Manor West-East West Roads Group Chair (P Davey) Executive Committee (T Morris, J Flynn, S Herrington, S Gage, J Tilley, C Bramley, J Kaye, G Miesenboeck)

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**Richard Parnham's presentation to OCC Cabinet – Central Oxfordshire Travel Plan
29 November 2022**

Oxfordshire County Council's Central Oxfordshire Travel Plan includes numerous punitive anti-car measures, all in a single policy. These include a misdirected workplace parking levy (i.e. a £600 per year per space staff car park tax), a zero emission zone that clobbers inconsequential sources of pollution (petrol cars) with charges of £8 per day by 2025 (£4 initially), but doesn't impact on far greater sources of pollution (i.e. buses), and a widely hated traffic filters / bus gates plan that divides Oxford into "sectors", requiring "passes" to drive between. The COTP also aims to reduce or remove swathes of city centre car parking, increase on-street car parking charges (those around Walton Street now cost £15 for three hours), remove residents and business car parking near bus routes, impose yet more LTNs, create 13 more CPZs, and impose more 20mph roads, including bus routes.

A key aim of the scheme is to "[replace or remove 1 out of every 4 current car trips in Oxfordshire](#)" by 2030. Cynically, this timeframe means the council's car reduction target will take no account of the pandemic – the council's own report observes that traffic volumes in Oxford fell by 10% between 2020 and 2022. If you're pushing a dogmatic anti-car agenda, which this council is, it's always "helpful" to ensure your car reduction target is firmly out of reach, because this means that ever more extreme measures are always "justified", to seek to reach an impossible outcome.

The council's workplace parking levy (WPL) plan is, effectively, a plan to hit all businesses with 11 or more staff car parking spaces with a tax of £600 per parking space, per year. However, had the council undertaken even the most elementary evaluation of staff car parking in Oxford, they would have realised that practically the only organisations likely to be hit by the WPL are [NHS facilities](#) (facing annual bills of more than £1m), suburban Oxford schools (new annual bills up to around to around £26k) and organisations based very close to the ring road, including Oxfam (around £60K per year). Are these organisations really OCC's intended target for this new annual tax? If so, why?

The Council's zero emissions zone will hit vehicles that cause practically no NO2 pollution – that is, petrol cars – with a charge of up to £8 per day by 2025, but will not charge one of the main sources of pollution in the city – i.e. buses. According to the city council's own "[apportionment survey](#)", petrol car contribute just 2% of NO2 pollution in St Clements (buses 69.9%), 4.6% on Worcester Street (buses 18.4%), and 3.8% on Botley Road / Hythe Bridge Street (buses 31.3%). The council's targeting of petrol cars via the ZEZ will therefore have almost no impact on city centre pollution, but will – categorically - contribute to Oxford residents' cost of living crisis. How un-progressive is that?

Finally, and staying with buses - or traffic filters, if the council now prefers. The Council's traffic filter scheme is likely to, according to unpublished modelling, jam up Wolvercote Roundabout with displaced traffic, [increasing vehicle flows considerably](#). It is also predicted to decrease speeds on this roundabout, an import access route to the Pear Tree Park and ride, from 16-17mph to just [6mph](#). How does this outcome help people travelling into Oxford by bus? More importantly, why is the traffic filters decision even happening today, given that the scheme can't be implemented until 2024 at the earliest, due to the Botley Road rail bridge works? Of course, we all know the answer to that question: the council [promised the Department of Transport a decision on traffic filters by the end of 2022, in order to secure a multimillion grant for electric buses](#). It is therefore almost certain to approve the traffic filters scheme today, no matter what anyone says in this meeting. The outcome, bluntly, has all the hallmarks of being pre-determined: I challenge the cabinet to prove me wrong.

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STATEMENT TO 29 NOVEMBER 2022 OCC CABINET MEETING

My name is Jerry Patterson, and I'm speaking on behalf of Kennington Parish Council, where I've been a Councillor for 31 years. Kennington Parish Council asks that the Parish of Kennington, like the Parishes of South Hinksey, North Hinksey and the Dean Court Ward of Cumnor Parish, be included in the Oxford Permit Area. This entitles residents to 100 trips rather than 25 trips per annum through the proposed Oxford traffic filters. Kennington is as close to Carfax as Wolvercote, Cutteslowe, Barton, Sandhills, Risinghurst, Blackbird Leys, Greater Leys and Littlemore. All addresses in Kennington actually have "OX1" postcodes. Kennington may be outside the City boundary in the Vale of White Horse District, but it is, like the Parishes of South Hinksey, North Hinksey and the Dean Court Ward of Cumnor Parish, very much a suburb of Oxford. It should be treated as such. Please give this modest amendment to the Oxford permit area your serious consideration. Thank you.

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Alison Hill. Chair of Cyclox. Address to the Cabinet meeting on 29th November.

Within the last two years four young women have died while riding their bikes in Oxford, all at junctions, all in collision with HGVs.

James Felce, husband of Dr Ling Felce who was killed on the Plain, wrote a heartbreaking impact statement for those who attended the Vision Zero summit last week. "I urge you to take rapid and determined action to ensure a future without any further road deaths. I know it is possible and want to use the tragic experience of Ling's death to help you all make that future a reality."

Reducing motor traffic volumes and reducing speed are two critically important interventions to achieve Vision Zero, the County's policy to eliminate deaths and serious injuries on our roads.

COTP is bold and ambitious and Cyclox supports all the 22 actions. Your approval of the plan could be a huge step towards Vision Zero.

However....

Traffic filters will cut traffic volumes, but the exemptions and permits being proposed are too generous and your models suggest a reduction too small to make our roads feel any safer.

And HGVs were the cause of the deaths of the young women on their bikes. Why are you allowing them a free pass?

My other concern is the failure to address speed. The original consultation document omitted mention of 20mph. 20mph is now in the COTP, but like the Scrutiny Committee we are concerned that the words written fail people walking and cycling – those at the top of the transport hierarchy.

Is the increase in fatal and serious collisions at 30mph compared to 20mph an acceptable price to pay for a few seconds saved on bus journeys?

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I wish to speak on traffic filters and have two changes to request:

Firstly, Permit Numbers

- I represent the Village of Noke, a nearby village of 50 households with no public transport.
- There are no local amenities, and none within walking distance. Cyclists must use a main road.
- Many Noke residents must therefore travel to Oxford by car for employment, sports, health care, social lives and entertainment.
- This access will be severely impeded by closing Marston Ferry Road with consequent greatly increased congestion on the Ring Road and Banbury Roads. Journey distance and duration will significantly increase, increasing Noke's carbon footprint.
- If anything, Noke residents therefore need more traffic filter permits than Oxford City residents, who already enjoy good access to public transport.
- Not to give Noke residents at least equal numbers of permits is illogical and contrary to the equality objectives of the Central Oxfordshire Travel Plan. Such small increases in the numbers of permits would not frustrate the overall aims of the scheme.

Secondly, Electric vehicles

I invite the Council to exempt fully electric vehicles. This would constitute a minor change and allow the scheme to still operate as intended.

1. The bigger picture is this:
 - The rapid adoption of electric vehicles is at the core of both Central Government's and the County Council's transport strategies
 - The Council is working with the Government Office for Zero Emission Vehicles on several innovative projects to "help people go electric". The Council's own zero emission zone depends upon the adoption of fully electric vehicles and the Travel Plan considered by the Cabinet today promotes the use of zero emission vehicles.
2. One of the main disincentives to walking and cycling is the need to inhale traffic fumes, particularly from diesel engined cars, vans and buses. Thus, encouraging electric car adoption also encourages walking and cycling and protects health.
3. To extend traffic filter exemptions to fully electric passenger vehicles would strike a fair balance, be consistent with other schemes which work well, maintain access to amenities and be consistent with the proposed current traffic filter permits for passenger vehicles. Not to extend the permit scheme to fully electric passenger vehicles, is internally inconsistent, ignores the bigger picture and is a misapplication of statutory criteria.

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Longer journey times would be particularly inconvenient and uncomfortable for those less-disabled people and elderly people who would not qualify for permits. Also, many of them would not be able to afford the cost of the additional petrol.

Concerning the traffic filters, it would be better if there were only four of them. The Marston Ferry Road filter would divert traffic onto the A40, and the Hythe Bridge St filter would divert traffic onto the A34 between Botley and Peartree. These sections of the Ring Road are nationally strategic routes, and they are already congested in busier periods. A small amount of additional traffic would make the congestion much worse. Therefore the Marston Ferry Road filter and the Hythe Bridge St filter should be omitted.

The St Clements traffic filter would cut East Oxford off from Headington and the hospitals. Therefore it should operate only in peak periods.

If the number of traffic filters is limited to four as I am suggesting, and they cause trouble, at least it will be nowhere near as bad as it would be if the other two were also implemented.

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When congestion is so bad that bus companies wanting to run a bus every 15-minutes on a route have to use 18 buses rather than 14, when congestion is so bad that it regularly takes 1.5 hours to get from the city centre to Blackbird Leys something drastic needs to be done.

- For a long time, Oxford City Council has advocated the need for measures to alleviate the impact of traffic on business, residents and the environment. We have reached a point now where it is so bad that the bus network is becoming UNVIABLE, the ending of two more bus routes in the city was announced this week. We cannot allow a further deterioration of bus services. Not when 30% of our households don't own a car.

And that is the problem these traffic filters are designed to solve.

- They are a key part of the traffic reduction proposals which have been developed over several years, they form the basis of Oxfordshire's transport strategy which you have previously agreed. Traffic reduction is already baked into Oxford's Local Plan assumptions and is a fundamental part of Oxford's economic strategy adopted earlier this year.

- We know Oxfordshire's population is growing. Oxford is the economic centre for much of the county, many people commute here from other parts of Oxfordshire and beyond. The city grinds to a halt every day and unless something is done proactively to address it, things will just get worse. And, while 1 in 17 deaths are linked to air pollution we have to be serious about reducing car journeys and congestion.

- So how do we solve this problem? Oxford is a medieval city. We can't build new roads and analysis has shown a congestion charge would not produce the traffic reductions needed. So, the County Council had developed the traffic filter proposals. The City Council has worked with you helping engage with businesses, the universities, hospitals, residents and other key stakeholders to shape these proposals.

- This has resulted in the proposal you have today, with exemptions and permits that balance the absolute need to reduce traffic, with allowing business vehicles to operate and residents who can't switch to other means to drive.

- The traffic filters will free up road space to enable a viable public transport network and to make cycling and walking safer, more attractive options.

- In 2019 Oxford was the first city to hold a Citizens' Assembly on Climate Change. Its members told us they wanted us to:

- o encourage behaviour change and modal shift away from private car use
- o provide more and safer cycle routes, and
- o incentive public transport use

- We believe these proposals support all three. They are important for our environment, our health, and our economy. But most importantly we believe they are necessary to SAVE OUR BUS NETWORK. So please support them

Cllr Louise Upton
Oxford City Councillor, representing Walton Manor Ward,
Cabinet Member for Health and Transport

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SPEECH TO OXFORDSHIRE COUNTY COUNCIL MEETING – 29 NOVEMBER 2002

I've owned small businesses in Oxford since 1989 and I have detailed knowledge of that sector so I'm here representing the 1000 or so small independent businesses with a shopfront in Oxford – launderettes, newsagents, hairdressers, pubs, cafes, takeaways etc. These are run by incredible people who individually don't have a voice, which is remarkable as together we support about 10K jobs.

I've had a brief look at the business impact statement which the council commissioned – it's mostly data taken from the internet and shows little actual knowledge of Oxford's SMEs with a shopfront – it's tick box nonsense. Organising focus groups with shop owners to hear each business's unique experience is what should have happened.

However much modelling the council does it's no substitute for reality and we're already seeing the catastrophic effects of the LTNs on the east Oxford businesses. There can't be anyone here who doesn't admit the LTNs are the major cause.

The effects of the traffic filters in Oxford is on a vast scale and would negatively impact a whole city's businesses. The impact would not just be financial but there's the human cost – the loss of someone's livelihood and the destruction of their dreams. Many small shops operate on a month by month basis and will not survive. To see the despair in their eyes is heart breaking.

We have the worst inflation in 40 years and the biggest drop in disposable income in six and a half decades. With the current focus on growth in the UK, the council should not be proposing a traffic scheme which is going to suppress trade. Instead, they should be saying 'What can we do to help?'

It's simply untrue that traffic filters won't affect the businesses. The councillors know it and we know it. You need to be accountable.

We should rethink the traffic filters. Give us free, world class park and ride and sort the school run issue instead. The whole thing feels rushed and we need to go back to the drawing board.

Bernadette Evans

Co-owner of Branca Restaurant, Walton Street, Jericho

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James Salter

Infrastructure.

Where is it?

If you want to put people off coming into Oxford by car,

Put up more roadworks.

They will annoy everyone,

but at least fix the roads.

When will the LTN's be made to look like something other than ugly barriers, so too with the outside seating.

They are all ugly, St Michaels street is the perfect example of a mess.

It looks hideous.

When will any of it be made attractive?

It is an eyesore, you are destroying the beauty of Oxford.

& the people that will pay is us, as you increase our business rates, & council taxes.

If you want less pollution, Why do the London coaches still come into the centre town?

Why oh why can any person not get on any bus to take them in the direction they want to go?

If cars are stopped from coming in, then where does the money come from to repair the roads?

Eventually it will be council tax, which will affect everyone alike.

Did you always know the railway bridge was to close, & all this talk of bus gates/traffic filters has been a smoke screen?

One, that when the chaos reins, with its closure you can blame network rail,

& then you come in in 2025 & say,

the public has worked it out, & now,

the bus gates will not affect in the way they would have done had it not been for the bridge closure.

The recent flood on the ring road proved that it cannot cope with the unexpected, as can always be seen by any accident on the A34, north or south.

Everyone runs late, & when the bus gates are in place, as can be seen by all the measures you have already placed, the LTN's, the awful, & extremely dangerous cycle bollards,

Oxford will grind to a halt.

the bus service is not fit for purpose as it is.

The buses are a huge part of the problem, which the council will not address.

This is why we do not have a tram service, because the council do not want the responsibility of running it, so we have various bus companies all fighting each other rather than working together.

There is no cohesion, no, planning, no forward thinking, no infrastructure.

Just the desire to rid Oxford of cars, which will entail the decline of Oxford.

We are transgressing into medieval villages rather than cosmopolitan cities.

The councils, 'experiment' with no lines on the roads by the station, has proved, as it does when traffic lights go out, that the public can work it out.

but you insist on putting restrictions in when they are not needed.

If you had just have implemented a charge for coming into Oxford & a discount if you use the buses, that would have worked. But you have so many people with so many long standing opinions that you cannot see the wood for the trees.

There is a very simple way to achieve your goals, but, you only wish to implement that most ridiculous of ideas.

It reminds me of the sketch for life of Brian,

"What have the romans ever done for us"

Except in reverse.

The council are saying.

"Right, let's get rid of all traffic in Oxford".

(Huge round of applause from fellow councillors)

Then one voice at the back says,

"What about buses?"

"Oh, yes, except buses"

(More applause)

"What about taxis'?"

"Oh, yes except buses & taxis".

"What about deliveries"?

"Oh yes, all traffic except, buses, taxis', & deliveries",

"Bin lorries, emergency services"?

"Oh yes, bin lorries, & emergency services too".

"Amazon"?

"Oh of course amazon, & all your groceries".

"What about shop keepers & businesses?"

"Oh, very well, we will give them exemption passes".

"& residents"?..

"Oh bloody hell, yes, forgot about those.

Right so, We will ban all traffic, except,

Buses, taxis, deliveries, bin lorries, business owners, emergency services, & residents.

Good, so now, who cannot get into Oxford?"

A Voice from the back speaks up..

"Anyone that wants to shop here & bring in money".

NO APPLAUSE!!!

Cllr Anna Railton

The status quo in Oxford is broken. The vast majority of our roads are prioritised for private car use and it is grinding the bus service to the brink of failure.

The residents in my ward off Abingdon Road are sick of people driving past a park and ride to idle in a queue outside their houses and make the buses they depend on slow and unreliable.

The Dutch had exactly the same fight as this half a century ago. It was difficult then and it will be even more difficult now. However, their leaders held the line, they had vision, they fought for a better future and they built the cities that they wanted. Here, today, you can begin do the same.

I believe where Oxford and Oxfordshire leads, others will follow. If not in a medieval city never built for cars, where?

Also, if not now, when? If we wait until there are no roadworks on the ring road, it will be too late.

If we wait until there's a change of government to fund buses properly, it will be too late. If we wait until absolutely everyone is happy, it will be too late.

Of course people have concerns and of course people are worried. Some folks will have to change their behaviour and change is uncomfortable and difficult. However the exceptions you have made and the tweaks from the consultation should go a long way to mitigate those most in need.

I assume most of us became councillors to try and change things for the better and to show leadership when it matters. Well today it matters.

We need to build an Oxford that works for everybody at every point in their life, whether they are too young or too old to drive, whether they cannot afford to own a car or simply do not want to.

I therefore ask you to not let perfect be the enemy of good, to follow the recommendations of your officers and to implement this scheme. Thank you.

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This photo is of the junction of Longwall St and High St. This junction generates one serious injury and four slight ones a year, on average; if left as it is, it is likely (~40%¹) to produce a fatality in the next decade. All it will take is someone cycling falling over, perhaps after their foot slips on a pedal, and going under a bus.

Not only is this junction so hostile that hardly anyone will cycle there with younger children or let teenagers cycle there, but half of cycling adults won't use it. Narrow pavements and high peak pedestrian flows also make it unpleasant for people walking. Along with the Plain at the other end of Magdalen Bridge, this junction is a massive barrier to active travel connectivity between East Oxford and the city centre.

Given the space constraints, there is no way to redesign this junction to significantly improve safety and accessibility for walking and cycling without removing the separate right-turn lane. But that can only be done with almost all the motor traffic removed from Longwall St.

If you are serious about your commitments to Vision Zero, to increasing active travel rates, and to enabling mobility for everyone, you need to do something here. I urge you not just to proceed with the traffic filters, but to consider replacing the St Cross filter with a bus gate, operating 24 hours a day and with exemptions only for emergency vehicles and local buses.

1 Based on the city-wide ratio of fatalities to serious injuries.

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Speech to County on Bus Gates – Councillor Emily Kerr

Oxford needs to work for everyone, not just those people able to afford private cars. We have to get the buses moving. Owning a car costs on average £3-4k per year in Britain, or £5-6k if you're leasing. This is getting ever less affordable for many. 50% of households in my Central Oxford ward don't own cars. Private cars are not the best or fairest solution to mobility in a city like Oxford – people rely on public transport, and the poorest rely on it most.

I implore you to take the opportunities offered by the Botley Rd delay, and use it to do two things: advance the ZEZ expansion and spend time putting better data measuring and traffic monitoring in place. Better data it will go a long way to helping make sure the bus gates are as effective as they can possibly be once they launch. And I would urge you to make this data publicly available in real time.

In conclusion, I urge you to adopt this resolution, which is essential to get the buses moving and make our city fairer for people who can't afford to drive.

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Barefoot is a family owned Bakery with 4 sites in Oxford, Cowley, North Parade and Jericho. We have grown since our inception in 2015 and 2 employees to having 30 employees and supplying cakes to a large number of oxford based businesses as well as its residents.

With 60% of new businesses closing within the first three years and many more not surviving covid we were looking forward to a smooth couple of years trading. Having successfully fought off the Walton Street closure we felt this was possible. We now face huge inflation and a cost of living crises. And now a bus gate system that is sure to be the final nail in the coffin for many businesses. The proposed bus gates, intend to separate the city centre into 6 segregated areas. Akin to the Berlin Wall, the gates will serve to keep residents in their local community. Residents who live in these areas already have access to local amenities and do not choose to travel by car further afield unnecessarily, they will however be given unlimited use through these gates to allow this to happen. Users and residents of Oxford that do not live within the city centre will have limited access to the city centre, its businesses and facilities.

Since the installation of the LTN system, we have already seen a 40% increase in fuel costs due to the additional distance required to travel, have increased our delivery driver costs due to the extended time spent making deliveries. The additional time spent in traffic following the installation of the Bus gates will make certain areas of our business untenable.

What plans do the council have in place to support small businesses like ours that will suffer from the lack of trade if the gates are installed.

Many of our customers come to collect cakes, wedding cakes, celebrations cakes etc, these are not items that can be transported on a bike or bus.

Would the council prefer empty shops throughout the city centre rather than find a suitable way to handle to traffic that they require to keep them profitable.

From what I have seen from presentations from Cllr Beader, leaflets and information available from the council and proposing party

- 1) There has been no mention of support for small businesses that will be affected.
- 2) There has been no opinion poll of local businesses or residents showing their support of the plan. Or any questions on how this might affect them.
- 3) There has been no explanation of how the park and ride services could cope. Given the number of vehicles they are intending to take off the road and the number of new houses being built. The current and planned parks would not be sufficient.
- 4) Vans are exempt regardless of their purpose in Oxford and residence of the business or user.
 - Should we all move to vans to carry out our business rather than personal cars?
- 5) If my fuel use and emissions are up following LTNs what will they be like following the Bus Gates?
- 6) Where are the statistics showing reasons for vehicle trips in and out of the city that justify a plan such as the bus gates or that they would even work?
- 7) Buss company profits seem to be the main concern of the Lib Dem party

At the end of the day, we all want less congestion and less pollution but this is not the right way to do it. Get efficient and acceptable alternative modes of transport in place and work out a way to meet emissions targets without signing a death sentence to many businesses, jobs and livelihoods across the county.

Please put an end to this crazy proposal.

Fraser Jones

Barefoot Oxford Ltd and Oxford resident for 40 years.

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I'm a local business owner. I also cycle and take the train to commute into Oxford. I'm a Green Party member, and I don't own a car. I have an environmental focus as well as a commercial one here today, and I am concerned from *both* perspectives.

These traffic filters will increase total emissions, and increase road congestion - albeit not in the city centre, but on the ring road and remaining arterial roads. I and many others believe that the vast majority of people who currently drive into Oxford will continue to do so, driving a more heavily polluting route to the same destination. Tourists and shoppers will drive to a more amenable city, further away. I appreciate that many of you do not agree with this and believe that the outcome will be positive. Great. But **what if you are wrong.**

I have asked officers multiple times to clarify how they will measure both the failure and success of this scheme, if it goes ahead. To no avail. I have only been told that it will be monitored ongoing, which is *not* good enough when livelihoods are at stake. It is totally irresponsible to be so cavalier. **If any version of this scheme goes ahead, I urge the council to explicitly, precisely lay out quantitative measures of failure and success, so that the scheme may be removed if the worst happens.**

The council calls this a 'temporary' scheme. And by definition it may be. But in reality that is incredibly misleading. ETROs like this are allowed up to 18 months to run before analysis is required: more than enough time to cause irreparable damage to city businesses, forcing many to close permanently.

Local businesses are struggling. Costs of operating are increasing, margins are shrinking, and we have to compete with online giants who can benefit from better economies of scale, as well as much lower rates and rents if they are based outside of the city centre. The cost of living crisis rages on, increasing our costs at the same time as disinclining customers from spending the reduced disposable income they have still available. The Oxford Living Wage, which we are proud to pay, has gone up; courier costs have also gone up, and we must cover that cost ourselves to remain competitive; and supply chains are increasingly unstable. We are doing what we can, but many are fearful that these traffic filters will prove the final blow. You may not agree with me, you may decide to put this scheme in place anyway. But **I urge councillors to have some humility. What if it proves to be the wrong decision? You are playing with people's lives.** How will you measure failure? You *must* have an idea of what constitutes failure before any plans are implemented, so that if the worst happens, the scheme can immediately be removed.

Officers and councillors alike have been unbelievably flippant in suggesting that businesses will "simply have to adapt", while others have confirmed in no uncertain terms that yes, businesses will close as a result of the scheme's introduction. They have also explicitly told me that no funds whatsoever have been planned to support local businesses negatively affected by the introduction of the scheme if it goes ahead. Many shop-front business owners are personally liable for their leases, so not only are their livelihoods at stake if this scheme has unfavourable consequences, but so is their personal solvency. It is appalling that no plans have been made to support businesses through the implementation of a scheme like this. I urge councillors, if this scheme does go ahead, to rectify this. A thriving independent business community is an important part of what makes Oxford special - without it, the city is a museum, lined with identikit national chains.

Oxford does not exist in a vacuum, please do not make decisions on transport as though it does. The choice facing would-be visitors is not one of Oxford or nothing, but Oxford or numerous other beautiful towns and cities in the county and surrounding area. Ones that are easier, quicker and cheaper to access. The additional concessions recently proposed are confusing, random, and honestly laughable. Any scheme controlling access to a city *must* be simple to understand, and this is not that. This is a sledgehammer solution that will devastate viable businesses and the heart of the city.

I entirely appreciate that rush hour traffic must be reduced, but it does not follow that this is the most reasonable solution. A congestion charge must be reconsidered. Depending on success rate, charges could be increased and/or the hours increased over time, but this gentler approach would at least reduce the possibility of chaos on implementation.

I urge councillors to have the humility - and bravery - to step back from this precipice and reconsider these plans.

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Thank you for allowing me to speak today. As chair of Jericho LTN Group, may I first commend cabinet for their courage in advancing these proposals. Restricting car trips will never be popular with everybody, but is essential to tackle the climate, congestion, pollution, health and road accident crises we face.

Our group supports the introduction of the filters and the Central Oxfordshire Travel Plan. We expect the Hythe Bridge St filter to eliminate through traffic in the area, but with the advantage over the previous closure of Walton Street that local traffic will have not one but two routes out of the area. This should help mitigate the problems we previously faced in Leckford and St Bernards Roads. But we would ask for traffic levels on these two streets to be closely monitored and if they rise, for firm action to be taken.

Also, the scheme will only be judged a success if it sees the return of buses such as the pick me up to Jericho.

After the bitter disputes over Walton Street, Ken Paul of Jericho Connections and I decided to bring together groups from across the divide to seek common ground. It is fair to say that almost all of these groups are now at least open-minded to the council's proposals, including Oxford's larger employers, such as OUP and the University who are very much in favour. Perhaps the one exception is the Jericho Traders, several of whom are speaking here today.

To these businesses I would say:

I understand that it is natural for a small business to resist change and to see any potential loss of income as a threat. But this can go too far. Indeed, one local trader said to me that we couldn't have a school safer streets scheme because "they could also be popping into Londis on Walton St for a pint of milk after they've dropped the children by car." Is the small profit that can be made on a pint of milk really worth risking a child's future for? And especially when it is anyway quicker to walk!

The Central Oxfordshire Travel Plan opens up a whole host of new business opportunities that the more entrepreneurial will quickly embrace. One local business speaking here today is already benefitting from the pedestrianisation of North Parade. And the council's street licences scheme has already provided some local cafés and restaurant with almost-free extra table space. Reducing the traffic that drives past these outdoor tables will surely only increase their attractiveness and hence their profitability.

Thank you, Jamie Hartzell

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Address to Cabinet on COTP 29 November 2022

I'm Robin Tucker, Co-Chair of the Coalition for Healthy Streets and Active Travel.

My first memory of Oxford is as an eight-year old boy, standing on the corner of Cornmarket with my granny, after a wonderful visit to the Natural History Museum, waiting for the bus home and coughing in the traffic fumes.

Imagine if your predecessors in 1999 had listened to those saying that bus gates and pedestrianisation would destroy the city centre. Imagine if cars had free run of the High Street with another 23 years of traffic growth, what a hell-hole it would be. Instead we have a thriving centre attracting investment like the Clarendon Centre redevelopment.

Every economic plan for the county identifies traffic congestion as a major problem for employers. The roads are stuffed. 'Doing nothing' makes it worse, and since 2015, when this plan first emerged, no one has found a better way. It was approved by the Conservative Cabinet in January 2020, and only blocked by Covid. And a YouGov poll shows 2-to-1 support for the key measures.

We support COTP and the Traffic Filters.

Our fear is that the filters now have too many loopholes to be effective. Two or three hundred passes a year removes the nudge towards sustainable bus and active travel options, allowing car dominance to persist. It's also too many cars to make cycling safe. That's even worse when you add 25 passes for anyone in the county, and free passage for vans and monster pick-up trucks.

We support the Recommendations of the Scrutiny Committee. In particular,

- Reviewing the number of passes against achievement of objectives, and
- Restricting van permits to legitimate businesses only.

One final ask:

- While the Botley Road works are on, put a bus gate filter on Longwall Street to cut through traffic and get the buses flowing.

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Duncan Parkes

I'd like to speak about the effect the proposed traffic filters will have on Oxford children's journey to school.

We can all agree that it is a good thing when children travel to school actively rather than being driven by their parents. It's good for their health; it's good for their independence; and it gets them into good habits for later in life. It's good for their parents:

instead of driving they can spend their time on other things. And it's good for wider society, as the school run contributes a huge amount to rush hour traffic.

There is a virtuous circle here: the more pupils cycle or walk, the fewer cars are doing the same journey, and the safer and easier it gets.

Where I live, in South Oxford, most secondary school children attend the Swan School, on Marston Ferry Road, cycling four miles in each direction.

Their route is carefully planned to avoid traffic, and because of this it takes almost twice as long as a direct cycle would. However, it's impossible to avoid traffic in the city centre, where South Parks Road is a particular worry. The proposed filter on St Cross Road will help by reducing traffic crossing the city centre via South Parks and Longwall Street - a route totally unsuited to the number and type of vehicles that currently use it. This camera could enforce the widely flouted ban on vehicles over 7.5T.

The other filters will have similar stories.

The proposed bus gates are much less than I was hoping for. There are so many exemptions that I fear the decrease in traffic may be disappointing. In a household with 200 yearly passes, parents will be able to drive through a filter every school day, and on wet days extra parents will drive, increasing the danger for children doing the right thing by cycling. Larger vehicles and vans, the main cause of serious accidents, are set to be exempt. These exemptions will stress our virtuous circle.

Nevertheless, I hope you will approve the bus gates and the rest of the Central Oxford Travel Plan today. In time the list of exemptions can be reduced and we'll see a real safety improvement. I dream of a future where Abingdon Road is safe enough that children can cycle the direct route to school.

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Cllr Katherine S Miles

Climate change requires local authorities to take bold action to achieve the emissions reduction required to meet our net zero targets, and so I support of the proposed traffic filters including the Marston ferry road. Residents' concerns regarding vehicle access to the hospital for non-blue badge holders have been addressed in the proposals, through the residents permits – although the number of permits is overly generous if we are to achieve the modal shift required to reduce congestion.

Operating the MFR filter at peak times will address the significant traffic particularly generated by private schools in North Oxford. I welcome the roll out of school streets in scope of the COTP and developing approaches to better use the park and ride as a drop off and mobility hub for school children and commuters in the city.

We need the MFR filter to be in place to reduce the traffic and install a pedestrian controlled crossing at the junction of MFR and Banbury Road to make it safer for cyclists and pedestrians towards vision zero.

Finally, if we want children and residents to be commuting to school and bike, HGVs and construction traffic need to be restricted through the filter at peak times.

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THE OXFORD COLLECTION®

Jeremy Mogford of The Oxford Collection.

We operate 5 businesses in the centre of Oxford, employing 220 people full time. I have lived in Oxford and have had many businesses in the city over the last 46 years. I am also involved with OHSA, OBAG & ROX, which represent thousands of businesses, professions and concerned residents.

I only want the best for our city and I fully support walking, cycling, public transport and the car (preferably electric). There must a sensible balance, including cars.

I oppose the six traffic filters/bus gates because, like many other people, I know they are the wrong solution, are unnecessary and will irreparably damage the city centre. I guarantee that bus journey times could be improved if certain low cost, intelligent measures are applied to the obvious places where traffic builds up. Traffic light adjustments, minor alterations to certain road layouts, additional signage and liaison with all state and private schools to ensure drop off and collection by car are not close to their school. You and I know that the volume of traffic reduces dramatically at half term and holidays. So, there's absolutely no need to spend over £3 million on installing these damaging and unnecessary filters.

Over 650,000 residents live in the Oxford catchment area. They are vital for the city's economic and cultural success... working, shopping, theatre, concerts, leisure, medical or visiting friends. A huge number oppose these traffic filter measures.

It is deeply disturbing that the rushed and flawed consultation process has only been instigated because of a £40 million (circa) government grant for electric buses, is conditional on you voting through this proposal by the end of the year, irrespective of what anyone thinks.

No GENUINE economic or cultural impact assessment has ever been made. The Council have never talked directly to our businesses or any others, to ask our opinions on the possible impact of filters. Oxford Philharmonic recently contacted me to say that their concerts would be in very serious jeopardy if these gates go ahead. Their musicians and many of their audience will always use cars for various reasons. They feel that 12 hours a day, 7 day a week closure of the inner connecting streets will result in their demise.

I predict that many independent businesses will not survive an 18 month experiment for you to discover if the effects of traffic filters are detrimental. I remember, in 1999, some really great independent shops failed as a consequence of the High Street bus gate.

So, I appeal to this committee... Put politics aside. Step back from the brink of permanently changing our city centre for the worse. Use both your heart and your head, vote against these ill thought out and deeply damaging proposals. There are other, better tools available to speed up the buses. Consult with ALL the stakeholders and find another way of managing traffic and avoiding irreparable damage to Oxford's economy and culture. Working together we can find a balanced solution to improve bus journey times. Thank you.

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Please do not vote for the report on traffic filters today. The forced delay in being able to implement these plans until 2024 gives the county council an opportunity to step back and reconsider these proposals, to do further work and consult deeper with local communities and businesses ready to come back with proposals which can command popular support, while also delivering on the vital goals of bus prioritisation, modal shift, reduced private vehicle traffic, and road safety.

Because the proposals you have before you today are unpopular and deeply flawed. The report admits that the traffic filters will cause vehicles to divert onto radial roads within the city, particularly the Woodstock Rd, and onto the ring road affecting the A34, Eastern by-pass Rd and A40. Your own modelling has shown that there is insufficient capacity on these roads to accommodate this increased traffic. The result will be gridlock.

The permit system being proposed is hideously bureaucratic and complicated, with massive ongoing costs to administer. Penalty fines may cover the costs for the first few years but in later years will the county council pick up the bill, or will residents be charged for the permits currently being offered for free?

Nearly 4,000 people have signed the petition against the traffic filters on Hollow Way and Marston Ferry Rd, and it is especially hard to understand the logic for these two which will force many local residents who need their car to go about their daily business to drive further distances on more heavily congested roads. This will cause more pollution as well as difficulty and stress for those affected as they try to get around Oxford for essential journeys.

The payback for Oxford residents for all the pain this scheme will cause is just too small. An improvement of bus journey times of only 6.5%, which equates to less than a 2 minute saving on a 30 minute journey. So please, reject the report today. Ask your officers to go back and consult further with local people and businesses, and this time really listen to what is being said.

Please ask them to work with local schools, workplaces, entertainment venues, sports clubs and places of worship on better travel plans.

Please ask them to prioritise rolling out a network of safe segregated cycle paths across and beyond the city.

Please ask them to crack on with School Streets and implementing a Vision Zero approach to road traffic accidents. Please take action to limit HGVs coming into the city during peak hours.

Please investigate more intelligent solutions to bus prioritisation like the Selective Vehicle Detection system used in London which has successfully reduced travel times and improved bus services while delivering operational savings. Oxford deserves an intelligent system not the blunt instrument of bus gates.

Please support Oxford bus passengers by making adjustments to the East Oxford LTNs which are currently causing unprecedented levels of congestion in the area. Even if you approve the report today, the situation around St Clements is unacceptable and cannot be allowed to continue until a bus gate is installed in 2024.

Looking ahead please support the plan to re-open the Cowley Branch Line to passenger trains and create two new stations for South and East Oxford. Please lobby the government for the necessary powers for councils like Oxfordshire County Council to regulate or even directly provide bus services, so that the needs of local communities and passengers are put before private shareholders.

We are in a recession and a cost-of-living crisis, we are suffering the fall-out from Brexit and recovering from the pandemic, now is the time to support communities and local business, not experiment upon them.

Finally, I'm concerned that the reduced hours of operation for the filters on Marston Ferry Rd and Hollow Way are being presented as merely a "phase" of the trial and if councillors approve the report today the hours may be extended by council officers without reference back. Please don't give the green light to this.

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Ian Green

ITEM 5 - Central Oxfordshire Transport Plan

- The COTP is strategic in the sense that it crosses the boundaries of the Oxford City Council, Cherwell District Council, West Oxfordshire District Council, Vale of White Horse District Council and South Oxfordshire District Council.
- The timing of the COTP consultation appears not to be synchronized with the updating (to 2040) of the Local Plans of these District Councils and the Oxford City Council.
- In addition, it appears not to be cognizant of the differences of opinion about employment and housing growth rates and distribution of growth in these Districts and the City, and the consequent abandonment of the preparation of the Oxfordshire 2050 Plan.
- As was said in the OCS report published just before the Oxfordshire 2050 Plan abandonment, the links between the Local Transport and Connectivity Plan (and now Oxfordshire Travel Plans), the Local Industrial Strategy and the Oxfordshire Infrastructure Strategy need to be carefully considered.
- Optimisation of strategic infrastructure (including transport infrastructure) investment could be the major casualty of the abandonment of the Plan – care needs to be taken that the damage is limited.

Should the preparation of COTP measures be synchronized, coordinated or, even better, integrated into the development planning of the District and City Local Plan updates? Would achievement of the COTP targets perhaps be made simpler with such integration? Is it ready for approval?

- Most importantly, should all the area travel plans be prepared in a synchronized way with the District and City Council Local Plan updating, and with the consequent benefit of ensuring strategic (cross District / City boundary) transport infrastructure planning. Currently the 19 area travel plans are being developed sequentially, whilst the five Local Plans are being progressed broadly in parallel.
- The environmental and social implications of the COTP will still need to be exhaustively considered and respected and could use some of the agreed principles and guidelines established for the now abandoned Oxfordshire 2050 Plan.

ITEM 6 - Core Schemes - Traffic Filters ETRO Approach

- Although we would welcome the Experimental Traffic Order because significant demand management measures are needed, we would welcome even more a review of the potential effectiveness of a general congestion charge – perhaps more in line with current thinking in Cambridge?
- If it is decided to continue with traffic filters, we would also welcome the suspension of implementation until Botley Road is fully operational.
- Could a congestion charge review be undertaken in the year waiting for the Botley Road works to be completed?

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Good morning.

I'm speaking on behalf of Headington Liveable Streets.

We support the traffic filters and the COTP and urge you to back them today.

The filters on Marston Ferry Road, Hollow Way, St Clements Street and St Cross Road are key to:

- reducing through-traffic in Headington, Marston and Lye Valley
- protecting and improving bus services for Headington, Barton, Risinghurst, Wood Farm, Marston and Northway; and
- enabling a valuable new Eastern Arc bus service.

We implore you to **not** delay the traffic filters.

We urgently need this scheme to avoid traffic chaos next year and to protect our bus services. The effects of the closure of Botley Road on the other arterial roads and Oxford Bus Company's plans to reduce bus services in East Oxford make this more important than ever. So please consider bringing forward the St Clements Street and 3 city centre filters to January 2023 as an emergency measure.

Even with the traffic filters, Headington will still receive a high volume of destination traffic to the 5 hospitals, 2 university campuses and around 15 schools and nurseries.

The Access to Headington scheme prioritised movement of cars above all else and was so poorly designed that 3 people have died cycling in Headington recently.

The changes made to the Headley Way junction following Jennifer Wong's death are woefully inadequate and the junction remains high risk for cyclists. No changes have been made at the other two fatality sites.

Many parents don't feel safe letting their children walk and cycle around Headington and even experienced adult cyclists fear for their safety.

Headington needs effective action to achieve Vision Zero, reduce congestion and pollution and make active travel and bus use safe and easy.

We therefore ask the Council to *also* do the following as soon as possible:

- to help reduce our destination traffic:
 - **implement the Workplace Parking Levy** and
 - enable **shuttle bus services** between Thornhill and the hospital and university sites for patients, staff and visitors
- to protect minor roads and provide safe active travel routes, **implement the Headington LTNs**.

Thank you, Hannah Kirby

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Dear Councillors,

I live in Temple Cowley and I speak for many neighbours and residents in a wider area who are dismayed at your proposals for imposing traffic filters in Oxford, especially the one on Hollow Way. We already suffer from LTNs which have been imposed on us in an unreasonable, undemocratic, and irrational manner, with no regard for age, disability, access, or livelihoods. When we drive – for essential reasons – we are forced to travel further and to sit in queues we don't want to be in to reach our destinations. Introducing traffic filters, even with limited hours and passes, will further increase this inconvenience, compromise our safety, and force traffic into queues on the Oxford ring road, which is already unable to cope with the volume of traffic using it. The premise that everyone can cycle, walk or take public transport is false and discriminatory.

The perceived traffic filter “benefits” of reduced traffic levels, faster bus journeys, safer cycling and walking, and improved air quality are a fallacy. Traffic will be displaced, not reduced, making some roads busier, more hazardous, and more polluted than before. Walking will only be safer if cyclists and scooters are removed from pavements, and from my experience this is most unlikely to happen. Even with the provision of LTNs and cycleways to benefit cyclists, cyclists still cycle on the pavement with total disregard for pedestrians. Walking is more hazardous than ever, and your proposals do nothing to improve that. Air quality is not improved – the pollution is just displaced. The introduction of LTNs has caused more pollution and more congestion and the introduction of filters will make this worse.

Having to find a different route around the proposed filters will mean that a trip which used to take a few minutes through local roads is now several miles to avoid the filters. Traffic is on the road for longer, more fuel is used, more pollution is generated, and this costs more. It is not always possible for motorists to change the time of travel or journey frequency. The most sensible and rational option would be to allow traffic to take the shortest route to get to its destination. No filters and no LTNs = shorter queues, less traffic, less pollution.

Like the LTN proposals, these traffic filter proposals are unreasonable and discriminatory and fail to understand the transport needs of the wider population. Pushing traffic onto a limited and longer route does not improve that route for anyone, it just increases congestion and pollution. This does nothing for air quality or climate change – quite the opposite. It would be better to spend the money for these proposals on providing residents with electric cars and allowing them to use roads freely.

I will be negatively affected by these proposals which will limit my ability to travel around Oxford. I already drive as little as possible, but there are some trips which I make which can only be completed by car. I do not wish to drive on the ring road for local journeys as this is becoming more hazardous because of the increasing volume of traffic.

Councillors – If you decide to approve this trial I suggest that you first remove the filters for Hollow Way and Marston Ferry Road from your initial experiment. If you are unwilling to consider this then limit filters on these roads to peak traffic times only and not at weekends. The proposal of permits for private cars are welcome and necessary but they are not sufficient, either in number or areas of benefit. What about workers who live some distance from Oxford who need to enter central regions of City, e.g. engineers who service equipment for businesses and university? Or parents of children at Tyndale school, retained firefighters for the Slade, hospital maintenance and support workers, family carers, teachers? Or older drivers who feel safer driving on local roads rather than the ring road?

These traffic filters will create more problems than they solve, just like the LTNs. They will displace and increase traffic and emissions, and will penalise residents and those who work within the community. This is neither rational nor reasonable. The rising cost of fuel and cost of living is a natural deterrent to non-essential journeys, not these measures, which will make journeys longer, more polluting, and more costly – a no-win situation. If you truly wish to reduce traffic and emissions you would allow vehicles to travel the shortest distance, at moderate speed, for each journey. Try experimental speed limits with ANPR's to achieve your aims instead.

Yours sincerely,
Judith Harley

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SPEECH BY PHILIPPA JACKSON FOR THE EXTRAORDINARY CABINET MEETING - 29TH
NOVEMBER 2022

As a Mum and the co-owner of an SME who has lived in Oxford for 14 years, I have listened to the following concerns of people and their experiences.

Discussions on school WhatsApp groups speak of utter frustration.

Longer journey times mean no time for children's after school activities.

Sometimes children have too much kit to carry so a car journey is the only option.

If their child is suddenly sick at school and urgently needs to be collected - they just want to get them home not cycle or wait for a bus.

These restrictions do not allow for the unpredictable in our daily lives!

Other examples include cleaning ladies sitting so long in traffic jams that they end up paying more for childcare, whilst the cost of living is rising.

The family who used to visit their grandad a few times a week cannot get there so often, leaving him feeling even more isolated and alone.

Safeguarding is also an issue that must be considered! Isolating children and families from wider networks and extended families, could push families over the limit of what they can cope with.

A friend who runs a mobile massage business has been told by a senior transport planner at OCC that she does not qualify for a van permit as she lives just outside the ring road. It's impossible to carry her massage table and kit on a bus or bike. To get to her clients in and around Oxford will mean going via the ring road for almost every appointment. This will not make her business viable!

Even if you do have a van, an East Oxford landlord tells me that the journey time for his maintenance staff to two properties on the same road has gone from 2 minutes to 20 minutes because they now have to drive down to the Plain roundabout.

People who live just outside of the ring road are now going to Swindon to get their shopping instead of local shops on the Cowley Road. They say it's easier!

None of this makes any sense. Longer car journeys mean more carbon emissions not less. There may be LTNs but we now have HTN's - high traffic neighbourhoods!

I like to think we are still living in a democracy where the government uses our money to keep us free, to provide opportunity to hard working people to have happy and successful lives. Yet these restrictions do none of these things, and will only cause even more financial and emotional hardship. These restrictions are undemocratic and have not been voted for by the people.

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Peter West - Oxfordshire County Council Cabinet Meeting 'Speech'
29th November

You have been provided with photos of the increased congestion that is now occurring in St Clements, that was clearly not predicted, or simply ignored. The council has not bothered to undertake a business impact study, or even directly discussed the potential impact with businesses and is now intending to install a bus gate in its midst!

The St Clements Business group met Cllr Gant recently to discuss the issues and it was pointed out that businesses were losing 30% of their income; that one of the businesses was really struggling and thinking of closing. No alternative solutions were put forward and the only comments made were

- He was only there to listen
- He knew and had spent many hours on St Clements
- He was not prepared to comment on individual businesses,
- Refusing to consider compensation for losses due to Council plans
- A van was parked with two wheels on the pavement, blocking the cycle lane

The business is now closing on the 17th November, with no compensation; this is one of many to close in the area due to the LTNs.

Unfortunately, Cllr Gants' knowledge of the area did not seem to recognise that most of the businesses relied on the parking spaces in St Clements and those in Morrell Avenue; **the council has removed these to accommodate cycle lanes!**

In addition, there are no loading bays in St Clements and that all of the retail shops, bar one, rely on loading / unloading from St Clements itself, **therefore, these shops should close if they were to comply fully with the traffic reduction measures recently imposed by the Council.**

The congestion is worse on St Clements than Hollow Way; air quality data for Hollow Way shows that the NO₂ levels are exceeding the legal maximum level, therefore the greater congestion on St Clements must lead to air quality levels exceeding those of Hollow Way!

St Clements's businesses and residents will be subject to the horrendous congestion and pollution now occurring for at least another 13 months, following which, the 18-month filter 'experiment' will complete the destruction of the businesses. This situation is entirely unacceptable and the plans should be scrapped!

Peter West
OBAG
OneHeadington

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Speeches at Cabinet 29 November 2022 – Laura Soden

Traffic filters, that effectively divide Oxford into six 15-minute neighbourhoods, would cut through the very soul of this amazing city.

Such a measure would contravene the key principle of freedom of movement which I hold strongly. The United Nations Declaration of Human Rights Article 13 states that everyone has the right to freedom of movement within the borders of each state.

By all means encourage the local provision of services for residents but why the need for carrots and sticks? People have the right to decide for themselves what their needs are and where to source them from.

There seems to be a concerted effort by the council to influence and change our behaviour. This has no transparency. Are Oxford's residents aware of this? I don't think so, hence it is deeply unethical. The council is there to provide services that we want and need not to dictate and control our lifestyles.

The division of Oxford into six districts would limit opportunities for education, employment and businesses. It would discriminate, marginalise and fuel resentment amongst residents.

Oxford has a history of community division. The Cutteslowe Walls in North Oxford stood for 25 years dividing an estate by class. Is this something we want to repeat for our city?

We are told that these measures are being introduced to solve Oxford's specific problems yet cities as diverse as Canterbury, Paris, Melbourne and Portland are doing the same.

We are told that these measures are popular, but the evidence shows otherwise.

I have lived in Oxford for 22 years. I never voted to live in a divided city with limits to my freedom and I don't know anyone who did.

Where is the evidence that Oxford's residents voted for any of this?

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Good morning – and thank you for the opportunity to speak.

I would like to build on the points made by Jerry Pattinson from Kennington Parish Council, in speaking for Kennington residents in urging you to please consider very carefully the exclusion of Kennington from the proposed Oxford permit area, when assessed through the lens of equality, inclusion and fairness.

As stated in this consultation, Transport plays a vital role in our everyday lives. It enables journeys to work, education, shops, and healthcare, and is also central to environmental sustainability.

Indeed in Kennington, as in Oxford City, North Hinksey Parish, South Hinksey and Cumnor Parish, residents are reliant on accessing Oxford for their lives – for work, healthcare, friends/ family and education.

The Traffic Filter proposals include an Oxford permit area, which includes all residents in Oxford City, as well as North Hinksey Parish, South Hinksey and the majority of Cumnor Parish. Hence residents from both Oxford East and Oxford West & Abingdon parliamentary constituencies, and both Oxford City Council and the Vale of White Horse District Council.

The proposal states that this is because, and I quote, “these residents will be most affected by the scheme”.

However, inexplicably, the Oxford permit area, does not include Kennington residents, which through the lens of equality, inclusion and fairness, there is no justifiable, legal, moral or objective reason for, as they will be “equally affected” as the residents in the proposed area.

As stated by Jerry Pattinson, Kennington is a suburb/ large village on the edge of Oxford, and unique as a village, in terms of its very close proximity (and thus connectivity and dependence) to Oxford. In addition, Oxford is the nearest town (versus for instance Abingdon, which is ~ +50% further away).

Councillor Jerry Pattinson rightly stated that Kennington is as close to Carfax as many areas of Oxford City and Cumnor Parish. Indeed, Kennington is not only as close, but actually closer than many of these areas. For example, as the crow flies, and as calculated from Google Earth, and as can be seen per the map on page 13 of the Traffic Filter Brochure, per below, the heart/centre of Kennington is 2.4 miles from Carfax.

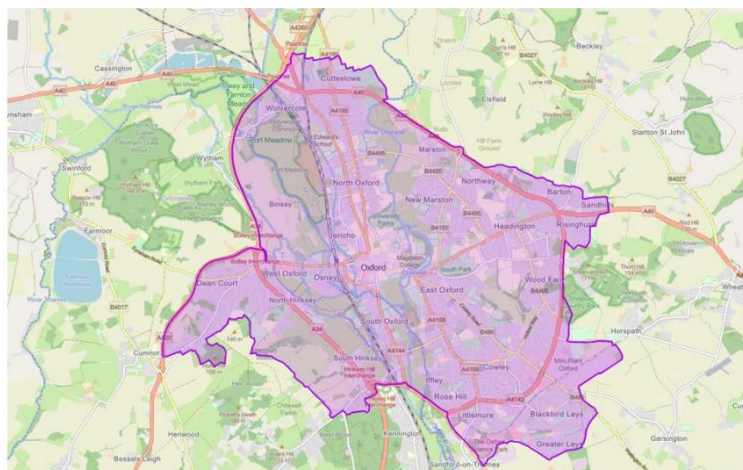
This is approximately the same distance as Sunnymead, as well as closer than parts of Cumnor included in the proposed permit area, and closer than many areas in Oxford City, such as Blackbird Leys ~3.2 miles, Risinghurst ~3 miles, Barton ~2.8 miles, Cutteslowe Park ~2.7 miles, and Wolvercote ~2.6 miles

In summary, the current exclusion of Kennington residents from the proposed Oxford Permit area, cannot be justified through any objective, legal or moral lens, and will negatively, and in an inequitable way, impact Kennington residents, and even more so, older and disabled residents, for whom access to Oxford via a private car is often a lifeline.

Thank you for taking the time to listen, and I urge you, through the lens of equality and inclusion, both of which are 2 of the councils 9 stated priorities, to amend the proposals to include Kennington in the proposed Oxford Permit Area.

Kind Regards, Tim Warner

Traffic filter permit area



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Dear Cabinet Members

We, like others, have many concerns so I will just cover some:

Equality - Why, at a very late stage, have you decided to give a few favoured locations outside the city 100 daily permits per year, while many places with little in the way of bus services and on the fringe of Oxford just 25 permits?

And visitors from a little further afield no permits, so major detours, including important bus routes not sheltered by filters, or fines.

The time changes on Marston Ferry and Holloway will still hit hospital shift workers and teachers with no choices.

Administration and Day to day management - In spite of all of the technical support, the Traffic Filters scheme will require large resources dealing with all of the day to day issues, of who is entitled to what, car ownership changes, etc. and appeals.

Environment - It will litter our streetscape with all of the extra signposting, warning notices and cameras.

Costs and Alternatives - The projected figure of £6.458m for what is a huge experiment is huge in itself.

There are better ways to spend such a vast sum and encourage those that can, to leave their car behind.

Free **park** and **rides**

Improved and safer cycle routes

Reliable, regular and connecting bus services through and across the city

Progressing with Network Rail the Cowley rail line as quickly as possible

Not all need money but they need will.

Businesses – To survive they cannot afford to be too choosy on how their customers arrive but they are in favour of sensible, phased plans to reduce congestion and improve air quality.

Time – As a consequence of the Botley Road closure, for however long, you have time to reconsider your proposals. Take that time to think through what you are really trying to achieve, without damaging the local economy and the lives of everyday folk.

Thank you, Graham Jones ROX - backing oxford business

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Traffic filters – Cabinet meeting – 29/11/22

I support the scheme in principle and so do many of the people in my division – except for the effect that it would have on Botley Road. If it goes ahead as proposed, *all the traffic* for the Westgate car park, the other car park in Oxpens, the Worcester St car park, the weekend car park at the College of FE, the railway station and various other destinations will be forced to use Botley Road.

Our officers agree that this may well cause an unacceptable level of traffic in Botley Road, especially at weekends (see Annex 6). What is their solution? Not fewer permits, as one might have expected. No – *more* permits! They propose to give 25 permits a year (or “additional exemptions”) to everyone in Oxfordshire (see Annex 7)! They argue that people will then be able to access all these car parks, etc, by other routes. They don’t seem to realise that in fact it means that even more people from the west will be queuing up to use Botley Road!

To grant day passes to even more people would be perverse. It undermines the whole principle of *reducing traffic* in the City. It also flies in the face of our core policies – COTS and all the LTPs. ***Above all, no-one should be encouraged to drive past a park and ride car park. That is patently absurd!***

Far from solving the problem of congestion and pollution in Botley Road it would make it worse. There are already too many permits proposed for people coming from the west. Two wrongs don’t make a right.

As I have argued many times, the 18 000 people in Botley, North Hinksey and Cumnor should definitely NOT be entitled to receive 100 permits a year. There is no logical reason why they should get any permits at all: they live outside the City and they would be driving past the recently extended Seacourt park and ride car park. What possible justification can there be to give them 100 permits a year? I have certainly heard none.

If you insist on granting 25 permits to everyone outside the City, it makes sense to include Botley, North Hinksey and Cumnor in that category, rather than giving them 100 permits. If you decide not to make this logical change, please tell us exactly why.

Susanna Pressel

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Item 6. Core Schemes - Traffic Filters ETRO Approach

Cllr David Bartholomew

Good afternoon Cabinet and members of the public.

You have heard many speakers today speaking passionately for and against the Traffic Filter Proposal.

I am here not to speak for or against the scheme, but to speak about Democracy.

County Councillors travel to County Hall not for personal gain or for pleasure, but to fulfil their Democratic duties representing the residents of Oxfordshire. It is of paramount importance that all councillors are treated equally, irrespective of the political party they might belong to.

Under the earlier version of the scheme, there was gross inequality in the proposed treatment of councillors. Those councillors who live in the city of Oxford were to be given unfettered car access to County Hall by way of the 100 resident passes they were to receive. Those councillors are all members of the administration and all members of either the Labour, Liberal Democrat or Green parties. No Conservative councillors were to be given passes as none resided in the city permit area.

The clear irony was that those councillors who could easily walk or get public transport to County Hall were to get Traffic Filter passes, yet Conservative councillors coming from rural areas with limited public transport options would get no passes and have only one route into County Hall via the Botley Road. In my own case, the car journey from the southernmost part of the county already takes an hour or more and being forced to divert onto the ring road, the A34 and then Botley Road would probably add another half an hour onto an already long journey. And no, coming by rail doesn't work. The journey would involve a 20-minute walk, two changes of train and take two hours or more.

So, if you decide to proceed with the scheme, it is absolutely essential that you adopt the recommended change to allow 25 passes per year to all Oxfordshire residents outside the Oxford permit area, so that Conservative councillors are not discriminated against and can properly represent their residents.

To sum up, I must re-state that I am not speaking in favour of the scheme, or against it. That decision is a matter where residents of Oxford deserve to have the loudest voice. What I am saying is that for Democracy to work, councillors must be treated equally. If you decide that the Traffic Filters are to go ahead, the recommendation to include 25 day passes per year for residents of Oxfordshire outside the Oxford permit area must be accepted. Thank you for your attention.

Cabinet item Traffic Filters – Tuesday 29th November 2022
Submission to accompany submission to Cabinet.
Cllr John Howson, St Margaret's Division

Thank you for allowing me time to speak this morning. I note that 31 councillors representing all types of council from parish to the county council were identified as responding to the consultation.

These proposals significantly affect those living in my division. They are not new. They were first proposed by the previous administration in 2015 and consulted upon in 2019.

I note that in Table 40 of Appendix 5 there were lower negativity scores from those living in postcodes OX1 to OX4 than in other postcodes. I would have welcomed the disaggregation of the data for postcodes OX1 to OX4 to allow me better to represent the views of those living within my division.

That said, the changes from the original scheme are to be welcomed. I speak personally as someone that will not be entitled to any permits as I live, by choice, in a development granted planning permission as a car free development.

The postponement of the introduction of filters until Network Rail returns the Botley Road to the County Council at the completion of the station enhancements is an obvious and welcome step.

There are some other suggestions that have been made to me that I would like to draw the attention of the cabinet to.

- **Abolish the 0900 rule for bus passes that operates from Monday to Friday at present.** I believe that Wiltshire have done so. This would permit use of buses for early hospital and other journeys currently likely to be undertaken by car.
- **Review the possibility of providing the benefits of bonus passes to drivers where additional M1 vehicle journeys are reduced by two or more people ride-sharing at the same time.** The vast majority of M1 vehicle movements are by cars with just one passenger. APNR cameras could be used to identify and issue extra permits if necessary, following a research project to create new software.
- **Work with the 6 private schools in my division to use the Park and Ride as exchange points for parents to leave pupils to be collected by the network of school buses.** At the same time, introduce an Education Zone building on the idea of school streets, but covering a defined area where there are several adjacent schools east of the Banbury Road.
- **Work to ensure a city fare zone covering both bus and rail journeys.** The experience of many cities including London shows that advances in contactless payments and fare capping makes this a sensible way forward.
- **Tourist coaches using Oxford Parkway as a drop-off point for Oxford; Bicester Village and even Blenheim Palace and the Cotswold tours would reduce several hundred coach movement a day in the busy tourist season.**
- **Discuss with the DfT how far bus company service reductions can go before the level of services in Oxford makes it ineffective to have two competing companies trying to make a profit from a few high use routes.**

My own modelling suggests there will be pressure on the Banbury Road once the filters are introduced, especially in the evening rush hour, and I look forward to the monitoring information being shared with local councillors.

Finally, going forward, it would be helpful if the county council would take a strong line with district councils over new developments where there is significant employment growth in order to ensure that they take account of the county's active travel strategy.

The impact of the Oxford North development on the A40 and adjacent feeder roads has the possibility of seriously affecting traffic patterns within my division and impacting upon these proposals because of its poor link to the local bus and rail networks. 3,000 new employment possibilities in Oxpens creates additional journey needs that need to be modelled even if employees cycle, use public transport or walk.

Oxford University created a new college recently in Reuben College with no need for planning permission. It would be an interesting exercise to see how many new employment opportunities the college has created, and how those employees travel to work.

County Councillor Liam Walker

Oxford Bus Gates Speech

Thank you.

I want to thank all those who have spoken today, and I am pleased that the Leader did a u-turn on the decision to ban some speakers and has allowed all those who registered in time to speak today.

So here we are again. Another dividing decision meeting with a scheme that will quite literally divide Oxford city.

Clearly this anti-motorist coalition know how divisive they are being by the number of security staff around county hall and the armed police officers outside.

As it has already been mentioned by others, the timing on the decision of these bus gates today is incredibly unusual given the upcoming closure of Botley Road by Network Rail for the Oxford station upgrades. Why the rush?

By implementing these bus gates the cabinet risks this being the final nail in the coffin for businesses in Oxford. This council claims it wants to tackle congestion, so buses run on time – well, I suggest you scrap the LTNs as these measures have increased congestion, increased pollution, and have resulted in some businesses already closing their doors.

I accept its easy for me in opposition to simply criticise these plans without offering other alternatives, but we all know this isn't true. Only a few months ago I gave this council the opportunity to vote on exploring plans to make parking at P&R sites free in Oxford as I believe this will help to reduce congestion into the city and encourage public transport use.

But guess what, the Lib Dems, Labour and Green councillors all voted against this motion.

Why, because we all know these anti-motorist plans being discussed today aren't about supporting businesses or reducing congestion. This is about hammering motorists with more charges as this coalition appease their lobby groups in the city centre.

As is common with all the consultations that are now coming out of this council it wasn't possible to disagree with these bus gates.

But let's be honest folks, we know this decision was already made many months ago. If you don't believe me just ask the Labour Cabinet Member for Transport, Cllr Duncan Enright, who can't be involved in the vote today due to his predetermined decision comment in the Sunday Times where he said on bus gates, "It's going to

happen, definitely” – a misquote or a deliberate slip of the tongue knowing he wouldn’t have to buckle under his coalition Lib Dem paymasters and support their bus gates today.

These plans are so unpopular the cabinet have been forced to make so many exemptions its clear these bus gates will not have the desired impact that they want and are being forced through to secure some funding on electric bus funding: a condition you imposed yourself.

Rewarding Oxfordshire residents with 25 permits so they can pass around or access the city is like some sort of naff game show that is something you would expect from China not a free and democratic country like Great Britain.

My message to this cabinet is simple: scrap the bus gate plans.

Stop hammering motorists.

Stop hammering businesses.

And stop dividing communities.

Thank you.

Statement by Cllr Calum Miller, Cabinet Member for Finance on item 6 – Traffic Filters

I am very sorry not to be able to attend all of the extraordinary meeting of the Cabinet today. When the level of public interest in our decisions today became clear, I supported the Leader's decision to extend the meeting so that all those who had applied to speak could do so. Unfortunately, however, this means that I cannot stay beyond 12 noon due to a long-standing previous commitment.

I am particularly sorry not to have heard all the views of members of the public and fellow councillors on this important topic for our county. I have, however, received a number of written representations and read the results of the public consultation and the input of the scrutiny committee. I am grateful to everyone who has taken the time to get in touch and share their opinion.

Over recent years, Oxford city has seen worsening congestion levels that routinely bring the city's medieval centre to a standstill and discouraging people from walking or using a bike to get around. The air pollution levels are a danger to public health while carbon emissions are contributing to climate change. We need to take action.

The traffic filters before Cabinet today are part of the wider Central Oxford Transport Plan, which Cabinet has discussed earlier, and are a necessary part of that overall vision for creating a healthier, greener, fairer transport system. By increasing the use of public transport and active travel, it will help reduce carbon emissions and unlock investment in a sustainable transport network. If we make public transport and active travel more accessible, it will address inequality since the poorest in our communities have no access to private vehicles and it will also create more opportunities for children and young people who cannot drive.

I therefore support the overall goals of the scheme.

I want to stress five key points:

- **This is not a scheme to stop car usage in the city.** City residents will receive passes that allow them unlimited access to the city on nearly one in three days of the year. On other days, they can still access all parts of the city but may need to adjust their routes or timings. There are many, targeted exemptions in the scheme for those who have to travel across the city for work or to provide care as volunteers. At the same time, travelling by bus, bike or foot should be easier.
- **I welcome the recommendation to provide 25 passes per vehicle per year to residents living outside the city.** The original proposal drew too stark a distinction between those inside and outside the city limits. This restores some balance.
- **I also welcome the flexibility shown in limiting the two outer filters to peak times.** While the city centre experiences strong traffic volumes throughout the day, Marston Ferry Road and Hollow Way have more peak-time congestion so it is appropriate to flex the proposal to see if a peak-time filter delivers sufficient impact.

- **This is an experimental scheme and we should retain the flexibility to adapt it in response to changes in context and new information.** It is regrettable that Network Rail's enforced closure of the Botley Road in 2023 will delay the start of this scheme. But it is really important that we ask officers to use the time to prepare for implementation and to set up the mechanisms for monitoring this experimental scheme. Regular, reliable data will allow us to adjust the scheme to ensure it is achieving the goals we have set.
- **The introduction of this scheme should be accompanied by improvements to bus journey times and reliability for all Oxfordshire residents: both inside and outside the city limits.** In particular, there is a need for progress with mobility hubs and local transport solutions in some of our rural areas, to give residents a realistic choice to use public transport and connect to services within Oxford city. Funding remains a challenge which is why I hope Cabinet will press for the rapid implementation of other elements of the Central Oxford Transport Plan that can help to generate revenues to reinvest in sustainable transport.

We are trying to reshape travel within the county and city. Current trends are bad for people, bad for the economy and bad for the planet. We need to break the cycle and create the conditions for cleaner, greener and healthier travel. I believe these proposals will contribute to that goal, so long as they are adopted with humility and a commitment to learn and adapt from the evidence following initial implementation.