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The officers' report provides responses to most of the attacks on this scheme. Some opponents have pivoted from lambasting the county for not acting fast enough to complaining about it acting too quickly. Others have suddenly started pretending that Oxford has no problem with congestion or air pollution or road danger. No one has proposed any coherent alternative.

The need for measures to address congestion and move Oxford towards lower traffic has been clear for decades: the ancestry of the current plan can be traced back to the city council's 1972 Balanced Transport Policy, but the core traffic filter scheme has been in planning since 2015 and public since the Connecting Oxford launch in 2019. This congestion charge is a weakened version of that scheme, a temporary measure while the Botley Rd remains closed.

There are other schemes that might achieve similar ends -- and there will never be any kind of consensus on the best option -- but what is being proposed has been carefully thought through and the evidence is that it will be a step in the right direction. It can also be modified to address problems that may arise -- as indeed it already has been, whether in matters as broad as hours of operation or as specific as the needs of ice hockey players.

I would like you to imagine the counterfactual to introducing this scheme. Imagine you were, instead, considering a scheme to remove city-wide bus prioritisation measures, a scheme which would cripple the bus system and also result in an additional two dozen people a year being injured badly enough to make it into the police injuries database. You would be pretty skeptical about that. And indeed, no one would seriously think about removing the High St bus gate now.

You will have looked carefully at this scheme. If you can think of anything that can still be improved at this stage, that will be useful. But the time has passed for procrastination.