

**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?