



Survey Response														
I am responding to this survey as	How often do you travel in or around Oxford?	Please tick which of the following free permits and passes you think you may be eligible for	Do you live in, visit a resident or commute by car or otherwise by the proposed central Oxford?	Central Oxford residents' comments on proposed residents in the central Oxford	Central Oxford permit area commenters' comments on proposed residents in the central Oxford	We are proposing a single charge of £5 to allow cars without a tax, pass, or permit	Do you think that charges should vary, with drivers of lower cars, paying more and higher cars, paying less?	Income generated by introducing the proposed charge would be used to lower the tax and operating costs of the scheme	If other improvement, please state	Taking into account all the information we have provided about the proposal	Please explain your answer	Do you have any other comments about the proposal for 5 temporary congestion charge locations in Oxford that you have not already shared in this survey?	Do you have any suggestions for other ways to reduce traffic and tackle congestion in and around Oxford?	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 don't	Positive	Negative	About right	No	Make bus services more frequent. Add public cycle parking.		Positive	I am hoping it will reduce traffic.	I am concerned this, like the fingers, will increase traffic through Old Marston at peak commuter times.	An aerial egg lift bringing P&R to Oxford Road / JR hospital / Train Centre.	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 don't	Neutral	Negative	Too low	Yes	Make bus services more frequent. Add public cycle parking.		Positive	Could go further, eg restricting hours of access for other vehicles (delivery etc) to outside normal peak times		Reduce the amount of parking currently available with a aim to discourage driving into the centre	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 live in the central Oxford permit area, or visit a resident of the central permit area by car	Positive	Negative	Too low	No	Make bus services more frequent. Add public cycle parking.		Positive			restrict larger vehicles such as trucks and vans within certain hours - so not during peak school hours (7:30-9 and 3:30 to 5). This would make cycling with kids safer and more appealing.	
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	1 commute to the central permit area by car	No impact	No impact	About right	Not sure	Make buses cheaper for all. Add new bus routes. Add public cycle parking		Very positive	Would expect to see fewer cars crossing the city centre, so buses would be faster/more timely and walking/cycling would be safer and more pleasant		School term times seem to produce the heaviest traffic, finding better ways for children to get to schools (rather than being driven in and individually) could make a big difference. A lift away from the non-converted 5's working hours could also help spread out "rush hours"	
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	1 commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	Yes			Very negative	I'm an HR manager working about 24/7, working every day after planned hours from home, additional commuting time will have realistic impact on my service		Looks to other medium cities abroad that have put cycling first and see what measures we can adopt. A good example is Uppsala, in Sweden, which is also a medieval university town and is almost entirely car-free in the centre. Cars should be used for getting out of Oxford, and not necessary for getting into or around Oxford.	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 don't	No impact	No impact	Too low	Yes	Add new bus routes. Make bus services more frequent. Add public cycle parking		Very positive	It is currently quicker to cycle in and around the city than to go by bus. The roads should be clearer for people who "need" to use their cars and permit the free flow of traffic. Buses will be quicker, and therefore more appealing to use, and cycling will be safer.		Removing the LTNs in East Oxford would be a great. Have more bus routes that cover the entire city and better connect services to the surrounding villages.	
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	1 don't	Neutral	Neutral	There should be no charges at all	Yes			Negative	I will have to leave my job at the school where I work part time because the most direct route includes one of the charging zones and getting the long way would take too long and will use too much petrol. Going there by bus would take ages as there is not a good direct service available.		Use the river to provide alternative transportation into Oxford	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 commute to the central permit area by car	Neutral	Neutral	Too high	No	Make buses cheaper for all		Negative	Push traffic onto already busy alternate routes already impacted by LTNs		Free bus passes, council has the ability now to run its own bus services due to changes in the law, also bus ticket prices are reasonable for such short journeys and cause issues financially. Park and Ride should be free and buses to and from there should be one pound no more, if you want people to use Oxford and use services make it cheaper for them to access them.	
an Oxford resident	daily	Taxis and private hire vehicles	1 commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	Other	Make BUSES FREE FOR LOCAL PEOPLE BETWEEN WORKING HOURS AND SEE WHAT IMPACT THAT HAS ON TRAFFIC AND SCHOOL RUSH		Very negative	It's horrible that people come to Oxford to work and live locally... Starting Oxford this a Prison		Free bus passes, council has the ability now to run its own bus services due to changes in the law, also bus ticket prices are reasonable for such short journeys and cause issues financially. Park and Ride should be free and buses to and from there should be one pound no more, if you want people to use Oxford and use services make it cheaper for them to access them.	
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	1 live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Fix the badly managed roads and roundabouts	Very negative	It's literally a money making scheme. Not everyone falls into the same category of "they should walk, get a bus or cycle" I live in Abingdon, but I grew up in Cowley, I work in Cowley, my partner works in Cowley, my daughter goes to nursery in Rose Hill, I still have a lot of friends and family in Cowley that I see regularly, usually after work		Open up the LTNs! Simple!	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 don't	Very negative	Very negative	There should be no charges at all	Not sure	Other		Very negative	There is no bus route that will allow me to go to drop off my daughter at nursery, go to work, then to pick up my daughter, and then to visit my family! And I have had to probably double my journey time!		Put your congestion charge in areas where you were voted in! Leave Cowley alone! Majority of residents do not want your greedy schemes! You seem to be targeting the poorer areas!	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 don't	Very negative	Very negative	There should be no charges at all	Not sure	Other		Very negative	I don't agree with this at all. All traffic will be pushed onto the ring road and there does not appear to be any contingency planned for RTD, B&V, road works on the major roads. When there is a problem on the ground to be dealt, this will impact workers		Open up the old rail lines. Cycling is safe in some areas of the city eg St Clements, Windmill Road, Marsh Lane	
an Oxford resident	daily	Frequent hospital patients	1 don't	Negative	Neutral	There should be no charges at all	Yes	Make buses cheaper for all. Add new bus routes. Make bus services more frequent		Very negative	As an example, since the highly controversial LTN scheme my journey times have actually doubled (and I park time quadrupled), as well as forcing me to travel longer distances thus using more fuel. The result being that congestion and pollution has actually increased!		One of the stated aims of the congestion charge is to reduce pollution, if that's the case then why are non-polluting electric cars exempt from the scheme? This whole scheme seems to me being another example of a poorly thought out traffic measure that Oxford City Council is becoming renowned for. Even the reasons for implementing the scheme were sound (which they are!) I have no faith that OCC will utilise the funds efficiently so I anticipate 0 additional benefit in either improving bus services or reducing busparking prices.	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 commute to the central permit area by car	Negative	No impact	There should be no charges at all	Not sure	Make buses cheaper for all. Add new bus routes. Extend hours of operation for buses		Negative	As long as my wife and I each get permits as residents, and will make our driving around Oxford okay.		People's vehicle use has to be reduced - the climate can sustain our current. But traffic measures MUST take account of people who are vulnerable (physical, mental), already financially challenged, socially isolated, have to make their businesses remain viable etc.	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 don't	Neutral	Negative	About right	Yes	Literrone area improvements. Vary currently very dangerous for cyclists. Range of simple measures eg bollards, parking enforcement, cycleway slip through, would improve		Positive	I don't go for enough. My peak time cycle journey has largely worsened since LTNs brought in as now have to pass miles of stationary traffic current congestion stands as is. Further cycle control measures. Park and Ride to be extended. Have had to alter to a longer, safer route. Angry motorists everywhere. No proposals for addressing Red traffic		Rifly Rd filter point. Something to reduce parents dropping children at MCC/Univ - noticeable difference in traffic between term and holidays. Not sure why such banal permits proposed for westpark private parking in city centre. Literrone improvements - urgently needed. The Cowley Rd Literrone is a very well used commuter cycle route and it is probably dangerous, with speed limits and traffic signs ignored and cars driving straight at cyclists, including those with children.	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 don't	No impact	No impact	About right	Yes	Make buses cheaper for young people. Other		Positive	I don't go for enough. My peak time cycle journey has largely worsened since LTNs brought in as now have to pass miles of stationary traffic current congestion stands as is. Further cycle control measures. Park and Ride to be extended. Have had to alter to a longer, safer route. Angry motorists everywhere. No proposals for addressing Red traffic		Some way of keeping cycle racks free of abandoned bikes so one knows one stands a chance of finding a space on a rack. Make buses cheaper as much as possible to encourage use.	
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	1 don't	Neutral	Negative	About right	Yes	Make bus services more frequent. Add public cycle parking		Positive	Only if it reduces the number of cars completing school drops and the central permit doesn't increase University Staff who could easily make P&R services. The traffic in school holidays and during University closures is noticeably reduced		Reduce the number of science parks being built. This increases site traffic and jobs that involve commuting when a vast research these days is mostly completed remotely.	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	Yes	Make buses cheaper for all. Add new bus routes. Make bus services more frequent		Very negative	I think it is ridiculous to charge us to drive in the city we live in. Especially Holloway Road and marston Ferry road which aren't even in the city centre so makes no sense why they are included. I cannot get out of my road without using Holloway so be charged to use a road I live on is ridiculous and very unfair.		Remove the LTNs, this clearly has not worked at all as pushes everyone onto the same road causing serious delays.	
an Oxford resident	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	1 commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Don't do anything	Very negative	Stop pointing the traffic in one direction that will stop the congestion		Take those ridiculous traffic calming frowns away like Walkin street as an example it is much better now traffic is allowed east.	
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	1 live in the central Oxford permit area, or visit a resident of the central permit area by car	Neutral	Very positive	Too high	Yes	Make Park & Ride buses cheaper. Make buses cheaper for all. Make bus services more frequent		Negative	I am concerned this may impact me or those I live with in ways I can not yet predict so I intend to change my job this year.		Discourage single drivers	
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	1 don't			There should be no charges at all		Make buses cheaper for all		Negative	My sons do activities in Oxford, namely play ice hockey at the ice rink. Time is important to us, as we have things to go to afterwards, so getting to a bus stop and then waiting for a bus is not an option. I'm not even sure if I could get on the bus with the bag of hockey kit any day. I don't have a car, because of the size of the equipment bag and that I don't need to use it - already have to pay more than £5 to park next to the rink, so this would really hit. This will fit us in a way that the bus fares won't when they come in, given that I could come round A&A, down the Bodley Road and then via the ice rink. I don't have that option with the temporary charges. Equally, I can't believe this will not financially hit the ice rink. If we lose this facility we will NOT get it back again. At a time when we are struggling to set children active, this is a retrograde, thoughtless move.			
a member of the public living outside Oxfordshire	daily	100 day passes for residents in the Oxfordshire permit area, on days of your choice	1 commute to the central permit area by car	Very negative	Neutral	There should be no charges at all	No	Other	Remove the bollards from the side streets so traffic can move faster again, and all traffic left forced down one road, which becomes blocked	Very negative	The several bollards in Oxford already have difficulty in recruiting and maintaining staff, due to the high cost of living in Oxford. This is another reason for people not to work in Oxford. I know there would have no interest in hospital, but I ultimately a lack of staff will affect the care your relatives get as well as everyone else.		Reopen all the roads you have shut in the last 10 years so traffic can move again. The roads are grid locked because you will shut most of the roads and everyone is forced to use the few remaining roads which are open. Closing all the roads just forces people to go elsewhere and Oxford businesses lose out. The high street already looks a shabby ghost town.	
a member of the public living outside Oxfordshire	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	1 don't	Very negative	Very negative	There should be no charges at all	No	Other		Very negative	As a retired person I would like to go into Oxford to shop and carry goods via a short distance to my car. I will not be spending any money in Oxford or restaurants if this bureaucratic bony goes ahead. Oxford city centre may as well close up now			
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	1 don't	Negative	Negative	There should be no charges at all	Yes	Add new bus routes. Make bus services more frequent. Other	Provide buses for those who live in villages just outside Oxford but who work in the city and have no other option but to travel there by car. Extend the number of permits for those villages. Oxford	Very negative	This scheme is unfair - and the ANPR gates that are due to come in later - on those who have no option but to use a car due to the lack of public transport - so will be in villages just outside Oxford work in the city. There are no buses and cycling is either too unsafe or not possible for those with mobility problems.		Provide buses for those who live just outside the city. Create another Park and Ride at the football stadium in Marston. Create safe ways to get into the city. Provide school buses as much of the traffic congestion is due to individual cars driving children to school. Make the traffic restrictions apply at school pick up and drop off times only. Do not apply restrictions at the weekends. Think about the impact of these schemes on the economy of the city and who has already reduced mobility due to age, mobility, disability and caring responsibilities.	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 don't	Neutral	Neutral	About right	Yes	Make Park & Ride parking cheaper. Make Park & Ride buses cheaper. Make bus services more frequent		Negative	According to the £5 congestion charge locations, I can forecast all cars will agree to the north and go into Oxford city centre from Banbury road and Woodstock Road. It will make the traffic at Culcheth Road and Woodstock Road. However, Roundabout even worse. In addition, people will take the route from Wytham, Godstock Road back to Woodstock Road towards Oxford City Centre. It will be a nightmare for the commuters.		Cutting buses plays an important role in encouraging residents to use buses instead of driving. The buses fees now to way too high! For example Oxford residents can join a passag, first 100 miles in a year are 80p, the rest is in a year £1.2. I am very sure, a lot of people are willing to take buses.	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 don't	No impact	No impact	About right	Yes	Make buses cheaper for all. Add public cycle parking. Other	Improve the cycle paths into Oxford eg Bodley Road parking, Eynsham to Oxford Parkway.	Positive	Less traffic in central Oxford make it cleaner, safer and easier to get around		Improve cycling for all - smoother and clearly marked pathways for bikes. More connected public transport links - think end to end experience. Better options to pay, less confusing bus websites and ticket options. Even walk to Bodley is closed, better provision for passengers and commuters the walkway is a disaster. The walkway is a disaster otherwise. These infrastructure solutions.	
a resident of Oxfordshire living outside Oxford	daily	100 day passes for residents in the Oxfordshire permit area, on days of your choice	1 don't	Positive	Positive	About right	Yes	Make Park & Ride parking cheaper. Make Park & Ride buses cheaper. Extend hours of operation for buses		Very positive	I feel the traffic in Oxford is far too high and the air quality pretty poor! especially since the Bodley road closure. I travel to work by bus and have to factor in about 15 mins more than I used to each morning as traffic moves so slowly. I think the passes proposed cover any and all actually necessary reasons for people to take a car into the city centre, and will hopefully encourage anyone else to use the ample park and ride services around Oxford.		More Oxford routes would be amazing. For example, I live in Abingdon and often visit friends in Headington. I don't like to drive unless necessary, but it's £7 Over for each way bus, because I need to go into Oxford and the back out, as a 15 min drive. Think of all the pollution that would be saved if more routes connecting people not just to the city centre but to other locations too, could be created!	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice. Unpaid carers	1 live in the central Oxford permit area, or visit a resident of the central permit area by car	Neutral	No impact	There should be no charges at all	Yes	Make buses cheaper for all. Add new bus routes. Make bus services more frequent		Very negative	I live on a non-charged route into Oxford. Traffic will inevitably increase on this route as drivers seek to avoid the charged routes.		Yes, traffic congestion can be reduced by getting rid of the LTNs. Council has introduced. Then traffic can flow more freely as it is before the LTNs were introduced, particularly if a good one way system was introduced on what are now 'ghost streets' within the LTNs.	
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	1 don't	Very negative	Very negative	There should be no charges at all	No	Add new bus routes. Make bus services more frequent. Extend hours of operation for buses		Very negative	The complexity is enormous and such a short term scheme (less than a year) should not be considered.		Understand this is a result of the Council entering into some foolish undertaking to reduce congestion in return for a government grant so I suspect this is not a real consultation as the decision on introduction has already been made.	
an Oxford resident	weekly	Disability benefit claimants. Frequent hospital patients	1 live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	No impact	There should be no charges at all	Yes	Make buses cheaper for all		Very negative	It's bad enough that the LTNs have had a humungous negative impact in visiting my family, as even though they only live one street apart from each other, what I could just drive direct from each of them. Now I have to drive the way round Literrone and Cowley to reach them. Which has impacted how often I visit as the increased cost of fuel and the poor environment with constantly waiting in traffic queues is getting to be a bit more than I can bear. The LTNs have caused increased congestion and cost. It is ridiculous in this day and age that when family should be the main focus in all of this, of leaving family together and allowing family to visit each other, I have been pushed aside into the back seat of all this waste of budget and general money that causes that should already be funded.			
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make Park & Ride parking cheaper. Add public cycle parking. Other	Enforce the law on illegal, uninsured electric scooters	Very negative	Every "benefit" introduced in the last 10 years has made things worse. You also have ignored voters and residents views - The survey only allows feedback responses to questions that make it easy to answer		Disappointed by councils traffic policy	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 don't	Positive	Positive	About right	Yes	Make Park & Ride parking cheaper. Make Park & Ride buses cheaper. Extend hours of operation for buses		Very positive	As an elderly resident relying on my relatives who but one live on or outside Oxford Boundary it would impact on my safety and care.		Including Holloway as a "City Centre Road" is unfair and unnecessary if the Traffic Wardens did their job and penalised the cars parked in the roadside bays. Legally all peak times there wouldn't be a problem. This is shown by the smooth running during the peak times. I speak as local to this area with so much familiarity with this road and its problems it is always the lottery of bins to sit around these cars that causes issues at peak times.	
an Oxford resident	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	1 commute to the central permit area by car	Negative	Negative	There should be no charges at all	No	Make Park & Ride buses cheaper for all. Make bus services more frequent		Very negative	Our kid will visit Oxford twice per week for her ice skating training. We need to reconsider it and see how we can cope with it. I also plan to let her go to Oxford for her piano class but I have to reconsider it and reduce the time to go to Oxford. This is unfair for the kids as there are good resources in Oxford but we cannot use it anymore. In addition it is impossible to take 5 people for the bus to Oxford from Abingdon as this means it will take longer time for the way with out of being late and we have to make her go so early as her ice skating is at 9:00 on Sunday. And the ice skating lesson on Saturday (11.30am) travel is so long after her dancing class finishing at 10.15am, taking a bus is not possible. - it will be out of charge in before the bus system was built comprehensively.		No	Charge should only apply to weekdays with peak time. Not during weekends. Otherwise I will stop families with kids to visit Oxford. Child related exemption should apply if it is to be attending classes, school etc.
a resident of Oxfordshire living outside Oxford	weekly	Frequent hospital patients	1 don't	Very negative	Very negative	There should be no charges at all	No	Make Park & Ride parking cheaper		Very negative	You are changing the access to people with out offering alternatives especially for elderly and visiting car drivers who need to visit elderly family members		What about the bus? You should focus on making park work properly instead of considering it as a cash cow	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 don't	Very positive	Very positive	Too low	Yes	Add public cycle parking		Very positive	LTNs is a serious problem in Oxford both from the point of view of road safety for pedestrians and cyclists and, importantly, for the health of all residents and visitors through pollution which is considered. Lvs above safe levels in the city. This leads to unnecessary deaths and health problems.		This is an absurd idea. You should focus on making park work properly instead of considering it as a cash cow	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 live in the central Oxford permit area, or visit a resident of the central permit area by car	Positive	Negative	About right	Not sure	Make bus services more frequent. Add new bus routes. Make bus services more frequent		Negative	Hopefully fewer vehicles, which will also result in lower pollution levels.		No	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make buses cheaper for all. Add new bus routes. Make bus services more frequent. Extend hours of operation for buses. Other	Fix the crumbling roads and pavements.	Very negative	This adds yet another layer of complexity to living in and travelling around Oxford. It will not improve the traffic situation in the city.		Stop forcing traffic on to the Plain roundabout by through blocking roads in the LTNs. Traffic is much worse on the roundabout now. Open the parking restrictions on bus lanes, pavements and the LTN planner bays along the Cowley Road, the area is often clogged with parked cars. Instead of the LTNs, consider having a one way system around Oxford.	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 don't	Very negative	Very negative	There should be no charges at all	No	Make Park & Ride parking cheaper. Make Park & Ride buses cheaper for all. Add new bus routes. Add public cycle parking		Very negative	The congestion problems are caused by the roadworks in Bodley and the Low Traffic Neighbourhood (LTN) on Cowley Road, which affect mainly poorer areas where more people live outside Oxford and walk to the drivers' face - they need to use their cars because the buses are either not there or there aren't through alternative routes that don't cut so much congested routes.		Between Rifly and Cowley Road every road alternative one way. This will lessen the traffic including residents having to go to work in the city and back. Have a workable plastic-covered information website to hand when aerial roads are blocked through incidents.	
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	1 commute to the central permit area by car	Very negative	Neutral	There should be no charges at all	No	Make buses cheaper for all. Add new bus routes. Extend hours of operation for buses		Very negative	Our kid will visit Oxford twice per week for her ice skating training. We need to reconsider it and see how we can cope with it. I also plan to let her go to Oxford for her piano class but I have to reconsider it and reduce the time to go to Oxford. This is unfair for the kids as there are good resources in Oxford but we cannot use it anymore. In addition it is impossible to take 5 people for the bus to Oxford from Abingdon as this means it will take longer time for the way with out of being late and we have to make her go so early as her ice skating is at 9:00 on Sunday. And the ice skating lesson on Saturday (11.30am) travel is so long after her dancing class finishing at 10.15am, taking a bus is not possible. - it will be out of charge in before the bus system was built comprehensively.		No	Charge should only apply to weekdays with peak time. Not during weekends. Otherwise I will stop families with kids to visit Oxford. Child related exemption should apply if it is to be attending classes, school etc.
a resident of Oxfordshire living outside Oxford	weekly	Frequent hospital patients	1 don't	Very negative	Very negative	There should be no charges at all	No	Make Park & Ride parking cheaper		Very negative	You are changing the access to people with out offering alternatives especially for elderly and visiting car drivers who need to visit elderly family members		What about the bus? You should focus on making park work properly instead of considering it as a cash cow	
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a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	1 commute to the central permit area by car	Very negative	Neutral	There should be no charges at all	No	Make buses cheaper for all. Add new bus routes. Extend hours of operation for buses		Very negative	Our kid will visit Oxford twice per week for her ice skating training. We need to reconsider it and see how we can cope with it. I also plan to let her go to Oxford for her piano class but I have to reconsider it and reduce the time to go to Oxford. This is unfair for the kids as there are good resources in Oxford but we cannot use it anymore. In addition it is impossible to take 5 people for the bus to Oxford from Abingdon as this means it will take longer time for the way with out of being late and we have to make her go so early as her ice skating is at 9:00 on Sunday. And the ice skating lesson on Saturday (11.30am) travel is so long after her dancing class finishing at 10.15am, taking a bus is not possible. - it will be out of charge in before the bus system was built comprehensively.		No	Charge should only apply to weekdays with peak time. Not during weekends. Otherwise I will stop families with kids to visit Oxford. Child related exemption should apply if it is to be attending classes, school etc.
a resident of Oxfordshire living outside Oxford	weekly	Frequent hospital patients	1 don't	Very negative	Very negative	There should be no charges at all	No	Make Park & Ride parking cheaper		Very negative	You are changing the access to people with out offering alternatives especially for elderly and visiting car drivers who need to visit elderly family members		What about the bus? You should focus on making park work properly instead of considering it as a cash cow	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 don't	Very positive	Very positive	Too low	Yes	Add public cycle parking		Very positive	LTNs is a serious problem in Oxford both from the point of view of road safety for pedestrians and cyclists and, importantly, for the health of all residents and visitors through pollution which is considered. Lvs above safe levels in the city. This leads to unnecessary deaths and health problems.		This is an absurd idea. You should focus on making park work properly instead of considering it as a cash cow	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 live in the central Oxford permit area, or visit a resident of the central permit area by car	Positive	Negative	About right	Not sure	Make bus services more frequent. Add new bus routes. Make bus services more frequent		Negative	Hopefully fewer vehicles, which will also result in lower pollution levels.		No	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make buses cheaper for all. Add new bus routes. Make bus services more frequent. Extend hours of operation for buses. Other	Fix the crumbling roads and pavements.	Very negative	This adds yet another layer of complexity to living in and travelling around Oxford. It will not improve the traffic situation in the city.		Stop forcing traffic on to the Plain roundabout by through blocking roads in the LTNs. Traffic is much worse on the roundabout now. Open the parking restrictions on bus lanes, pavements and the LTN planner bays along the Cowley Road, the area is often clogged with parked cars. Instead of the LTNs, consider having a one way system around Oxford.	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 don't	Very negative	Very negative	There should be no charges at all	No	Make Park & Ride parking cheaper. Make Park & Ride buses cheaper for all. Add new bus routes. Add public cycle parking		Very negative	The congestion problems are caused by the roadworks in Bodley and the Low Traffic Neighbourhood (LTN) on Cowley Road, which affect mainly poorer areas where more people live outside			



Survey Response													
I am responding to this survey as	How often do you travel in or around Oxford?	Please tick which of the following free permits and passes you think you may be eligible for	Do you live in, visit a resident permit or commute to the non-central Oxford?	Central Oxford residents' permit to residents in the central Oxford?	Central Oxford permit area commuters' permit to non-central workers' commutes?	We are proposing a single charge of £5 to allow cars without a driver, or permit	Do you think that charges should vary, with drivers of larger cars, taxis more and...	Income generated by introducing the proposed temporary congestion charge would be used to lower the deficit and operating costs of the scheme	If other improvement, please state	Taking into account all the information we have provided about the proposal...	Please explain your answer	Do you have any other comments about the proposal for 6 temporary congestion charge locations in Oxford that you have not already shared in this survey?	Do you have any suggestions for other ways to reduce traffic and tackle congestion in and around Oxford?
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 don't	Positive	Negative	About right	No	Make buses cheaper for all. Make bus services more frequent. Add public cycle parking.		Positive	I am hoping it will reduce traffic.	I am concerned this, like the fingers, will increase traffic through Old Marston at peak commuter times.	An aerial egg lifting Thornhill PRR - Oxford Road / JR hospital - Train Centre.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 don't	Neutral	Negative	Too low	Yes	Make Park & Ride buses cheaper. Make bus services more frequent. Add public cycle parking.		Positive	Could go further, eg restricting hours of access for other vehicles (delivery etc) to outside normal peak times	Reduce the amount of parking currently available with a aim to discourage driving into the centre	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 live in the central Oxford permit area, or visit a resident of the central permit area by car	Positive	Negative	Too low	No	Make bus services more frequent. Add public cycle parking.		Positive		Restrict larger vehicles such as trucks and vans within certain hours - so not during peak school hours (7.30-9, and 3.30 to 5). This would make cycling with kids safer and more appealing.	School term times seem to produce the heaviest traffic, finding better ways for children to get to schools (rather than being driven in) and individually could make a big difference. A shift away from the near-universal 8.5 working hours could also help spread out "rush hours".
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxford permit area, on days of your choice	1 commute to the central permit area by car	No impact	No impact	About right	Not sure	Make buses cheaper for all. Add new bus routes. Add public cycle parking.		Very positive	Would expect to see fewer cars crossing the city centre, so buses would be faster more timely and walking/cycling would be safer and more pleasant.	Seems like a good way to test out the traffic filter ideas before going into the full proper	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 don't	No impact	No impact	Too low	Yes	Make bus services more frequent. Add public cycle parking.		Very positive	It is currently unclear to cycle in and around the city than to go by bus. The roads should be opened for people who "need" to use their cars and permit the free flow of traffic. Buses will be quicker, and therefore more appealing to take, and cycling will be safer.	Charging to the benefit of taxis, there needs to be provision for access to the car park, whether that is by imposing that services or adjusting the congestion charge for users. Otherwise, training would be affected to such an extent that competitive riders will need to move to other cities, such as Swindon, which are further away, which will affect the risk's ability to operate and reassemble.	Look to other medieval cities abroad that have put cycling first and see what measures we can adopt. A good example is Lippstadt, in Sweden, which is also a medieval university town and is almost entirely car-free in the centre. Cars should be used for getting out of Oxford, and not necessary for getting into or around Oxford.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	1 don't	Neutral	Neutral	There should be no charges at all	Yes	Make bus services more frequent. Add public cycle parking.		Negative	I will have to leave my job at the school where I work part time because the most direct route includes one of the charging zones and going the long way would take too long and will use too much petrol. Going there by bus would take ages as there is not a good direct service available.	Removing the L1Ns in East Oxford would be a good start. Have more bus routes that cover the entire city and better connect services to the surrounding villages.	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 commute to the central permit area by car	Neutral	Neutral	Too high	No	Make buses cheaper for all		Negative	Push traffic onto already busy alternate routes already impacted by L1Ns	Use the river to provide alternative transportation into Oxford	
an Oxford resident	daily	Taxis and private hire vehicles	1 commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make BUSES FREE FOR LOCAL PEOPLE BETWEEN WORKING HOURS AND SEE WHAT IMPACT THAT HAS ON TRAFFIC AND SCHOOL RUNS		Very negative	Will hurt people that come to Oxford to work and who live locally. ... turning Oxford into a Prison	All the surrounding road will be impacted massively, there wasn't a congestion problem before that L1Ns went in... SUMMERTOWN IS THE WORST FOR PEOPLE THAT DON'T LIVE LOCALLY	Free bus passes, council has the ability now to run its own bus services due to changes in the law, also bus ticket prices are extortionate for such small journeys and cause issues financially. Park and Ride should be free and buses to and from there should be one pound no more, if you want people to use Oxford and use services make it cheaper for them to access them.
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	1 live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Fix the badly managed roads and roundabouts	Very negative	It's literally a money making scheme. Not everyone falls into the same category of 'they should walk, get a bus or cycle' I live in Abingdon, but grew up in Cowley, I work in Cowley, my partner works in Cowley, my daughter goes to nursery in Rose Hill, I still have a lot of friends and family in Cowley that I see regularly, usually after work.	You never spoke about this pre election as you knew you would struggle to get voted if you have named Cowley with your L1Ns already	
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	1 live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Fix the badly managed roads and roundabouts	Very negative	There has already been difficult with L1Ns, I have to sit in a lot more traffic now than I ever did before. Driving in our own city during 'the' for our cars, our insurance, our tax, and you want to charge us more just for the privilege of driving in our own city?	As a council are not listening to residents. Just look at the petition with over 10,000 signatures against! Look at the comments!	Open up the L1Ns! Simple!
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	1 live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Fix the badly managed roads and roundabouts	Very negative	There is no bus route that will allow me to go to drop off my daughter at nursery, go to work, then to pick up my daughter, and then to visit my family! And if there was, it would probably double my journey time!	Put your congestion charge in areas where you've voted if Leavis Cowley alone! Majority of residents do not want your greedy schemes! You seem to be targeting the poorer areas!	
a resident of Oxfordshire living outside Oxford	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	1 live in the central Oxford permit area, or visit a resident of the central permit area by car	Negative	Very negative	There should be no charges at all	No	Make Park & Ride parking cheaper. Make Park & Ride buses cheaper. Make bus services more frequent. Add public cycle parking. Other	Cycle lanes from satellite villages	Very negative	Without a frequent and affordable bus service (which we currently do not have) without a safe way to cycle into Oxford (which we currently do not have) you introduce a bus which we currently do not have to get into Oxford. Can the council of Oxford survive on tourism and locals alone? When are residents of Oxfordshire supposed to shop? Where are they supposed to shop? Where are they supposed to go to the theatre, cinema, park, educational, etc. gym? All the things that keep a community engaged and happy you will be removing from everyone who lives in a surrounding village.	If there were regular and affordable buses from Woodcot OX1 to both ends of Oxford (not just down the Bailey Road, this would stop me needing to pay to drive in and out of Oxford 5 times a week. I would love Oxford to have the freedom of using public transport.	
a resident of Oxfordshire living outside Oxford	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	1 don't	No impact	No impact	There should be no charges at all	Not sure	Make Park & Ride parking cheaper. Make Park & Ride buses cheaper. Add new bus routes. Add public cycle parking.		Negative			
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice. 25 day passes for residents in the Oxfordshire permit area, on days of your choice. Blue badge holders. Disability benefit claimants. Disabled tax cars. School students with special educational needs. Unpaid carers. Community health or care workers who need to visit multiple locations or travel urgently. Frequent hospital patients. Emergency service vehicles. Firefighters. Taxis and private hire vehicles. Registered car clubs. Business cars used as goods vehicles for business purposes. Driving instructors. Hearnes and funeral cars.	1 live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	No impact	There should be no charges at all	Not sure	Make buses cheaper for all. Add new bus routes		Very negative	I feel concerned about all the ancillary workers in health education and social care. There is a huge amount of congestion created from the private schools along the Banbury and Woodstock Road and that for some of the traffic measures have improved this. Pupils being driven into Oxford go to school should have buses provided by their schools to alleviate massive congestion and pollution problems every day during term on these roads.	Get rid of the L1Ns. These are only in a small area of Oxford and disproportionately affect poor communities. Live in North Oxford and there are no traffic measures and there is a huge problem with traffic on the Barbara Woodstock Road daily.	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 live in the central Oxford permit area, or visit a resident of the central permit area by car	Neutral	Neutral	There should be no charges at all	Not sure	Other		Very negative	This will only lead to increased traffic on boundary roads. Applying a blanket approach to introducing filters—without allowing for any flexibility—doesn't seem to be the most effective strategy for Oxford.	Chuffaff You said Repraise this Yes L1Ns should be made variable as well for the filters to work. At peak times they should be open to allow traffic to move then closed at off-peak times. Overall traffic pollution solution in Oxford requires flexibility and a balanced approach taking into account the impact of the measures that have already been put in place. The way L1Ns were implemented wasn't ideal and I have seen some improvements from their implementation and adding another scheme to solve the problems they raised demonstrated a lack of willingness to learn or make adjustments about the impact of measures taken. Has active travel increased since implementation? Can it be measured? Chuffaff said Generally Here's a rephrased version of your text for improved clarity and tone: Yes L1Ns should also be made variable for the filters to be effective. They could remain open during peak hours to allow traffic flow and then be closed during off-peak times.	The solution should begin with keeping all roads open to traffic, while introducing variable access times for certain roads as needed.
an Oxford resident	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	1 commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	Not sure	Make Park & Ride parking cheaper. Make buses cheaper for all. Make bus services more frequent.		Very negative	The negative effect... parking traffic into making longer journeys and on to alternative routes such as where I live on Marsh Lane, an extremely bus commuter road ahead. I strongly oppose congestion charges and L1Ns, a big mistake. /	Open the park and ride towards Witney and ensure proper access. Properly run park and rides do reduce traffic unlike the ones in place at the moment.	
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	1 don't	Positive	Neutral	Too low	Yes	Make buses cheaper for young people. Add public cycle parking. Other	pedestrian improvements - why not listed when pedestrians are at the top of the transport users hierarchy?	Positive	I walk and cycle so would like less traffic around.	You need to do more for pedestrians. If there is less congestion for bus operators perhaps we could have some more zebra crossings on the main roads.	
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	1 don't	Very negative	Very negative	There should be no charges at all	Not sure	Other	Prohibit out of cycle use of using the roads. Restricting of red of policies will make more cyclists use the road	Very negative	This will be the death nail for businesses in Oxford, all shops and restaurants will suffer because of this. People will just go elsewhere. The traffic problems are not really those going into Oxford but everywhere around it (people going from Summertown to Headington for example). This will mean that the well meaning idea will be disaster for local businesses and really will do more harm than good.	Getting rid of policies will encourage more cyclists onto the road. At the moment it's too dangerous to ride a bike due to all the policies.	
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	1 don't	Positive	Positive	About right	Yes	Make Park & Ride parking cheaper. Make Park & Ride buses cheaper. Add public cycle parking.		Positive	I hope it would be positive overall as it might reduce unnecessary car journeys. The only issue may be that some weather people may not be out off by a £5 daily charge.	Generally in favour, particularly as it should expedite the travel of key workers.	The bus fares are super high in comparison to other areas of the country. Where multiple people travel together a taxi is often cheaper. Cheaper fares would presumably increase preferential use.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 don't	Very positive	Very positive	Too low	Yes	Make bus services more frequent. Add public cycle parking. Other	Congestion charge funding should be spent on pedestrians and cyclists at these areas as the top of transport user hierarchy and equally important for congestion busting. These schemes should be identified in the next 6 months.	Very positive	The L1Ns have had a huge positive impact on my life. I can now walk and cycle in safety. However, cycling along Cowley Road is typically blocked by the queues of idling cars. The congestion charge is absolutely essential. We have done it before in front of the Cowley Road (as suggested in the Cowley's Transport 2 Action Plan) and it would have a huge beneficial impact on bus services, cycling and walking along Cowley Road and remove the queues of idling cars which do not work. Another gap is the 3rd part of the ring road, Church Cowley Road is beset by local queuing. Whereas the other sections of the ring road have been blocked for cars via Marston Ferry Hill and Hollow Way, the traffic impacts in East Oxford have not been fully considered. A filter in the region of the John Allen Centre could have enormous benefits in improving conditions for cycling and buses heading to Old Swan junction.	I think there is a huge amount of congestion created from the private schools along the Banbury and Woodstock Road and that for some of the traffic measures have improved this. Pupils being driven into Oxford go to school should have buses provided by their schools to alleviate massive congestion and pollution problems every day during term on these roads.	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 don't	Neutral	Negative	Too low	Not sure	Make buses cheaper for all		Very negative	The proposed 6 temporary congestion charge locations will basically force traffic, wanting to avoid the charge by using Banbury Road and Woodstock Road. This directly affects my daily and regular travel. Lower Woodstock and Oxford High School. The current traffic is bad enough already - some days traffic jamming Woodstock Road from First Turn back up to Worcester Primary School. The new roads will make it worse.	Two more congestion charge locations should be introduced and they should be strategically positioned on Banbury Road and Woodstock Road to stop traffic from sidestepping between the two roads. In avoiding the charge. The congestion charge location on Woodstock Road needs to be south of the First Turn junction to stop traffic from using the Goddow Road and First Turn (A44) northbound traffic using the Trout Road route to avoid queues.	
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	1 commute to the central permit area by car	No impact	Very positive	There should be no charges at all	Not sure	Make bus services more frequent		Very negative	Make buses cheaper for all. Make bus services more frequent		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 commute to the central permit area by car	Very negative	Negative	There should be no charges at all	No	Make buses cheaper for all		Very negative	Reduced speed limits throughout Oxford and on ALL the so called 'bypass' roads around Oxford. So, city-wide 20 mph limit (like in Hild which has been very successful) and on the Northern Bypass reduced to 50 mph like other 'bypass' roads around the city	Open back the B systems that have failed in moving traffic and cutting back pollution. I live on the Oxford road in Cowley and we have both traffic and pollution as are a main route as most other roads have been off.	
a resident of Oxfordshire living outside Oxford	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 don't	Very negative	Very negative	Too low	Yes	Other		Very positive	There is a huge amount of congestion created from the private schools along the Banbury and Woodstock Road and that for some of the traffic measures have improved this. Pupils being driven into Oxford go to school should have buses provided by their schools to alleviate massive congestion and pollution problems every day during term on these roads.	Open back the B systems that have failed in moving traffic and cutting back pollution. I live on the Oxford road in Cowley and we have both traffic and pollution as are a main route as most other roads have been off.	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 don't	No impact	No impact	About right	Yes	Make bus services more frequent		Positive	Make bus services more frequent		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 don't	No impact	No impact	About right	Yes	Make buses cheaper for all. Add public cycle parking		Very positive	Reducing low occupancy cars on city roads will benefit everyone.	The slip roads into the Northern Bypass are very dangerous and the path should be made into a shared one given the low pedestrian traffic. I regularly use the slip roads on my daily cycling.	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 live in the central Oxford permit area, or visit a resident of the central permit area by car	Neutral	Very negative	There should be no charges at all	No	Other	Open L1Ns	Very negative	This proposal seems brainless, the county council does not seem to want to improve the traffic, but just reduce it, therefore this is an half intentioned which would create more inconvenience to the people and businesses. Before reducing the traffic you should make it smoother and faster, opening the L1Ns and making of them a one way street, done that you should start working and developing parking a wide area, out of the city and start implementing the traffic reduction strategies, without the right structures reducing the traffic would only cause division in the community as has already happened.	This proposal seems not very clever to me, the county council does not seem to want to improve the traffic, but just reduce it, therefore this is an half intentioned which would create more inconvenience to the people and businesses. Before reducing the traffic you should make it smoother and faster, opening the L1Ns and making of them a one way street, done that you should start working and developing parking a wide area, out of the city and start implementing the traffic reduction strategies, without the right structures reducing the traffic would only cause division in the community as has already happened.	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 commute to the central permit area by car	Neutral	Very positive	About right	Yes	Make bus services more frequent. Add new bus routes. Make bus services more frequent. Add public cycle parking.		Neutral	The 100 permits will be sufficient for my travel needs. I hope that it reduces the level of traffic. I also like the commute permits - if not there should also be exemption for key workers (I also work part time in Falklands House - an MCO site)	I support that larger cars should pay more than smaller cars, large SUV/4x4 vehicles are entirely unnecessary within Oxford. I would also consider that the zones should be expanded.	I would also take away the L1N road closures, return those roads to public use for permit holders of the city only. Make the congestion charge for those roads double. Private school traffic can be quite excessive, and restrictions should be placed on these.
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	1 commute to the central permit area by car	Very negative	Negative	There should be no charges at all	No	Make bus services more frequent. Add new bus routes. Make bus services more frequent. Add public cycle parking.		Very negative	completely unnecessary and you will force people to move out and away from Oxford, it becoming a place none wants to visit or live	about idea	
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	1 don't	No impact	No impact	There should be no charges at all	Not sure	Make bus services more frequent. Add new bus routes. Make bus services more frequent. Add public cycle parking.		Negative	I am a doctor who has to visit Oxford for driving, and social reasons. This will be making Oxford more challenging. Easier to live London from Banbury.	Unless it fits a sustainable solution for easing congestion.	
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	1 don't	Very negative	Neutral	There should be no charges at all	Not sure	Make Park & Ride parking cheaper. Make Park & Ride buses cheaper. Make bus services more frequent. Add public cycle parking.		Very negative	Cost of living in Oxfordshire is already high and this is further increasing it. It is also very restrictive to those local people who are less able.	Reopen side roads so traffic is not pushed onto the same main roads.	
a resident of Oxfordshire living outside Oxford	less than weekly	100 day passes for residents in the Oxford permit area, on days of your choice. Community health or care workers who need to visit multiple locations or travel urgently.	1 commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	Not sure	Make bus services more frequent. Add new bus routes. Make bus services more frequent. Add public cycle parking.		Very negative	I work in the John Radcliffe Hospital and having to take a bus to work and not get late meant that should be at the bus station by 6.30am and will not return home until almost 10pm, this is not healthy and also impact both the quality of life and care delivery at work.	Control the cost of living and most people will consider living in Oxford and close to workplace. People will prefer living far away with a cheaper rent being in Oxford with expensive rents.	
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	1 don't	Very negative	Negative	There should be no charges at all	No	Make Park & Ride parking cheaper. Make bus services more frequent. Add public cycle parking.		Very negative	My son plays on football on his visit the bus twice a week. As he is a minor and needs supervision on public transport this is very difficult when navigating his huge hockey kit bag. We have also been refused entry to a bus on numerous occasions from his kit bag, when I then try to take it to the bus I am refused entry to the bus and have to wait for another. Plus I have sold out and MS and getting the heavy kit bag around on and off the bus is very difficult for us. If we cannot drive it we must continue his sport without necessary kit.	Better training for bus drivers so that passengers feel safe on buses, can rely that they will be able to get on a bus and not be turned away. More buses and park and ride routes. People only driving into Oxford because of the unavailability of the times, regularly, convenience of stops, length of time it takes on a bus. We would get a bus to use hockey if we could guarantee access to the bus. If we didn't get on to get the kit bag on the bus, if the journey didn't take 30 minutes the amount of time it takes to take and off the stop was a safer distance to the ice rink and if the times were more regular.	
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	1 commute to the central permit area by car	Very negative	Neutral	Too high	Yes	Make bus services more frequent. Add public cycle parking.		Very negative	Would be extremely negative if unable to have a permit. I would have to leave the hospital. Extremely positive if parking allowed in conjunction with a hospital parking permit as well.	Hospital worker permits should be given to all given a staff parking permit to park on site.	Free shuttle bus service and parking for staff who do not receive a staff parking permit. Especially Thornhill park and ride. Shuttle should be each hospital separately to reduce time on bus.
a resident of Oxfordshire living outside Oxford	daily	1 don't	Very negative	No impact	No impact	There should be no charges at all	Not sure	Make bus services more frequent.		Very negative	I work in Headington and my team all need their cars as we sometimes need to travel to different sites at short notice. Currently traffic is already bad and I think we have a lot of staff if this becomes worse with the charges.	Hospital staff already struggling as we pay increase for living insurance an expensive area. I think you would lose a lot of very good staff.	There is a huge difference between private school holidays, could they have a school bus?
an Oxford resident	daily	1 live in the central Oxford permit area, or visit a resident of the central permit area by car	Very positive	Positive	Positive	About right	Not sure	Make Park & Ride parking cheaper. Make bus services more frequent.		Very positive	We rely on buses to visit many areas of Oxford for volunteering, and in rush hour they are unreliable due to congestion. Rare vehicles have to drive through congestion to visit us.	No charges or permits should be introduced, we all get into our cars to drive somewhere with a purpose, not fun.	No charges.
an Oxford resident	daily	1 live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	Very positive	There should be no charges at all	No	Make Park & Ride parking cheaper. Make Park & Ride buses cheaper. Make bus services more frequent.		Very negative	Being a low income same trying to make ends meet, any charge is NOT welcome.		
an Oxford resident	daily	1 live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	Very positive	There should be no charges at all	No	Make bus services more frequent. Add new bus routes. Make bus services more frequent. Add public cycle parking.		Very negative	This will cause me great useful shops, galleries, hotels etc. to close, causing the death of the city.	It's just a money making scheme, which will cause people to burn more fuel on the ring road and cause more pollution. This should include not only the city but also surrounding villages & towns	Better joined-up public transport that should be accessible, frequent and reliable. This should include not only the city but also surrounding villages & towns
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	1 don't	Neutral	Neutral	There should be no charges at all	No	Make Park & Ride parking cheaper. Make Park & Ride buses cheaper. Make bus services more frequent. Add new bus routes. Make bus services more frequent. Add public cycle parking.		Very negative	Make the park and ride car parks more accessible. Parkway M48 entrance to Cowley Road. Currently parking on Marsh Lane and walk a mile to the hospital. Traffic has to be had in the morning, without the summertime, mandatory low road every morning. Would like the parkway PRR but I have 20 in traffic just to get to the entrance - show PRR users to the bus lane. I would use the train from Banbury village and get to the bus and then take the bus to the hospital. I would use the bus to the hospital. Not use for the connection between the two, but for the hospital - not the bus.	se 12	se 12
an Oxford resident	daily	1 commute to the central permit area by car	Very negative	Negative	Negative	There should be no charges at all	No	Make buses cheaper for all		Very negative	Would be extremely negative if unable to have a permit. I would have to leave the hospital. Extremely positive if parking allowed in conjunction with a hospital parking permit as well.	Stopping running Oxford and making it a horrible place to live!	Get rid of the L1Ns. These caused all the traffic in the first place
a resident of Oxfordshire living outside Oxford	daily	Blue badge holders	1 commute to the central permit area by car	Neutral	Very negative	Too high	Not sure	Make Park & Ride parking cheaper. Make Park & Ride buses cheaper. Make bus services more frequent.		Very negative	I think that will channel the traffic onto lower streets, which will suffer. I think that will not deter people using the roads in itself unless the park and ride schemes are boosted. It would be better to boost these first and see what the impact is.	No	No



Survey Response															
I am responding to this survey as	How often do you travel in or around Oxford?	Please tick which of the following free permits and passes you think you may be eligible for	Do you live in, visit a resident by car or commute by car to the residential central Oxford?	Central Oxford residents' permits is proposed that residents in the central Oxford?	Central Oxford permit area commutes' permits to non-resident workers' commutes	We are proposing a single charge of £5 to allow cars without a blue badge, or exempt	Do you think that charges should vary, with drivers of larger cars, taxis more and lower the rate for smaller cars?	Income generated by introducing the proposed temporary congestion charge would be used to lower the rate for smaller cars, taxis more and lower the rate for smaller cars?	If other improvement, please state	Taking into account all the information we have provided about the proposal	Please explain your answer	Do you have any other comments about the proposal for 5 temporary congestion charge locations in Oxford that you have not already shared in this survey?	Do you have any suggestions for other ways to reduce traffic and tackle congestion in and around Oxford?		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 don't	Positive	Negative	About right	No	Yes	Make Park & Ride buses cheaper, Make bus services more frequent, Add public cycle parking	Positive	I am hoping it will reduce traffic.	I am concerned this, like the fingers, will increase traffic through Old Marston at peak commuter times.	An aerial egg lift through Thornhill Park - Old Mar Road / J18 junction - Train Centre.		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 don't	Neutral	Negative	Too low	Yes	Yes	Make Park & Ride buses cheaper, Make bus services more frequent, Add public cycle parking	Positive	Could go further, eg restricting hours of access for "other" vehicles (delivery etc) to outside normal peak times	Reduce the amount of parking currently available with a aim to discourage driving into the centre			
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 live in the central Oxford permit area, or visit a resident of the central permit area by car	Positive	Negative	Too low	No	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make bus services more frequent, Extend hours of operation for buses, Add public cycle parking	Positive		I think 3 cars for commuting is excessive	restrict larger vehicles such as trucks and vans within certain hours - so not during peak school hours (7:30-9, and 3:30 to 5). This would make cycling with kids safer and more appealing.		
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	1 commute to the central permit area by car	No impact	No impact	About right	No sure	Yes	Make bus services more frequent, Add public cycle parking	Very positive	Would expect to see fewer cars crossing the city centre, so buses would be faster more timely and well-synchronised with other public transport	Seems like a good way to test out the traffic filter ideas before going into the full proper	School term times seem to produce the heaviest traffic, finding better ways for children to get to schools (rather than being driven in and out individually) could make a big difference. A shift away from the non-universal 9-5 working hours could also help spread out "rush hours".		
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	1 commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	Yes	Yes	Add new bus routes, Make bus services more frequent, Add public cycle parking	Very negative	It is currently difficult to cycle in and around the city than to go by bus. The roads should be clearer for people who "need" to use their cars and permit the free flow of traffic. Buses will be quicker, and therefore more appealing to take, and cycling will be safer.	Charging to bring of visitors, there needs to be provision for access to the car park, whether that is by improving bus services or adjusting the congestion charge for users. Otherwise, charging would be affected to such an extent that competitive riders will need to move to other risks, such as Swindon, which are further away, which will affect the risk's ability to operate and remain competitive.	Look to other medium cities abroad that have put cycling first and see what measures we can adopt. A good example is Uppsala, in Sweden, which is also a medieval university town and is almost car-free in the centre. Cars should be used for getting out of Oxford, and not necessary for getting into or around Oxford.		
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	1 don't	Neutral	Neutral	There should be no charges at all	Yes	Yes	Make bus services more frequent	Negative	I will have to leave my job at the school where I work part time because the most direct route includes one of the charging zones and going the long way would take too long and will use too much petrol. Going there by bus would take ages as there is not a good direct service available.	There is not a good idea because the risk can afford to pay and will continue congesting the road, but those on lower income will struggle.	Removing the L1Ns in East Oxford would be a good start. Have more bus routes that cover the entire city and better connect services to the surrounding villages.		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 commute to the central permit area by car	Neutral	Neutral	Too high	No	No	Make bus services more frequent	Negative	Push traffic onto already busy alternate routes already impacted by L1Ns	Use the river to provide alternative transportation into Oxford	Free bus passes, council has the ability now to run its own bus services due to changes in the law, also bus ticket prices are reasonable for such short journeys and cause issues financially. Park and Ride should be free and buses to and from there should be one pound or more, if you want to use Oxford and use services make it cheaper for them to access them.		
an Oxford resident	daily	Taxis and private hire vehicles	1 commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	No	Other	Very negative	Will that come to Oxford to work and live locally... Starting Oxford into a Prison	All the surrounding roads will be impacted massively, there wasn't a congestion problem before that L1Ns went in... SUMMERTOWN IS THE WORST FOR PEOPLE THAT DON'T LIVE LOCALLY			
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	1 live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Fix the badly managed roads and roundabouts	Very negative	It's literally a money making scheme. Not everyone falls into the same category of 'they should work, get a bus or cycle'!	You never spoke about this pre election as you knew you would struggle to get voted in!			
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	1 live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Fix the badly managed roads and roundabouts	Very negative	I live in Abingdon, but grew up in Cowley, I work in Cowley, my partner works in Cowley, my daughter goes to nursery in Rose Hill, I still have a lot of friends and family in Cowley that I see regularly, usually after work.	You have named Cowley with your L1Ns already!			
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	1 live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Fix the badly managed roads and roundabouts	Very negative	I have already made that difficult with L1Ns, I have to sit in a bit more traffic now than I ever did before. People will not stop driving! The way for our cars, our insurance, our tax, and you want to charge us more for the privilege of driving in our own city?	As a council are not listening to residents... Just look at the petition with over 10,000 signatures against! Look at the comments!	Open up the L1Ns! Simple!		
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	1 live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Fix the badly managed roads and roundabouts	Very negative	There is no bus route that will allow me to go to drop off my daughter at nursery, go to work, then to pick up my daughter, and then to visit my family!	Put your congestion charge in areas where you've voted in! Leave Cowley alone! Majority of residents do not want your greedy schemes! You seem to be targeting the poorer areas!			
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	1 live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Fix the badly managed roads and roundabouts	Very negative	And if there was a road probably double my journey time!	If you really want it, then open up some of the L1Ns so that the traffic can flow freely!			
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	1 live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Fix the badly managed roads and roundabouts	Very negative	I ought to work what I can, but I don't have to do the nursery job, I have never ever had a problem getting round Oxford! The needs of families and households who on their own, to show their skills, resources! But to have to reduce their income!		Improve public transport system, make it cheaper and more affordable, increase buses frequency and introduce additional routes and extend timetables for workers like more travelling from south Oxford to all day and late hours		
a resident of Oxfordshire living outside Oxford	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 commute to the central permit area by car	Very positive	Very positive	There should be no charges at all	No	Yes	Make Park & Ride buses cheaper, Make bus services more frequent, Add public cycle parking	Very negative	As a healthcare professional coming to work in the J18 Hospital, it makes sense this proposal could be used to reduce traffic, but I don't see it as a good idea to pay for a permit to come to work, I already pay for a parking permit. Coming from the south of Oxford (Sturminster) I don't have any other means of transport to get to work returning home for my wife (7:30-20:00-05:00) as there are no buses or park and ride options from my area. I am definitely thinking of applying for another in the 'hour' to avoid all of this.	No			
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 don't	Very negative	Very negative	Too low	Yes	Yes	Make bus services more frequent, Add public cycle parking	Very positive	The cost of being in Oxfordshire is already high enough. The commute to work is also extremely stressful - including parking when we pay for it to be in a car on another cost to impact colleagues who can't afford this charge.	The number of exemptions and the number of journeys per exemption are too high and risks undermining the scheme. I don't think there should be an exemption for the central area, especially for those commuting to work in the central area. I like the idea of charging vehicles based on weight as heavier vehicles cause more damage to the roads, cause more pollution and are more dangerous.	Make the park and ride parking (as well as bus travel) free for Church Hospital and J18 Hospital/healthcare workers. Shuttle buses that go directly to the Churchill would also be an improvement. This would make it feasible for healthcare workers to use the park and ride and would significantly reduce congestion.		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 don't	Very positive	Very positive	About right	Yes	Yes	Make bus services more frequent, Add public cycle parking	Very positive	There are far too many private cars commuting into and around Oxford, which makes it more difficult for people to move around. Car can get on the roads, which makes it difficult for buses to get around, and are dangerous, dirty and polluting. It is important and dangerous for people to get around on foot or by bicycle. Fewer cars will be better for everyone, including those currently commuting into Oxford.	Please help the people of Headington Quarry by introducing traffic calming or closing off the Quarry to aggressive drivers driving fast through it to avoid the Green Road Roundabout.	There need to be more segregated cycle paths. Cycle paths and pavements need to be smooth with a level camber - to help with the phase stop using dropped curbs and curbs that have white with black-style stamped curbs. There need to be more bollards and more bollards without parking regulations and to help vehicles blocking and driving on pavements.		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 don't	Very positive	Very positive	About right	Yes	Yes	Make bus services more frequent, Add public cycle parking	Very positive	The amount of lanes vehicles with inside drivers is hard to traffic.		Make the congestion charge go all the way to the bypass. Not just central Oxford		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 don't	Neutral	Neutral	Too low	Yes	Yes	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Add public cycle parking	Very positive	Reducing the number of cars in and around Oxford would be hugely beneficial to those of us who choose to walk or cycle or use public transport. Buses would not be as congested and air pollution would reduce considerably. My husband has a long condition and air pollution impacts his health.		Longer term, the city of Oxford should become car-free, with electric shuttles available for those who cannot walk. There is absolutely no need for any vehicles to be in the centre of town. Coaches should not be allowed to come up on St. Giles, ending with their engines on. Most if not all of St. Giles could be car-free with less parking there and more outdoor space. It is great to see how streets like Broad Street and St. Michaels have flourished with the removal of cars. It is those on lower incomes who are more affected by poor bus services and who cannot afford to be in Oxford, quieter streets would be better bus services with free travel for bus services with free travel for bus services with free travel for bus services. This all needs very positive promotion, many people are nervous to change to the message about how much better Oxford will help those commuting into town.		
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice. Blue badge holders	1 don't	Neutral	Neutral	Too low	Yes	Yes	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Add public cycle parking	Positive	I welcome a reduction in the number of cars driving through Oxford	The charge could be higher.			
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 don't	Negative	No impact	There should be no charges at all	No sure	No	Other	Very negative	It's an illusion. For me it will force me to spend the gates around of a week. The modelling looks at percentage change in flow. What if it does add extra miles to my journey. You will claim a great improvement such as reduced fuel and pollution when the gates area whilst adding extra pollution to the area outside. It should be modelled on pollution eg miles travelled not fuel.	The best solution to reduce pollution would be to ban transport which will kill off Oxford. This looks like politics over pragmatism. If income is less than projected and costs are more then you will have worsened the situation as you won't be able to improve public transport.	More carnets and less sticks. I thought the evidence that improving and reducing public transport costs just creates extra transport. Therefore it is flawed.		
a resident of Oxfordshire living outside Oxford	weekly	Blue badge holders	1 don't	Neutral	Neutral	Too low	Yes	Yes	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Add public cycle parking	Positive	I travel by train and bus and I travel or cycle. Buses will be delayed less, cycling should be less stressful, walking should more enjoyable.		Create car-free areas that apply to non-priority groups		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	No	Other	Very negative	Get rid of the bus in Oxford, get a new Oxford council, resurface the roads for vehicle use	NO ONE IN OXFORD WANTS IT, STOP DESTROYING OXFORD FOR GODS SAKE	DO NOT BUILD MORE HOMES, GET RID OF THE ILLEGAL IMMIGRANTS		
a resident of Oxfordshire living outside Oxford	less than weekly	100 day passes for residents in the Oxfordshire permit area, on days of your choice	1 don't	No impact	No impact	There should be no charges at all	No	No	Other	Very negative	My daughter teaches at Phil and Jim's. Teachers are low paid so cannot afford to live in Oxford. Having to pay £25 a week to travel to work more miles (more pollution) and join the Woodstock Road roundabout will make teaching in Oxford a highly unattractive. Thanks to Basingstoke makes for more sense. Our daughter is a GCSE teacher who has graduated who lives teaching. Who risked key workers?	If there were free parking and ride services they would attract more drivers. If charges had regular bus services they would be used more. I live in BERTLINGTON and our bus service is incredibly limited	Look to bus/rail network that needs more		
a resident of Oxfordshire living outside Oxford	weekly	100 day passes for residents in the Oxfordshire permit area, on days of your choice	1 don't	No impact	No impact	Too low	Yes	Yes	Make Park & Ride buses cheaper, Make bus services more frequent, Add public cycle parking	Negative	My annual car route into Oxford is along Abingdon Road by bus (I live in Abingdon). A congestion charge is a good start but needs to consist of both carnets and sticks. To try to use (even higher) charges will not in my view be a satisfactory stick. Too many drivers have both carnets paid by their employer or are self-employed and claim tax relief. Your ideas on encouraging bus services is absolutely right, but without a forced reduction in car usage, will not have the desired effect, instead you should do two things. Either install a bus gate to prevent non-permit users using Abingdon Road north of the junction with Wiers Lane, or move the Thames Street filter to prevent non-permit users accessing the Westgate Centre Car Park. The congestion daily along Abingdon Road and the deterioration in experience in bus service reliability is generated by the car parking in Westgate. Residents along Abingdon Road should have to suffer more, dust and dirt deposition (particulates) and pollution for much of the day seven days a week and not about those using the road for public transport and/or active travel routes. Your own introduction of the bus gate, but delays are increasing steadily (particulates) are under threat as passengers seek other options. For an inclusive City with a clean, attractive and healthy environment, the use of the private car MUST be reduced drastically. The closure of Botley Road/High Street is a good start, but it is a one-off golden chance to experiment radically with options which would create that sort of vision, instead of trying to limit options which are overtaken by the national growth in car use. We have known this since the 1930s, Colin Buchanan confirmed it 'Traffic in Towns' in 1963, and the Christchurch Meadows dispute resulted in the right decision it was abandoned in 1972. History is on your side, please be brave in Oxford again - it's place worth fighting for.		Business will be benefiting unemployment will rise	Yes	Whether thought of the idea should be sacked
a resident of Oxfordshire living outside Oxford	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	1 commute to the central permit area by car	No impact	No impact	There should be no charges at all	No	No	Other	Very negative	Dismiss the incompetent local government		Leave it alone and stop interfering		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 live in the central Oxford permit area, or visit a resident of the central permit area by car	Negative	Very negative	There should be no charges at all	No	No	Other	Negative	It's a complicated system that older people and those not well struggle to understand. They might stop using vehicles as too scared to get out and get lost. You are just destroying communities and not allowing easy access to each other. The absence of good quality and cheap public transport is the problem. There is a reason we drive, there is no suitable alternative or one that's affordable.		More bus routes, more frequent buses, cheaper fares (parking in westgate is cheaper for us as a family than taking bus or park and ride. Consider rail connections. Greater buses have rights, takes to all villages and neighbourhoods, connecting everybody and with cheap fares so everyone uses them and doesn't take their cars. Stop relying on cycling. Not everyone is fit enough to cycle the hills in Oxford! And the dangerous student cyclists and those with no helmets make things worse.		
a resident of Oxfordshire living outside Oxford	weekly	100 day passes for residents in the Oxfordshire permit area, on days of your choice	1 commute to the central permit area by car	Very negative	Negative	There should be no charges at all	No	No	Other	Very negative	CCC has a history of trying to impose unwanted traffic schemes on its residents. This yet another, being brought in under the cover of being 'temporary'.	CCC has a history of trying to impose unwanted traffic schemes on its residents. This yet another, being brought in under the cover of being 'temporary'.			
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	1 don't	Neutral	Neutral	There should be no charges at all	No	No	Other	Very negative	I also totally oppose the traffic filter concept. I have paid taxes to use all the roads in Oxford without further charges. CCC has no need or rationale to impose such a scheme.	I also totally oppose the traffic filter concept. I have paid taxes to use all the roads in Oxford without further charges. CCC has no need or rationale to impose such a scheme.			
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	1 don't	Neutral	Neutral	There should be no charges at all	No	No	Other	Very negative	Improve the traffic flow on the Eastern ring road which will inevitably be severely impacted by these proposals as has happened following the introduction of the L1N zones. These changes have made them ring road or car park which will only get worse.	See answer to 12 above. This will drive people away for Oxford Central Services. The lack of public transport for rural areas means we have no choice but to drive if we want to enjoy Oxford. Park & Ride to Botley is not an option if you are shopping due to the long walk around the station.	Increase rural public transport in terms of frequency and later evening buses particularly Friday and Saturday to incentivise use. The best single bus for welcome and does make a difference. Improving the flow of traffic on the ring road at peak times would make a huge difference and encourage people to use buses and go around to and from the centre and thus improve the centre traffic without the need for buses or another taxation charge (congestion tax).		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 don't	No impact	No impact	There should be no charges at all	Yes	Yes	Make bus services more frequent, Add public cycle parking	Very negative	As more traffic will be going down the Cowley Road that I cycle down every day, my journey will be even more dangerous and take longer.		The key cause of congestion on the Cowley Road at peak times is cars going to the private schools as shown by today, 7th July there being no congestion at Barn, now Magdalen College School and others have finished for the summer. Something should be done to stop so many cars coming in to drop off roads at the private schools.		
a resident of Oxfordshire living outside Oxford	less than weekly	100 day passes for residents in the Oxford permit area, on days of your choice	1 don't	Very negative	Very negative	There should be no charges at all	No	No	Other	Very negative	This proposal just adds additional costs motorists face in Oxford		More frequent buses.		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 live in the central Oxford permit area, or visit a resident of the central permit area by car	Positive	Positive	About right	No	No	Other	Positive	The decrease in injuries, less congestion, better for cyclists		Lower crime rates to ensure bikes not stolen. School children to go onto school bus specific to schools during peak hours, rather than driven by individual parents/family. Alternate car plate numbers to travel alternately eg car plate numbers with odd numbers at the end to travel on M40/12/10 and car plate numbers with even numbers at the end to travel 1/2/4/7/8. There's always the following month.		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 don't	Positive	Positive	About right	No	No	Other	Positive	Reduction in emissions from car travel		Complete the Roundabout for the park and ride at Eynsham		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 live in the central Oxford permit area, or visit a resident of the central permit area by car	Negative	Positive	There should be no charges at all	Yes	Yes	Make bus services more frequent	Very negative	I am a tourist specialist, recently moved to St Clements to be closer to J18 and C1 and also has a hybrid job involving travel to Banbury. The place I live in is only connected to St Clements Road. Therefore the congestion charge affects me negatively. Also, I am supporting a small local day business who needs to access this road for only pick up from me and other customers in this area. Oxford University Hospitals have staff relocation and recruitment issues across all based and to be with congestion charge in this unpopulated manner means that even well-situated residential areas are also affected by living in currently (despite the high cost of living) in a high cost area. I am not sure how low rates, nursing assistants, porters are able to afford living and working in Oxford for the short and long term.		More frequent buses.		
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice, frequent hospital patients	1 don't	Very negative	Negative	There should be no charges at all	No	No	Other	Very negative	I think it will severely reduce the foot fall and therefore severely detrimental business in central Oxford		Once Botley has reopened I strongly believe that traffic will flow again. However to reduce the amount of parking there needs to be more alternative parking for Oxford visitors. Years ago you had multi storey at Osney which allowed more visitors and therefore more income into the city. While the road to Botley is closed traffic will continue to be a local issue.		
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	1 commute to the central permit area by car	Positive	Neutral	There should be no charges at all	No	No	Other	Very negative	I believe that adding in these charges will MASSIVELY impact the highest bread of Oxford and the amazing low risk we have in Oxford.		Once Westgate carpark, make the closed P&R to the new Westgate car park with a sufficient free of charge shuttle service. The Westgate is important for our local economy, but it is an eco monster in the heart of the city. Tax SUVs, cars too big for the city. M10 is an off road on the Oxford for 10m rich parents taking their kids at Magdalen School Open for the roads, for example that that connects Cowley with the Cherwell Bridge, improve the main roads, such as ring road, before closing the city centre, not the other way round! Botley is a nightmare, the A34 is a mess, so many lorries so open centres, the ring road is horrendous. These things, important roads need to be congestion free, then the sound can close the city centre.		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 don't	No impact	Negative	Too high	Yes	Yes	Make Park & Ride parking cheaper, Make bus services more frequent, Add public cycle parking	Very negative	I am living in Marston, and I am working in Milton Park. Currently, I am driving via St Clements & Iffly. With this scheme, if I do not get to get, there is a risk of being stuck in traffic for 1 hour, extra time and fuel and pollution. I can spend 3 hours every day commuting. Even with this.		Open the Botley Road. This closure is one of the problems causing traffic congestion on other roads leading into the city. It's often asked to close roads and my family will go elsewhere where these charges don't apply.		
a resident of Oxfordshire living outside Oxford	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	1 don't	No impact	No impact	There should be no charges at all	No	No	Other	Very negative	It will cost me an additional £700-£1000 to an already stretched income.		Frequency of bus (every hour) and walking distance to bus stop (due to Botley closure makes it impractical) use bus. Make Park and Ride free (both park and bus). Use the money gained from congestion charge to improve.		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	No	Other	Very negative	As a household, it is currently cheaper to travel in to the centre of Oxford by car than to use public transport, if you want to include this kind of system, or the traffic filter system, you need to first address the fact that it is too expensive to use the alternative transport (public transport) that you are trying to encourage. This scheme also does not take into account those who have reduced mobility or have frailty, but do not qualify for a blue badge or any other accessibility permit. You are likely to make the lives of the more elderly residents of Oxford much harder.		Make the bus cheaper and encourage people to use them. Make the 6 connectors cheaper to encourage people to use them.		
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	1 don't	Very negative	Negative	There should be no charges at all	No	No	Other	Very negative	Another tax on car users. Many have no viable alternatives, the extended road works are not these users fall and this won't be tolerated but a few of introducing changes.		Penalties for cyclists going through red lights, riding dangerously etc		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Negative	There should be no charges at all	No sure	No	Other	Very negative	People want to be freedom not being control by others authority				
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	1 commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	No	Other	Very negative	We pay high enough taxes already				
a resident of Oxfordshire living outside Oxford	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 commute to the central permit area by car	Very negative	Positive	There should be no charges at all	Yes	Yes	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Add public cycle parking	Very negative	I live outside Oxford but work in Oxford as a mobile carer, these changes will have a large negative impact not only on myself but the people I need to look after. As a minimum wage worker avoiding these areas will increase fuel costs as I am sure you will want me to pay out of going free past the relevant point. This is once again another money making scheme from the council.	Unnecessary and not needed.	I see about the taxi license cars where the wife/another family member use the car with the registered tax plate to go shopping by abusing the bus privileges without the registered tax driver. You need to realise that restriction on cars into Oxford is affecting businesses being able to find employees as they are not prepared to pay extra charges and so most are shift workers public transport is not an option.		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 live in the central Oxford permit area, or visit a resident of the central permit area by car	No impact	Very positive	Too high	No	No	Other	Neutral	I am an Oxford resident and have been all of my life, I should not have to pay to drive around the city which always leads in. People are wanting Oxford to visit and to work in. The council is killing Oxford and we all are all aware they will bring these measures in permanently just as they did the L1Ns.		Resurface cycle lanes to make them fairer for cyclist to use. Even more people may then cycle		
a resident of Oxfordshire living outside Oxford	less than weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	1 don't	No impact	Neutral	There should be no charges at all	No	No	Other	Very negative	It's well in 1300 pounds annually to every worker, everyone this goes to the hospital, everyone that goes by bus walking, and below in this day and age, that you're not taking the wrong people.	DO NOT SET UP, it is abusive			
a resident of Oxfordshire living outside Oxford	less than weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	1 don't	No impact	Neutral	There should be no charges at all	No	No	Other	Very negative	I travel into Oxford weekly to attend a local orthodox Church, which the new system would not allow me to do		cycling path through botley to eynsham, more lanes on the A44 passed Witney all the way to Oxford, and a bus lane all the way through, more lanes to improve the junction from the A44 to the A34, make roads wider, open Eynsham park and ride.		





Survey Response												
I am responding to this survey as	How often do you travel in or around Oxford?	Please tick which of the following free permits and passes you think you may be eligible for	Do you live in, visit a resident by car or commute by car to the proposed central Oxford?	Central Oxford residents' comments' permit to residents in the central Oxford?	Central Oxford permit area comment' permit to non-resident workers, commuters	We are proposing a single charge of £5 to allow cars without a flex pass, or permit	Do you think that charges should vary, with drivers of lower cars, less than more and	Income generated by introducing the proposed temporary congestion charge would be used to lower the rate and operating costs of the scheme	If other improvement, please state	Taking into account all the information we have provided about the proposal, please explain your answer	Do you have any other comments about the proposal for six temporary congestion charge locations in Oxford that you have not already shared in this survey?	Do you have any suggestions for other ways to reduce traffic and tackle congestion in and around Oxford?
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 don't	Positive	Negative	About right	No	Yes	Make Buses Free for Local People Between Working Hours and See What Impact That Has on Traffic and School Rugs	Positive	I am hoping it will reduce traffic.	An aerial egg lift being Thornhill Park + Oxley Road / JR Hospital + Train Centre.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 don't	Neutral	Negative	Too low	Yes	Yes	Make Buses Free for Local People Between Working Hours and See What Impact That Has on Traffic and School Rugs	Positive	Could go further, eg restricting hours of access for other vehicles (delivery etc) to outside normal peak times	Reduce the amount of parking currently available with a aim to discourage driving into the centre
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 live in the central Oxford permit area, or visit a resident of the central permit area by car	Positive	Negative	Too low	No	No	Make Buses Free for Local People Between Working Hours and See What Impact That Has on Traffic and School Rugs	Positive	Would expect to see fewer cars crossing the city centre, so buses would be faster more timely and walking/cycling would be safer and more pleasant	restrict larger vehicles such as trucks and vans within certain hours - so not during peak school hours (7.30-9, and 3.30 to 5). This would make cycling with kids safer and more certain.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	1 don't	No impact	No impact	About right	Not sure	Yes	Make Buses Free for Local People Between Working Hours and See What Impact That Has on Traffic and School Rugs	Very positive	For an NHS manager, working about 24/7, working every day after job planned hours from home, additional commuting time will have negative impact on my service	School term times seem to produce the heaviest traffic, finding better ways for children to get to schools (rather than being driven in) and individual could make a big difference. A shift away from the non-converted 5.5 working hours could also help spread out "rush hours"
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	1 commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	Yes	Yes	Make Buses Free for Local People Between Working Hours and See What Impact That Has on Traffic and School Rugs	Very negative	It is currently quicker to cycle in and around the city than to go by bus. The roads should be clearer for people who "need" to use their cars and permit the free flow of traffic. Buses will be slower, and therefore more appealing to take, and cycling will be safer.	Look to other medieval cities abroad that have put cycling first and see what measures we can adopt. A good example is Ljubljana, in Slovenia, which is also a medieval university town and is almost entirely car-free in the centre. Cars should be used for getting out of Oxford, and not necessary for getting into or around Oxford.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 don't	No impact	No impact	Too low	Yes	Yes	Make Buses Free for Local People Between Working Hours and See What Impact That Has on Traffic and School Rugs	Very positive	I will have to leave my job at the school where I work part time because the most direct route includes one of the changing zones and getting the long way would take too long and will use too much petrol. Going there by bus would take ages as there is not a good direct service available.	Removing the LTNs in East Oxford would be a good start. Have more bus routes that cover the entire city and better connection services to the surrounding villages.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	1 don't	Neutral	Neutral	There should be no charges at all	Yes	No	Make Buses Free for Local People Between Working Hours and See What Impact That Has on Traffic and School Rugs	Negative	Push traffic onto already busy alternate routes already impacted by LTNs	Use the river to provide alternative transportation into Oxford
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 don't	Neutral	Neutral	Too high	No	No	Make Buses Free for Local People Between Working Hours and See What Impact That Has on Traffic and School Rugs	Negative	It's not a good idea because the rich can afford to pay and will continue congesting the road, but those on lower income will struggle.	Free bus passes, council has the ability now to run its own bus services due to changes in the law, also bus ticket prices are dropping in Sweden, which is also a medieval university town and is almost entirely car-free in the centre. Cars should be used for getting out of Oxford, and not necessary for getting into or around Oxford.
an Oxford resident	daily	Taxis and private hire vehicles	1 commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Make BUSES FREE FOR LOCAL PEOPLE BETWEEN WORKING HOURS AND SEE WHAT IMPACT THAT HAS ON TRAFFIC AND SCHOOL RUGS	Very negative	It's literally a money making scheme. Not everyone falls into the same category of 'they should work, get a bus or cycle'	Free bus passes, council has the ability now to run its own bus services due to changes in the law, also bus ticket prices are dropping in Sweden, which is also a medieval university town and is almost entirely car-free in the centre. Cars should be used for getting out of Oxford, and not necessary for getting into or around Oxford.
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	1 live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Fix the badly managed roads and roundabouts	Very negative	It's literally a money making scheme. Not everyone falls into the same category of 'they should work, get a bus or cycle'	Free bus passes, council has the ability now to run its own bus services due to changes in the law, also bus ticket prices are dropping in Sweden, which is also a medieval university town and is almost entirely car-free in the centre. Cars should be used for getting out of Oxford, and not necessary for getting into or around Oxford.
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	1 commute to the central permit area by car	Neutral	Very negative	About right	No	Other	Make Buses Free for Local People Between Working Hours and See What Impact That Has on Traffic and School Rugs	Negative	I live in Abingdon, but I grew up in Cowley, I work in Cowley, my partner works in Cowley, my daughter goes to nursery in Rose Hill, I still have a lot of friends and family in Cowley that I see regularly, usually after work.	Free bus passes, council has the ability now to run its own bus services due to changes in the law, also bus ticket prices are dropping in Sweden, which is also a medieval university town and is almost entirely car-free in the centre. Cars should be used for getting out of Oxford, and not necessary for getting into or around Oxford.
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	1 commute to the central permit area by car	Neutral	Very negative	About right	No	Other	Make Buses Free for Local People Between Working Hours and See What Impact That Has on Traffic and School Rugs	Negative	You have already made that difficult with LTNs, I have to sit in a lot more traffic now than I ever did before. People will not stop driving! They go for our cars, our insurance, our tax, and you want to charge us more for the privilege of driving in our own city.	Free bus passes, council has the ability now to run its own bus services due to changes in the law, also bus ticket prices are dropping in Sweden, which is also a medieval university town and is almost entirely car-free in the centre. Cars should be used for getting out of Oxford, and not necessary for getting into or around Oxford.
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	1 commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Make Buses Free for Local People Between Working Hours and See What Impact That Has on Traffic and School Rugs	Very negative	There is no bus route that will allow me to go to drop off my daughter at nursery, go to work, then to pick up my daughter, and then to visit my family! And if there was, it would probably double my journey time!	Free bus passes, council has the ability now to run its own bus services due to changes in the law, also bus ticket prices are dropping in Sweden, which is also a medieval university town and is almost entirely car-free in the centre. Cars should be used for getting out of Oxford, and not necessary for getting into or around Oxford.
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	1 commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Make Buses Free for Local People Between Working Hours and See What Impact That Has on Traffic and School Rugs	Very negative	I cycle to work when I can, but not if I have to do the nursery run. I have never ever had a problem getting round Oxford. The majority of families and households who use their cars to go about their daily lives are not here to cause a problem. I understand why and agree that the roads are too congested in Oxford. I understand that something needs to be done and also agree.	Free bus passes, council has the ability now to run its own bus services due to changes in the law, also bus ticket prices are dropping in Sweden, which is also a medieval university town and is almost entirely car-free in the centre. Cars should be used for getting out of Oxford, and not necessary for getting into or around Oxford.
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	1 commute to the central permit area by car	Neutral	Very negative	About right	No	Other	Make Buses Free for Local People Between Working Hours and See What Impact That Has on Traffic and School Rugs	Negative	But selfishly I think I live in Wantage and travel to the JR in Oxford on the days I am scheduled to work. Taking a bus from Wantage will get me to work on time. I would always be late (the best I can do) and at the end of a long day, when I am even and leaving later than my normal hours due to a busy shift getting a bus to a park and ride may not be an option at all in the night. I would rather just get in the car and drive home. If staff are directed to the JR, down specific roads, it would be superseded by the roads around the JR will just become more congested defaulting the plan to reduce congestion. Consider the risks: I have considered suggesting my parking permit for a bicycle or using park & ride, but I still need a permit for the times when I commute to Banbury for work. I have lost buses but I would be able to take.	Free bus passes, council has the ability now to run its own bus services due to changes in the law, also bus ticket prices are dropping in Sweden, which is also a medieval university town and is almost entirely car-free in the centre. Cars should be used for getting out of Oxford, and not necessary for getting into or around Oxford.
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	1 commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Make Buses Free for Local People Between Working Hours and See What Impact That Has on Traffic and School Rugs	Very negative	Not having a charge or making up to the ice risk free as this will affect the risk measures! Especially during the hockey season.	Free bus passes, council has the ability now to run its own bus services due to changes in the law, also bus ticket prices are dropping in Sweden, which is also a medieval university town and is almost entirely car-free in the centre. Cars should be used for getting out of Oxford, and not necessary for getting into or around Oxford.
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	1 don't	No impact	No impact	About right	No	Other	Make Buses Free for Local People Between Working Hours and See What Impact That Has on Traffic and School Rugs	Very negative	I work in Summertown and commute from Bleasley. The 65 bus takes me twice as long as driving, and as I have free parking at my office, there is no reason for me to take the bus at the current cost of £5. There also isn't a bus stop within a 20 minute walk of my house, so I would massively increase my commute to take the bus. The train between Oxford and Milton Keynes is the fastest and the easiest to get from my office. However, I would be eligible for the commuter pass because I'm not in the most central of Oxford. I think the commuter pass should extend to anyone south of the Pear Tree roundabout. The train is substantially faster on school holidays - I think there needs to be an incentive for all of the jobs being driven to private schools and have other options.	Free bus passes, council has the ability now to run its own bus services due to changes in the law, also bus ticket prices are dropping in Sweden, which is also a medieval university town and is almost entirely car-free in the centre. Cars should be used for getting out of Oxford, and not necessary for getting into or around Oxford.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 live in the central Oxford permit area, or visit a resident of the central permit area by car	Neutral	Negative	About right	Not sure	No	Make Park & Ride buses cheaper, Make buses cheaper for all, Add public cycle parking	Negative	I live within the Oxford permit area and make very few journeys by car through the temporary congestion charge locations. However I regularly visit family members with my children on the weekend and drive via St Clements when the traffic is reduced so this would negatively impact me.	Free bus passes, council has the ability now to run its own bus services due to changes in the law, also bus ticket prices are dropping in Sweden, which is also a medieval university town and is almost entirely car-free in the centre. Cars should be used for getting out of Oxford, and not necessary for getting into or around Oxford.
a resident of Oxfordshire living outside Oxford	daily	100 day passes for residents in the Oxfordshire permit area, on days of your choice	1 don't	Very negative	Very negative	There should be no charges at all	No	Other	Make Buses Free for Local People Between Working Hours and See What Impact That Has on Traffic and School Rugs	Very negative	How would you know how many permits you have left? Do you have to activate them before you use them or are they automatically picked up via ANPR. If you have to activate before use this would cause issues as the main reason that I use my car during the school hours currently is as an emergency and I have no choice other than to drive and would struggle to remember to do that as well. If you do have to activate please can the app be user friendly and easy to use. The parking permit app is difficult for other residents.	Free bus passes, council has the ability now to run its own bus services due to changes in the law, also bus ticket prices are dropping in Sweden, which is also a medieval university town and is almost entirely car-free in the centre. Cars should be used for getting out of Oxford, and not necessary for getting into or around Oxford.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 don't	Positive	Negative	About right	Yes	Yes	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper for all, Make buses cheaper for young people	Positive	Reduce congestion and pollution. Fewer cars on the affected roads may also make cycling safer and more pleasant.	Free bus passes, council has the ability now to run its own bus services due to changes in the law, also bus ticket prices are dropping in Sweden, which is also a medieval university town and is almost entirely car-free in the centre. Cars should be used for getting out of Oxford, and not necessary for getting into or around Oxford.
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	1 don't	Very positive	Very positive	About right	Yes	Yes	Make Buses Free for Local People Between Working Hours and See What Impact That Has on Traffic and School Rugs	Very positive	Having less cars will benefit everyone which has to be good thing. It's also a message to motorists to limit the use of their vehicles. We do need a public transport system to survive here.	Free bus passes, council has the ability now to run its own bus services due to changes in the law, also bus ticket prices are dropping in Sweden, which is also a medieval university town and is almost entirely car-free in the centre. Cars should be used for getting out of Oxford, and not necessary for getting into or around Oxford.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice. Community health or care workers who need to visit multiple locations or travel frequently	1 live in the central Oxford permit area, or visit a resident of the central permit area by car	Negative	Neutral	There should be no charges at all	Yes	Yes	Make Buses Free for Local People Between Working Hours and See What Impact That Has on Traffic and School Rugs	Very negative	I work within the OUIH hospitals. This will very negatively impact not only staff members but also patients travelling to appointments. The trust already struggles with a staff retention issue and with the proposed charge people commuting time will drastically increase. High numbers of staff commuting to live in the Oxford area increased it's already high living costs.	Free bus passes, council has the ability now to run its own bus services due to changes in the law, also bus ticket prices are dropping in Sweden, which is also a medieval university town and is almost entirely car-free in the centre. Cars should be used for getting out of Oxford, and not necessary for getting into or around Oxford.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 don't	Very negative	No impact	There should be no charges at all	No	Other	Make buses cheaper for all, Add new bus routes, Make bus services more frequent	Very negative	We live on the Oxford Road. Already, the LTNs have signposted all traffic coming from the east down three artery roads and onto one of the most dangerous roundabouts in Oxford: the Plan. This has resulted in severe congestion, often gridlock and rush hour lines, with consequent additional pollution. It's also more hazardous for pedestrians as cyclists and scooters seem to think they have the right to cycle fast and aggressively on pavements. We've been seen at more than once for walking on the pavement outside my house. You are now proposing to restrict car access to one of those three already clogged arteries, St Clements. This will only make the Oxford Road, Cowley Road and the Plain even more congested, not only, and dangerous, including for pedestrians. Which presumably isn't going to help the buses on these routes either.	Free bus passes, council has the ability now to run its own bus services due to changes in the law, also bus ticket prices are dropping in Sweden, which is also a medieval university town and is almost entirely car-free in the centre. Cars should be used for getting out of Oxford, and not necessary for getting into or around Oxford.
a resident of Oxfordshire living outside Oxford	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	1 don't	No impact	No impact	Too low	Not sure	Yes	Make buses cheaper for all, Add new bus routes, Make bus services more frequent	Positive	Something must be done to reduce private traffic levels: try it!	Free bus passes, council has the ability now to run its own bus services due to changes in the law, also bus ticket prices are dropping in Sweden, which is also a medieval university town and is almost entirely car-free in the centre. Cars should be used for getting out of Oxford, and not necessary for getting into or around Oxford.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice. Personal cars used as goods vehicles for business purposes	1 commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Make Buses Free for Local People Between Working Hours and See What Impact That Has on Traffic and School Rugs	Very negative	We are tired of LTNs and high parking charges and Permit Parking Zones. It is too much.	Free bus passes, council has the ability now to run its own bus services due to changes in the law, also bus ticket prices are dropping in Sweden, which is also a medieval university town and is almost entirely car-free in the centre. Cars should be used for getting out of Oxford, and not necessary for getting into or around Oxford.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice. School students with special educational needs	1 commute to the central permit area by car	Very negative	Very positive	There should be no charges at all	No	Other	Make Buses Free for Local People Between Working Hours and See What Impact That Has on Traffic and School Rugs	Very negative	EXTREMELY NEGATIVE!! You will make it so we can't afford to go to work and we will have to leave our job on the school on Mansfield Ferry road. We have to leave our cars because we live in the middle of central Oxford and we have child care issues. Safe guarding issues, we have no houses for pedestrians as cyclists and scooters seem to think they have the right to cycle fast and aggressively on pavements. We've been seen at more than once for walking on the pavement outside my house. You are now proposing to restrict car access to one of those three already clogged arteries, St Clements. This will only make the Oxford Road, Cowley Road and the Plain even more congested, not only, and dangerous, including for pedestrians. Which presumably isn't going to help the buses on these routes either.	Free bus passes, council has the ability now to run its own bus services due to changes in the law, also bus ticket prices are dropping in Sweden, which is also a medieval university town and is almost entirely car-free in the centre. Cars should be used for getting out of Oxford, and not necessary for getting into or around Oxford.
a resident of Oxfordshire living outside Oxford	less than weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	1 don't	Negative	Negative	There should be no charges at all	Not sure	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make bus services more frequent	Negative	An earlier finish to the charging period would be better as ending the charging at 7pm makes it difficult for people travelling into Oxford in the evening for the theatre or restaurants as using public transport at night is not necessarily safe for people travelling from their cars.	Free bus passes, council has the ability now to run its own bus services due to changes in the law, also bus ticket prices are dropping in Sweden, which is also a medieval university town and is almost entirely car-free in the centre. Cars should be used for getting out of Oxford, and not necessary for getting into or around Oxford.
a business	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 live in the central Oxford permit area, or visit a resident of the central permit area by car	Negative	Very negative	There should be no charges at all	No	Other	Make Buses Free for Local People Between Working Hours and See What Impact That Has on Traffic and School Rugs	Very negative	I believe this is very destructive to schools in the area - how are parents supposed to get their children to school - particularly those who have chosen a school in central Oxford and then will have to pay to drive their children to school. This is insane.	Free bus passes, council has the ability now to run its own bus services due to changes in the law, also bus ticket prices are dropping in Sweden, which is also a medieval university town and is almost entirely car-free in the centre. Cars should be used for getting out of Oxford, and not necessary for getting into or around Oxford.
a resident of Oxfordshire living outside Oxford	less than weekly	100 day passes for residents in the Oxfordshire permit area, on days of your choice	1 don't	Positive	Negative	About right	Yes	Yes	Make Park & Ride buses cheaper, Make Park & Ride buses cheaper for all, Make bus services more frequent	Positive	Would make moving around Oxford city on foot a more pleasant experience	Free bus passes, council has the ability now to run its own bus services due to changes in the law, also bus ticket prices are dropping in Sweden, which is also a medieval university town and is almost entirely car-free in the centre. Cars should be used for getting out of Oxford, and not necessary for getting into or around Oxford.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 don't	Neutral	Neutral	Too low	Yes	Yes	Make Park & Ride buses cheaper, Make Park & Ride buses cheaper for all, Make bus services more frequent	Negative	I would want to see a permanent residents' permit to travel through the congestion zones. It is so frustrating to have more advertising permits able to drive in Oxford. I'd like to see more done about larger vehicles as well - as they're one of the things that makes it so difficult around the Plan roundabout so dangerous.	Free bus passes, council has the ability now to run its own bus services due to changes in the law, also bus ticket prices are dropping in Sweden, which is also a medieval university town and is almost entirely car-free in the centre. Cars should be used for getting out of Oxford, and not necessary for getting into or around Oxford.
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	1 commute to the central permit area by car	Positive	Very negative	About right	Yes	Yes	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make bus services more frequent	Very negative	Working in public education within central Oxford may still live outside of Oxfordshire and commute near as well as they're one of the things that makes it so difficult around the Plan roundabout so dangerous.	Free bus passes, council has the ability now to run its own bus services due to changes in the law, also bus ticket prices are dropping in Sweden, which is also a medieval university town and is almost entirely car-free in the centre. Cars should be used for getting out of Oxford, and not necessary for getting into or around Oxford.
a resident of Oxfordshire living outside Oxford	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 commute to the central permit area by car	No impact	Positive	There should be no charges at all	No	Other	Make Buses Free for Local People Between Working Hours and See What Impact That Has on Traffic and School Rugs	Negative	This is another horrible scheme to restrict car access to one of those three already clogged arteries, St Clements. This will only make the Oxford Road, Cowley Road and the Plain even more congested, not only, and dangerous, including for pedestrians. Which presumably isn't going to help the buses on these routes either.	Free bus passes, council has the ability now to run its own bus services due to changes in the law, also bus ticket prices are dropping in Sweden, which is also a medieval university town and is almost entirely car-free in the centre. Cars should be used for getting out of Oxford, and not necessary for getting into or around Oxford.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice. Registered car clubs	1 live in the central Oxford permit area, or visit a resident of the central permit area by car	Neutral	Negative	Too low	Yes	Yes	Make buses cheaper for all, Add new bus routes, Add public cycle parking	Very positive	I mostly cycle around Oxford. Using a bike and walking are my next choices of travel. Reducing the numbers of cars will make my journeys more efficient, safer, enjoyable, and I will suffer less air pollution.	Free bus passes, council has the ability now to run its own bus services due to changes in the law, also bus ticket prices are dropping in Sweden, which is also a medieval university town and is almost entirely car-free in the centre. Cars should be used for getting out of Oxford, and not necessary for getting into or around Oxford.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 don't	Very negative	Very negative	There should be no charges at all	No	Other	Make Buses Free for Local People Between Working Hours and See What Impact That Has on Traffic and School Rugs	Very negative	I live meters away from the boundary. The boundaries are not correct and will result in congestion on my road due to taxis taking young children to school and other activities.	Free bus passes, council has the ability now to run its own bus services due to changes in the law, also bus ticket prices are dropping in Sweden, which is also a medieval university town and is almost entirely car-free in the centre. Cars should be used for getting out of Oxford, and not necessary for getting into or around Oxford.
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	1 commute to the central permit area by car	No impact	Very positive	About right	No	Other	Make Buses Free for Local People Between Working Hours and See What Impact That Has on Traffic and School Rugs	Neutral	I work at the John Radcliffe Hospital and also have my own GP appointments at the Nuffield Orthopaedic Hospital. Not being able to use Holton Way during rush hour could become a problem for the hospital from work in Oxford and cause more congestion further on causing more pollution. Plus, as we use our local bus from Kingliffe but it is not very frequent and there need to be more buses on the route before you stop cars.	Free bus passes, council has the ability now to run its own bus services due to changes in the law, also bus ticket prices are dropping in Sweden, which is also a medieval university town and is almost entirely car-free in the centre. Cars should be used for getting out of Oxford, and not necessary for getting into or around Oxford.
a resident of Oxfordshire living outside Oxford	less than weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	1 don't	No impact	No impact	About right	No	Other	Make Buses Free for Local People Between Working Hours and See What Impact That Has on Traffic and School Rugs	Neutral	It makes it much more difficult for my household to get to the hospital from work in Oxford and cause more congestion further on causing more pollution. Plus, as we use our local bus from Kingliffe but it is not very frequent and there need to be more buses on the route before you stop cars.	Free bus passes, council has the ability now to run its own bus services due to changes in the law, also bus ticket prices are dropping in Sweden, which is also a medieval university town and is almost entirely car-free in the centre. Cars should be used for getting out of Oxford, and not necessary for getting into or around Oxford.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 live in the central Oxford permit area, or visit a resident of the central permit area by car	Very positive	Very positive	Too high	Yes	Yes	Make Buses Free for Local People Between Working Hours and See What Impact That Has on Traffic and School Rugs	Negative	I only travel into central Oxford by car very occasionally	Free bus passes, council has the ability now to run its own bus services due to changes in the law, also bus ticket prices are dropping in Sweden, which is also a medieval university town and is almost entirely car-free in the centre. Cars should be used for getting out of Oxford, and not necessary for getting into or around Oxford.
a resident of Oxfordshire living outside Oxford	less than weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	1 don't	No impact	No impact	Too high	Yes	Yes	Make Park & Ride parking cheaper	Very negative	Will force all the traffic in one direction, what happens if there is an accident on the ring road or example? I work in an outpatient hospital clinic, if patients are late because of traffic, it makes it tricky to see them. I fear it will make recruitment within Oxford NHS services more challenging.	Free bus passes, council has the ability now to run its own bus services due to changes in the law, also bus ticket prices are dropping in Sweden, which is also a medieval university town and is almost entirely car-free in the centre. Cars should be used for getting out of Oxford, and not necessary for getting into or around Oxford.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 don't	No impact	No impact	About right	Yes	Yes	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper for all, Add new bus routes	Positive	North Oxfordshire has the worst roads, too much of the transport budget is spent on the City millions on park and ride electric buses it's time you stopped thinking about and spent the budget on roads	Free bus passes, council has the ability now to run its own bus services due to changes in the law, also bus ticket prices are dropping in Sweden, which is also a medieval university town and is almost entirely car-free in the centre. Cars should be used for getting out of Oxford, and not necessary for getting into or around Oxford.
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	1 live in the central Oxford permit area, or visit a resident of the central permit area by car	Negative	No impact	There should be no charges at all	No	Other	Make Buses Free for Local People Between Working Hours and See What Impact That Has on Traffic and School Rugs	Very negative	This makes it hard to get around Oxford whilst visiting elderly parents and taking them to appointments etc. they are not in easy walking distance of buses, and would have difficulty using them if they were.	Free bus passes, council has the ability now to run its own bus services due to changes in the law, also bus ticket prices are dropping in Sweden, which is also a medieval university town and is almost entirely car-free in the centre. Cars should be used for getting out of Oxford, and not necessary for getting into or around Oxford.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 don't	No impact	No impact	About right	Yes	Yes	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper for all, Add new bus routes	Positive	I think having fewer cars around will improve visits to the city centre for everyone.	Free bus passes, council has the ability now to run its own bus services due to changes in the law, also bus ticket prices are dropping in Sweden, which is also a medieval university town and is almost entirely car-free in the centre. Cars should be used for getting out of Oxford, and not necessary for getting into or around Oxford.
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	1 commute to the central permit area by car	Very positive	Positive	About right	Yes	Yes	Make buses cheaper for all, Make bus services more frequent, Add public cycle parking	Positive	reduce congestion	Free bus passes, council has the ability now to run its own bus services due to changes in the law, also bus ticket prices are dropping in Sweden, which is also a medieval university town and is almost entirely car-free in the centre. Cars should be used for getting out of Oxford, and not necessary for getting into or around Oxford.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 commute to the central permit area by car	No impact	Negative	There should be no charges at all	No	Other	Make Buses Free for Local People Between Working Hours and See What Impact That Has on Traffic and School Rugs	Very negative	I can't afford this. Neither can anyone else. You are forcing people to find other employment - and it's hard enough as it is to get people to shop in Oxford these days, let alone work in Oxford. You are systematically causing the City to fail. The reason people don't use the buses is because they're rubbish, with poor access and they're infrequent and the bus routes are only one way.	Free bus passes, council has the ability now to run its own bus services due to changes in the law, also bus ticket prices are dropping in Sweden, which is also a medieval university town and is almost entirely car-free in the centre. Cars should be used for getting out of Oxford, and not necessary for getting into or around Oxford.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	Yes	Yes	Make buses cheaper for all	Very negative	We are an average family in Oxford that need to use the proposed routes on a daily basis during the week to get to work and take young children to school and extra-mural activities. I am a female doctor who is often on-call and work late into the night. I cannot rely on public transport as I have no bus stops close to my home and do not feel safe walking home at night in the dark (private roads with no street lighting). My elderly mother lives with us and cannot manage public transport to get around Oxford or do her shopping.	Free bus passes, council has the ability now to run its own bus services due to changes in the law, also bus ticket prices are dropping in Sweden, which is also a medieval university town and is almost entirely car-free in the centre. Cars should be used for getting out of Oxford, and not necessary for getting into or around Oxford.
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	1 commute to the central permit area by car	Neutral	Very positive	Too high	No	Other	Make Buses Free for Local People Between Working Hours and See What Impact That Has on Traffic and School Rugs	Neutral	I'd be happy if the commuter permits go ahead. If they go ahead then good, it should cause much of an impact. You shouldn't have to pay to go to work. If it doesn't go ahead then I will be a bit regretful.	Free bus passes, council has the ability now to run its own bus services due to changes in the law, also bus ticket prices are dropping in Sweden, which is also a medieval university town and is almost entirely car-free in the centre. Cars should be used for getting out of Oxford, and not necessary for getting into or around Oxford.
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	1 don't	Very positive	Very positive	There should be no charges at all	No	Other	Make B			



Survey Response												
I am responding to this survey as	How often do you travel in or around Oxford?	Please tick which of the following five permits and passes you think you may be eligible for	Do you live in, visit a resident by car or commute by car to the proposed central Oxford?	Central Oxford residents' commuted permits to residents in the central Oxford?	Central Oxford permit area commuted permits to nonresident workers/commuters?	We are proposing a single charge of £5 to allow cars without a flexi-pass, or none?	Do you think that charges should vary, with drivers of larger cars, taxis more and lower the rate on and operators of the scheme?	Income generated by introducing the proposed temporary congestion charge would be used to fund the additional services more frequent bus services more frequent Make Park & Ride buses cheaper, Make bus services more frequent, Extend hours of operation for buses, Add public cycle parking	If other improvement, please state	Taking into account all the information we have provided about the proposal, please explain your answer	Do you have any other comments about the proposal for five temporary congestion charge locations in Oxford that you have not already shared in this survey?	Do you have any suggestions for other ways to reduce traffic and tackle congestion in and around Oxford?
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 don't	Positive	Negative	About right	No	Make bus services more frequent		Positive	I am hoping it will reduce traffic.	An aerial egg lift bringing FR&R to Oxford Road / JR Hospital - Train Centre.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 don't	Neutral	Negative	Too low	Yes	Make bus services more frequent		Positive	Could go further, eg restricting hours of access for "other" vehicles (delivery etc) to outside normal peak times	Reduce the amount of parking currently available with a aim to discourage driving into the centre
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 live in the central Oxford permit area, or visit a resident of the central permit area by car	Positive	Negative	Too low	No	Make bus services more frequent		Positive	Would expect to see fewer cars crossing the city centre, so buses would be faster more timely and well-servicing	restrict larger vehicles such as trucks and vans within certain hours - so not during peak school hours (7.30-9 and 3.30 to 5). This would make cycling with kids safer and more appealing.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	1 don't	No impact	No impact	About right	Not sure	Make bus services more frequent		Very positive	Would expect to see fewer cars crossing the city centre, so buses would be faster more timely and well-servicing	School term times seem to produce the heaviest traffic, finding better ways for children to get to schools (rather than being driven in and out individually) could make a big difference. A lift away from the rear-ward of 5 working hours could also help spread out "rush hours"
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	1 commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	Yes	Make bus services more frequent		Very negative	It is currently unclear to cycle in and around the city than to go by bus. The roads should be clearer for people who "need" to use their cars and permit the free flow of traffic. Buses will be quicker, and therefore more appealing to use, and cycling will be safer.	Look to other medium-sized cities abroad that have put cycling first and see what measures we can adopt. A good example is Uppsala, in Sweden, which is also a medium-sized city and is almost entirely car-free in the centre. Cars should be used for getting out of Oxford, and not necessary for getting into or around Oxford.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 don't	No impact	No impact	Too low	Yes	Make bus services more frequent		Very positive	I will have to have my job at the school where I work part time because the most direct route includes one of the changing zones and going the long way would take too long and I will use too much petrol. Going there by bus would take ages as there is not a good direct service available.	Removing the L1Ns in East Oxford would be a good. Have more bus routes that cover the entire city and better connect services to the surrounding villages.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	1 don't	Neutral	Neutral	There should be no charges at all	Yes	Make bus services more frequent		Negative	Push traffic onto already busy alternate routes already impacted by L1Ns	Use the river to provide alternative transportation into Oxford
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 don't	Neutral	Neutral	Too high	No	Make bus services more frequent		Negative	Make BUSES FREE FOR LOCAL PEOPLE BETWEEN WINDING AND BEECHWAY TRAFFIC THAT HAS ON TRAFFIC AND SCHOOL ROUNDS	Free bus passes, council has the ability now to run its own bus services due to changes in the law, also bus ticket prices are reasonable for such small journeys and cause issues financially. Park and Ride should be free and buses to and from there should be one pound no more, if you want people to use Oxford and use services make it cheaper for them to access them.
an Oxford resident	daily	Taxis and private hire vehicles	1 commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other		Very negative	It's literally a money making scheme. Not everyone falls into the same category of 'I need to work, get a bus or cycle' I live in Abingdon, but I grew up in Coaley, I work in Coaley, my partner works in Coaley, my daughter goes to nursery in Rose Hill, I still have a bit of friends and family in Coaley that I see regularly, usually after work.	Free bus passes, council has the ability now to run its own bus services due to changes in the law, also bus ticket prices are reasonable for such small journeys and cause issues financially. Park and Ride should be free and buses to and from there should be one pound no more, if you want people to use Oxford and use services make it cheaper for them to access them.
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	1 live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other		Very negative	It's literally a money making scheme. Not everyone falls into the same category of 'I need to work, get a bus or cycle' I live in Abingdon, but I grew up in Coaley, I work in Coaley, my partner works in Coaley, my daughter goes to nursery in Rose Hill, I still have a bit of friends and family in Coaley that I see regularly, usually after work.	Free bus passes, council has the ability now to run its own bus services due to changes in the law, also bus ticket prices are reasonable for such small journeys and cause issues financially. Park and Ride should be free and buses to and from there should be one pound no more, if you want people to use Oxford and use services make it cheaper for them to access them.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	1 don't	Neutral	Neutral	About right	Yes	Make bus services more frequent		Very negative	It's literally a money making scheme. Not everyone falls into the same category of 'I need to work, get a bus or cycle' I live in Abingdon, but I grew up in Coaley, I work in Coaley, my partner works in Coaley, my daughter goes to nursery in Rose Hill, I still have a bit of friends and family in Coaley that I see regularly, usually after work.	Free bus passes, council has the ability now to run its own bus services due to changes in the law, also bus ticket prices are reasonable for such small journeys and cause issues financially. Park and Ride should be free and buses to and from there should be one pound no more, if you want people to use Oxford and use services make it cheaper for them to access them.
a resident of Oxfordshire living outside Oxford	weekly	Community health care workers who need to visit multiple locations or travel overnight	1 commute to the central permit area by car	No impact	No impact	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make bus services more frequent		Very negative	I already commute on my own to work, do not wish to extend this time any further. This will ultimately impact my work-life balance and will mean I am unable to see the children before they go to bed.	More of this please! Ban all SUV's inside ring road. Make buses free. Parking more expensive. More cycle lanes. More speed cameras. Make and longer school streets. More enforcement. Make it just so difficult to drive anywhere. Please can we be more European and less USA!
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 don't	No impact	No impact	About right	Yes	Make bus services more frequent		Very positive	Overall it's a very good idea.	More of this please! Ban all SUV's inside ring road. Make buses free. Parking more expensive. More cycle lanes. More speed cameras. Make and longer school streets. More enforcement. Make it just so difficult to drive anywhere. Please can we be more European and less USA!
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 don't	Positive	Very negative	Too low	Yes	Make bus services more frequent		Very positive	Make bus services more frequent	More of this please! Ban all SUV's inside ring road. Make buses free. Parking more expensive. More cycle lanes. More speed cameras. Make and longer school streets. More enforcement. Make it just so difficult to drive anywhere. Please can we be more European and less USA!
a resident of Oxfordshire living outside Oxford	less than weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice. Frequent hospital patients	1 don't	No impact	No impact	About right	No	Make bus services more frequent		Negative	Area proposed extends too far to the west (i.e. to the railway) thus limiting access to the rail station and its car parks	More of this please! Ban all SUV's inside ring road. Make buses free. Parking more expensive. More cycle lanes. More speed cameras. Make and longer school streets. More enforcement. Make it just so difficult to drive anywhere. Please can we be more European and less USA!
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice. Frequent hospital patients	1 don't	Very negative	No impact	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make bus services more frequent		Very negative	At an advanced age I drive and use city centre parking, for which I pay. Access to said parking say Westgate for example, would be charged to get there! This double charging which is unjust.	More of this please! Ban all SUV's inside ring road. Make buses free. Parking more expensive. More cycle lanes. More speed cameras. Make and longer school streets. More enforcement. Make it just so difficult to drive anywhere. Please can we be more European and less USA!
a resident of Oxfordshire living outside Oxford	daily	100 day passes for residents in the Oxfordshire permit area, on days of your choice	1 commute to the central permit area by car	No impact	No impact	There should be no charges at all	No	Make bus services more frequent		Very negative	I currently work at the church hospital with extended working hours (7.30-4.30). I often park in social hotspots within the centre of Oxford that with congestion charges would add a large cost to continue attending which would not be worth it if charges were introduced. I support them in that, of course, statistics can be manipulated to support any desired outcome, most residents feel the same and both the L1Ns. The council continues to turn a deaf ear to the anger and frustration that they have caused, and seem hell-bent on pushing through traffic restrictions. It's not why they plan to implement an already failing system.	More of this please! Ban all SUV's inside ring road. Make buses free. Parking more expensive. More cycle lanes. More speed cameras. Make and longer school streets. More enforcement. Make it just so difficult to drive anywhere. Please can we be more European and less USA!
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	1 commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make bus services more frequent		Very negative	I already commute on my own to work, do not wish to extend this time any further. This will ultimately impact my work-life balance and will mean I am unable to see the children before they go to bed.	More of this please! Ban all SUV's inside ring road. Make buses free. Parking more expensive. More cycle lanes. More speed cameras. Make and longer school streets. More enforcement. Make it just so difficult to drive anywhere. Please can we be more European and less USA!
other	weekly	100 day passes for residents in the Oxfordshire permit area, on days of your choice	1 commute to the central permit area by car	Very negative	Very positive	Too high	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make bus services more frequent		Very negative	It's literally a money making scheme. Not everyone falls into the same category of 'I need to work, get a bus or cycle' I live in Abingdon, but I grew up in Coaley, I work in Coaley, my partner works in Coaley, my daughter goes to nursery in Rose Hill, I still have a bit of friends and family in Coaley that I see regularly, usually after work.	More of this please! Ban all SUV's inside ring road. Make buses free. Parking more expensive. More cycle lanes. More speed cameras. Make and longer school streets. More enforcement. Make it just so difficult to drive anywhere. Please can we be more European and less USA!
an Oxford resident	weekly	100 day passes for residents in the Oxfordshire permit area, on days of your choice	1 don't	Very positive	Very positive	About right	Yes	Make bus services more frequent		Very positive	Oxford is a very polluted because of all the traffic that can get through its narrow streets. There need to be controls and bus and cycle travel need to be prioritised.	More of this please! Ban all SUV's inside ring road. Make buses free. Parking more expensive. More cycle lanes. More speed cameras. Make and longer school streets. More enforcement. Make it just so difficult to drive anywhere. Please can we be more European and less USA!
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 don't	Neutral	Neutral	About right	No	Make bus services more frequent		Positive	If it reduces congestion and improves traffic pollution and quality	More of this please! Ban all SUV's inside ring road. Make buses free. Parking more expensive. More cycle lanes. More speed cameras. Make and longer school streets. More enforcement. Make it just so difficult to drive anywhere. Please can we be more European and less USA!
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 don't	Negative	Negative	There should be no charges at all	No	Make bus services more frequent		Very negative	It is vital for that we are able to have visitors (grandparents visit grandchildren twice weekly) but have reduced mobility for elderly and/or those with limited access to transport. This is an absolute joke of a proposal.	More of this please! Ban all SUV's inside ring road. Make buses free. Parking more expensive. More cycle lanes. More speed cameras. Make and longer school streets. More enforcement. Make it just so difficult to drive anywhere. Please can we be more European and less USA!
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 don't	Neutral	Neutral	About right	Not sure	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make bus services more frequent		Positive	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make bus services more frequent	More of this please! Ban all SUV's inside ring road. Make buses free. Parking more expensive. More cycle lanes. More speed cameras. Make and longer school streets. More enforcement. Make it just so difficult to drive anywhere. Please can we be more European and less USA!
a resident of Oxfordshire living outside Oxford	weekly	Frequent hospital patients	1 don't	No impact	No impact	There should be no charges at all	No	Make bus services more frequent		Very negative	Make bus services more frequent	More of this please! Ban all SUV's inside ring road. Make buses free. Parking more expensive. More cycle lanes. More speed cameras. Make and longer school streets. More enforcement. Make it just so difficult to drive anywhere. Please can we be more European and less USA!
an Oxford resident	daily	School students with special educational needs	1 don't	No impact	No impact	There should be no charges at all	No	Make bus services more frequent		Very negative	Make bus services more frequent	More of this please! Ban all SUV's inside ring road. Make buses free. Parking more expensive. More cycle lanes. More speed cameras. Make and longer school streets. More enforcement. Make it just so difficult to drive anywhere. Please can we be more European and less USA!
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	1 don't	No impact	No impact	There should be no charges at all	Yes	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make bus services more frequent		Very negative	I have to commute by car to the Churchill Hospital daily. The congestion charge on Holloway will push all traffic down The Banerjee corridor and make it worse. This is an absolute joke of a proposal.	More of this please! Ban all SUV's inside ring road. Make buses free. Parking more expensive. More cycle lanes. More speed cameras. Make and longer school streets. More enforcement. Make it just so difficult to drive anywhere. Please can we be more European and less USA!
a resident of Oxfordshire living outside Oxford	less than weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	1 don't	No impact	No impact	About right	Yes	Make bus services more frequent		No impact	Make bus services more frequent	More of this please! Ban all SUV's inside ring road. Make buses free. Parking more expensive. More cycle lanes. More speed cameras. Make and longer school streets. More enforcement. Make it just so difficult to drive anywhere. Please can we be more European and less USA!
a parish, town, district or county councillor	less than weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	1 don't	No impact	No impact	There should be no charges at all	No	Make bus services more frequent		Very negative	We need cars. It is over a mile for traffic to get to a bus stop served by a useful bus service which takes too long to get into town and is generally late or cancelled. It cannot be used if you have any kind of time pressure on arrival. Train stations are several miles away. This measure will harm our residents who simply have no option but to use cars and will be penalised for no longer use. Oxford city always ignores the surrounding villages, but as your economy crumbles by getting more punishment to those who previously wanted to trade in the city or provide part-time, perhaps the council will see their clearly ideological positions are economically nonsensical and cause social harm they in excess of any benefit of being a clearly off the road.	More of this please! Ban all SUV's inside ring road. Make buses free. Parking more expensive. More cycle lanes. More speed cameras. Make and longer school streets. More enforcement. Make it just so difficult to drive anywhere. Please can we be more European and less USA!
other	daily	100 day passes for residents in the Oxfordshire permit area, on days of your choice	1 don't	No impact	No impact	About right	No	Make bus services more frequent		Negative	I travel over an hour each way to get to work at the hospital. Imposing charges at certain points will move the existing traffic as drivers will want to avoid the charges. My journey will get longer and make working in an Oxford hospital impossible.	More of this please! Ban all SUV's inside ring road. Make buses free. Parking more expensive. More cycle lanes. More speed cameras. Make and longer school streets. More enforcement. Make it just so difficult to drive anywhere. Please can we be more European and less USA!
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 commute to the central permit area by car	Very positive	Very positive	There should be no charges at all	No	Make bus services more frequent		Very negative	Introducing new artery roads/closed roads to reduce the traffic in Oxford.	More of this please! Ban all SUV's inside ring road. Make buses free. Parking more expensive. More cycle lanes. More speed cameras. Make and longer school streets. More enforcement. Make it just so difficult to drive anywhere. Please can we be more European and less USA!
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 don't	No impact	No impact	There should be no charges at all	No	Make bus services more frequent		Very negative	Unpaid carers but will be eligible for permit as person I care for lives with me, I'm responsible for transporting them to day services and support services. My journey will not be made easier. I will feel the choice of routes is decreasing services. I already use a car to get to the ring road A34 for a lot of journeys and already congested. Congestion will be pushed into other areas.	More of this please! Ban all SUV's inside ring road. Make buses free. Parking more expensive. More cycle lanes. More speed cameras. Make and longer school streets. More enforcement. Make it just so difficult to drive anywhere. Please can we be more European and less USA!
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 don't	Positive	Negative	Too low	Yes	Make bus services more frequent		Very positive	Make bus services more frequent	More of this please! Ban all SUV's inside ring road. Make buses free. Parking more expensive. More cycle lanes. More speed cameras. Make and longer school streets. More enforcement. Make it just so difficult to drive anywhere. Please can we be more European and less USA!
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	1 commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make bus services more frequent		Very negative	Make bus services more frequent	More of this please! Ban all SUV's inside ring road. Make buses free. Parking more expensive. More cycle lanes. More speed cameras. Make and longer school streets. More enforcement. Make it just so difficult to drive anywhere. Please can we be more European and less USA!
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make bus services more frequent		Very negative	Make bus services more frequent	More of this please! Ban all SUV's inside ring road. Make buses free. Parking more expensive. More cycle lanes. More speed cameras. Make and longer school streets. More enforcement. Make it just so difficult to drive anywhere. Please can we be more European and less USA!
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 don't	Very positive	Very positive	There should be no charges at all	No	Make bus services more frequent		Very positive	Make bus services more frequent	More of this please! Ban all SUV's inside ring road. Make buses free. Parking more expensive. More cycle lanes. More speed cameras. Make and longer school streets. More enforcement. Make it just so difficult to drive anywhere. Please can we be more European and less USA!
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 don't	Very positive	Very positive	There should be no charges at all	No	Make bus services more frequent		Very positive	Make bus services more frequent	More of this please! Ban all SUV's inside ring road. Make buses free. Parking more expensive. More cycle lanes. More speed cameras. Make and longer school streets. More enforcement. Make it just so difficult to drive anywhere. Please can we be more European and less USA!
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 don't	Very positive	Very positive	There should be no charges at all	No	Make bus services more frequent		Very positive	Make bus services more frequent	More of this please! Ban all SUV's inside ring road. Make buses free. Parking more expensive. More cycle lanes. More speed cameras. Make and longer school streets. More enforcement. Make it just so difficult to drive anywhere. Please can we be more European and less USA!
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 don't	Very positive	Very positive	There should be no charges at all	No	Make bus services more frequent		Very positive	Make bus services more frequent	More of this please! Ban all SUV's inside ring road. Make buses free. Parking more expensive. More cycle lanes. More speed cameras. Make and longer school streets. More enforcement. Make it just so difficult to drive anywhere. Please can we be more European and less USA!
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 don't	Very positive	Very positive	There should be no charges at all	No	Make bus services more frequent		Very positive	Make bus services more frequent	More of this please! Ban all SUV's inside ring road. Make buses free. Parking more expensive. More cycle lanes. More speed cameras. Make and longer school streets. More enforcement. Make it just so difficult to drive anywhere. Please can we be more European and less USA!
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 don't	Very positive	Very positive	There should be no charges at all	No	Make bus services more frequent		Very positive	Make bus services more frequent	More of this please! Ban all SUV's inside ring road. Make buses free. Parking more expensive. More cycle lanes. More speed cameras. Make and longer school streets. More enforcement. Make it just so difficult to drive anywhere. Please can we be more European and less USA!
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 don't	Very positive	Very positive	There should be no charges at all	No	Make bus services more frequent		Very positive	Make bus services more frequent	More of this please! Ban all SUV's inside ring road. Make buses free. Parking more expensive. More cycle lanes. More speed cameras. Make and longer school streets. More enforcement. Make it just so difficult to drive anywhere. Please can we be more European and less USA!
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 don't	Very positive	Very positive	There should be no charges at all	No	Make bus services more frequent		Very positive	Make bus services more frequent	More of this please! Ban all SUV's inside ring road. Make buses free. Parking more expensive. More cycle lanes. More speed cameras. Make and longer school streets. More enforcement. Make it just so difficult to drive anywhere. Please can we be more European and less USA!
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 don't	Very positive	Very positive	There should be no charges at all	No	Make bus services more frequent		Very positive	Make bus services more frequent	More of this please! Ban all SUV's inside ring road. Make buses free. Parking more expensive. More cycle lanes. More speed cameras. Make and longer school streets. More enforcement. Make it just so difficult to drive anywhere. Please can we be more European and less USA!
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 don't	Very positive	Very positive	There should be no charges at all	No	Make bus services more frequent		Very positive	Make bus services more frequent	More of this please! Ban all SUV's inside ring road. Make buses free. Parking more expensive. More cycle lanes. More speed cameras. Make and longer school streets. More enforcement. Make it just so difficult to drive anywhere. Please can we be more European and less USA!
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 don't	Very positive	Very positive	There should be no charges at all	No	Make bus services more frequent		Very positive	Make bus services more frequent	More of this please! Ban all SUV's inside ring road. Make buses free. Parking more expensive. More cycle lanes. More speed cameras. Make and longer school streets. More enforcement. Make it just so difficult to drive anywhere. Please can we be more European and less USA!
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 don't	Very positive	Very positive	There should be no charges at all	No	Make bus services more frequent		Very positive	Make bus services more frequent	More of this please! Ban all SUV's inside ring road. Make buses free. Parking more expensive. More cycle lanes. More speed cameras. Make and longer school streets. More enforcement. Make it just so difficult to drive anywhere. Please can we be more European and less USA!
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 don't	Very positive	Very positive	There should be no charges at all	No	Make bus services more frequent		Very positive	Make bus services more frequent	More of this please! Ban all SUV's inside ring road. Make buses free. Parking more expensive. More cycle lanes. More speed cameras. Make and longer school streets. More enforcement. Make it just so difficult to drive anywhere. Please can we be more European and less USA!
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 don't	Very positive	Very positive	There should be no charges at all	No	Make bus services more frequent		Very positive	Make bus services more frequent	More of this please! Ban all SUV's inside ring road. Make buses free. Parking more expensive. More cycle lanes. More speed cameras. Make and longer school streets. More enforcement. Make it just so difficult to drive anywhere. Please can we be more European and less USA!
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 don't	Very positive	Very positive	There should be no charges at all	No	Make bus services more frequent		Very positive	Make bus services more frequent	More of this please! Ban all SUV's inside ring road. Make buses free. Parking more expensive. More cycle lanes. More speed cameras. Make and longer school streets. More enforcement. Make it just so difficult to drive anywhere. Please can we be more European and less USA!
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 don't	Very positive	Very positive	There should be no charges at all	No	Make bus services more frequent		Very positive	Make bus services more frequent	More of this please! Ban all SUV's inside ring road. Make buses free. Parking more expensive. More cycle lanes. More speed cameras. Make and longer school streets. More enforcement. Make it just so difficult to drive anywhere. Please can we be more European and less USA!
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 don't	Very positive	Very positive	There should be no charges at all	No	Make bus services more frequent		Very positive	Make bus services more frequent	More of this please! Ban all SUV's inside ring road. Make buses free. Parking more expensive. More cycle lanes. More speed cameras. Make and longer school streets. More enforcement. Make it just so difficult to drive anywhere. Please can we be more European and less USA!
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 don't	Very positive	Very positive	There should be no charges at all	No	Make bus services more frequent		Very positive	Make bus services more frequent	More of this please! Ban all SUV's inside ring road. Make buses free. Parking more expensive. More cycle lanes. More speed cameras. Make and longer school streets. More enforcement. Make it just so difficult to drive anywhere. Please can we be more European and less USA!
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 don't	Very positive	Very positive	There should be no charges at all	No	Make bus services more frequent		Very positive	Make bus services more frequent	More of this please! Ban all SUV's inside ring road. Make buses free. Parking more expensive. More cycle lanes. More speed cameras. Make and longer school streets. More enforcement. Make it just so difficult to drive anywhere. Please can we be more European and less USA!
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 don't	Very positive	Very positive	There should be no charges at all	No	Make bus services more frequent		Very positive	Make bus services more frequent	More of this please! Ban all SUV's inside ring road. Make buses free. Parking more expensive. More cycle lanes. More speed cameras. Make and longer school streets. More enforcement. Make it just so difficult to drive anywhere. Please can we be more European and less USA!
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 don't	Very positive	Very positive	There should be no charges at all	No	Make bus services more frequent		Very positive	Make bus services more frequent	More of this please! Ban all SUV's inside ring road. Make buses free. Parking more expensive. More cycle lanes. More speed cameras. Make and longer school streets. More enforcement. Make it just so difficult to drive anywhere. Please can we be more European and less USA!
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 don't	Very positive	Very positive	There should be no charges at all	No	Make bus services more frequent		Very positive	Make bus services more frequent	More of this please! Ban all SUV's inside ring road. Make buses free. Parking more expensive. More cycle lanes. More speed cameras. Make and longer school streets. More enforcement. Make it just so difficult to drive anywhere. Please can we be more European and less USA!
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 don't	Very positive	Very positive	There should be no charges at all	No	Make bus services more frequent		Very positive	Make bus services more frequent	More of this please! Ban all SUV's inside ring road. Make buses free. Parking more expensive. More cycle lanes. More speed cameras. Make and longer school streets. More enforcement. Make it just so difficult to drive anywhere. Please can we be more European and less USA!
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 don't	Very positive	Very positive	There should be no charges at all	No	Make bus services				



Survey Response												
I am responding to this survey as	How often do you travel in or around Oxford?	Please tick which of the following free permits and passes you think you may be eligible for	Do you live in, visit a resident by car or otherwise by the road or use a resident's central Oxford permit?	Central Oxford residents' permit?	Central Oxford permit area commuters' permit?	We are proposing a single charge of £5 to allow cars without a driver, or permit	Do you think that charges should vary, with drivers of lower cars, less than more and...	Income generated by introducing the proposed temporary congestion charge would be used to lower the deficit and improve roads of the scheme	If other improvement, please state	Taking into account all the information we have provided about the proposal, please explain your answer	Do you have any other comments about the proposal for 6 temporary congestion charge locations in Oxford that you have not already shared in this survey?	Do you have any suggestions for other ways to reduce traffic and tackle congestion in and around Oxford?
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 don't	Positive	Negative	About right	No	I don't	Positive	I am hoping it will reduce traffic.	I am concerned this, like the fingers, will increase traffic through Old Marston at peak commuter times.	An aerial egg lifting Thornton Park - Oxler Road / JR hospital - Train Centre.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 don't	Neutral	Negative	Too low	Yes	I don't	Positive	Could go further, eg restricting hours of access for other "vehicles" (delivery etc) to outside normal peak times		Reduce the amount of parking currently available with a aim to discourage driving into the centre
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 live in the central Oxford permit area, or visit a resident of the central permit area by car	Positive	Negative	Too low	No	I don't	Positive		I think 3 cars for commuting is excessive	restrict larger vehicles such as trucks and vans within certain hours - so not during peak school hours (7:30-9 and 3:30 to 5). This would make cycling with kids safer and more appealing.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	1 don't	No impact	No impact	About right	Not sure	I don't	Very positive	Would expect to see fewer cars crossing the city centre, so buses would be faster/more timely and walking/cycling would be safer and more pleasant	Seems like a good way to test out the traffic filter ideas before going into the full proper	School term times seem to produce the heaviest traffic, finding better ways for children to get to schools (rather than being driven in and/or individually) could make a big difference. A shift away from the near-universal 8.5 working hours could also help spread out "rush hours".
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	1 commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	Yes	I don't	Very negative	It is an 8:15 morning, working about 24/7, working every day after job planned hours from home, additional commuting time will have negative impact on my service	Very negative	Very negative
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 don't	No impact	No impact	Too low	Yes	I don't	Very positive	Add new bus routes. Make bus services more frequent. Add public cycle parking	Very positive	Very positive
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	1 don't	Neutral	Neutral	There should be no charges at all	Yes	I don't	Very positive	Make bus cheaper for all, Add new bus routes, Make bus services more frequent	Very positive	Very positive
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 don't	Neutral	Neutral	Too high	No	I don't	Negative	Make buses cheaper for all	Negative	Negative
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 don't	Neutral	Neutral	Too high	No	I don't	Negative	Push traffic onto already busy alternate routes already impacted by LTNs	Negative	Negative
an Oxford resident	daily	Taxis and private hire vehicles	1 commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	I don't	Very negative	Other	Very negative	Very negative
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, or visit a resident of the central permit area by car	1 live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Very negative	Fix the badly managed roads and roundabouts	Very negative	Very negative
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 don't	No impact	No impact	About right	Yes	I don't	Neutral	Make Park & Ride parking cheaper. Make buses cheaper for all. Make bus services more frequent	Neutral	Neutral
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 don't	No impact	Neutral	Neutral	Not sure	I don't	Negative	Add new bus routes	Negative	Negative
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 don't	No impact	Neutral	Neutral	Not sure	I don't	Negative	Add new bus routes	Negative	Negative
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Negative	There should be no charges at all	Yes	I don't	Very negative	Make buses cheaper for all, Add new bus routes, Add public cycle parking	Very negative	Very negative
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice. Blue badge holders, Disability benefit claimants, Frequent hospital patients, Firefighters, Hearse and funeral directors	1 commute to the central permit area by car	No impact	Positive	There should be no charges at all	No	Other	Very negative	Fix the badly managed roads and roundabouts	Very negative	Very negative
a resident of Oxfordshire living outside Oxford	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 don't	No impact	No impact	About right	Yes	I don't	Neutral	Make Park & Ride parking cheaper. Make buses cheaper for all. Make bus services more frequent	Neutral	Neutral
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 don't	No impact	Neutral	Neutral	Not sure	I don't	Negative	Add new bus routes	Negative	Negative
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Negative	There should be no charges at all	Yes	I don't	Very negative	Make buses cheaper for all, Add new bus routes, Add public cycle parking	Very negative	Very negative
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice. Blue badge holders, Disability benefit claimants, Frequent hospital patients, Firefighters, Hearse and funeral directors	1 commute to the central permit area by car	No impact	Positive	There should be no charges at all	No	Other	Very negative	Fix the badly managed roads and roundabouts	Very negative	Very negative
a resident of Oxfordshire living outside Oxford	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 don't	No impact	No impact	About right	Yes	I don't	Neutral	Make Park & Ride parking cheaper. Make buses cheaper for all. Make bus services more frequent	Neutral	Neutral
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	1 don't	Neutral	Neutral	There should be no charges at all	No	I don't	Neutral	Make bus services more frequent	Neutral	Neutral
a resident of Oxfordshire living outside Oxford	weekly	Community health care workers who need to visit multiple locations or travel urgently	1 commute to the central permit area by car	Very positive	Very negative	There should be no charges at all	No	Other	Very negative	To open up the roads that have recently had ANPR installed to help ease the traffic around the cowley road and adjacent around this area.	Very negative	Very negative
a resident of Oxfordshire living outside Oxford	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	I don't	Very negative	Make buses cheaper for all, Add new bus routes, Make bus services more frequent, Extend hours of operation for buses	Very negative	Very negative
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	1 don't	Neutral	Neutral	There should be no charges at all	No	I don't	Neutral	Make bus services more frequent	Neutral	Neutral
a resident of Oxfordshire living outside Oxford	weekly	Community health care workers who need to visit multiple locations or travel urgently	1 commute to the central permit area by car	Very positive	Very negative	There should be no charges at all	No	Other	Very negative	To open up the roads that have recently had ANPR installed to help ease the traffic around the cowley road and adjacent around this area.	Very negative	Very negative
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	I don't	Very negative	Make buses cheaper for all, Add new bus routes, Make bus services more frequent, Extend hours of operation for buses	Very negative	Very negative
an Oxford resident	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	1 commute to the central permit area by car	Very positive	Very positive	About right	No	I don't	Neutral	Make Park & Ride parking cheaper. Make Park & Ride buses cheaper. Make bus services more frequent	Neutral	Neutral
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	1 commute to the central permit area by car	No impact	No impact	There should be no charges at all	Yes	I don't	Very negative	Make buses cheaper for all, Extend hours of operation for buses, Add public cycle parking	Very negative	Very negative
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 don't	Very positive	Positive	About right	Yes	I don't	Positive	Make Park & Ride parking cheaper. Make Park & Ride buses cheaper. Make bus services more frequent	Positive	Positive
a resident of Oxfordshire living outside Oxford	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	1 don't	Very negative	Very positive	There should be no charges at all	No	I don't	Very negative	Make Park & Ride parking cheaper	Very negative	Very negative
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	1 commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Very negative	Increase rural bus routes and frequency	Very negative	Very negative
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 don't	No impact	No impact	There should be no charges at all	No	I don't	Very negative	Make buses cheaper for all, Add new bus routes, Make bus services more frequent	Very negative	Very negative
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	1 don't	Very negative	No impact	There should be no charges at all	Not sure	I don't	Very negative	Make Park & Ride parking cheaper, Add public cycle parking, Other	Very negative	Very negative
a resident of Oxfordshire living outside Oxford	less than weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	1 don't	No impact	No impact	Too high	Not sure	I don't	Negative	Make bus services more frequent	Negative	Negative
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 don't	Very positive	Neutral	Too low	Yes	I don't	Very positive	Make buses cheaper for all, Make buses cheaper for young people, Add public cycle parking	Very positive	Very positive
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Neutral	Too high	Not sure	I don't	Very negative	Make Park & Ride parking cheaper. Make Park & Ride buses cheaper. Make bus services more frequent. Add public cycle parking, Other	Very negative	Very negative
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	1 don't	Neutral	Neutral	There should be no charges at all	Not sure	I don't	Negative	Make buses cheaper for all, Add new bus routes	Negative	Negative
an Oxford resident	less than weekly	100 day passes for residents in the Oxford permit area, on days of your choice	1 don't	No impact	No impact	There should be no charges at all	No	I don't	Very negative	Make Park & Ride parking cheaper. Make buses cheaper for all, Make bus services more frequent	Very negative	Very negative
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	1 commute to the central permit area by car	No impact	Very negative	There should be no charges at all	No	I don't	Very negative	Make Park & Ride buses cheaper. Make buses cheaper for all, Make bus services more frequent	Very negative	Very negative
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	1 commute to the central permit area by car	No impact	Very negative	There should be no charges at all	No	I don't	Very negative	Make Park & Ride buses cheaper. Make buses cheaper for all, Make bus services more frequent	Very negative	Very negative
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	1 commute to the central permit area by car	No impact	Very negative	There should be no charges at all	No	I don't	Very negative	Make Park & Ride buses cheaper. Make buses cheaper for all, Make bus services more frequent	Very negative	Very negative

Traffic issues could be reduced by removing the LTNs. These LTNs were opposed by the bus companies due to the increased costs of running the routes.



Survey Response													
I am responding to this survey as	How often do you travel in or around Oxford?	Please tick which of the following free permits and passes you think you may be eligible for	Do you live in, visit a resident permit or commute by car to the non-central Oxford?	Central Oxford residents' permit to residents in the central Oxford?	Central Oxford permit area - commuters' permit to non-central workers' commutes?	We are proposing a single charge of £5 to allow cars without a flex pass, or none	Do you think that charges should vary, with drivers of larger cars, taxis more and...	Income generated by introducing the proposed temporary congestion charge would be used to lower the deficit and improve roads of the scheme	If other improvement, please state	Taking into account all the information you have provided about the non-central in	Please explain your answer	Do you have any other comments about the proposal for six temporary congestion charge locations in Oxford that you have not already shared in this survey?	Do you have any suggestions for other ways to reduce traffic and tackle congestion in and around Oxford?
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 don't	Positive	Negative	About right	No	Yes		Positive	I am hoping it will reduce traffic.	I am concerned this, like the fingers, will increase traffic through Old Marston at peak commuter times.	An aerial egg lift bringing Thorntall P&R - Oaker Road / JR hospital - Train Centre.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 don't	Neutral	Negative	Too low	Yes	Yes		Positive	Could go further, eg restricting hours of access for other vehicles (delivery etc) to outside normal peak times	Reduce the amount of parking currently available with a aim to discourage driving into the centre	Restrict larger vehicles such as trucks and vans within certain hours - so not during peak school hours (7:30-9 and 3:30 to 5). This would make cycling with kids safer and more appealing.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 live in the central Oxford permit area, or visit a resident of the central permit area by car	Positive	Negative	Too low	No	No		Positive	Make bus services more frequent	School term times seem to produce the heaviest traffic, finding better ways for children to get to schools (rather than being driven in and individually) could make a big difference. A shift away from the non-central 5-6 working hours could also help spread out "rush hours"	Free bus passes, council has the ability now to run its own bus services due to changes in the law, also bus ticket prices are reasonable for such small journeys and cause issues financially. Park and Ride should be free and buses to and from them should be one pound no more, if you want to pay to use Oxford and use services make it cheaper for them to access them.
a resident of Oxfordshire living outside Oxford	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	1 don't	No impact	No impact	About right	Not sure	Yes		Very positive	Make buses cheaper for all, Add new bus routes, Add public cycle parking	Seems like a good way to test out the traffic filter ideas before going into the full proper	Use the river to provide alternative transportation into Oxford
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	1 commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	Yes	Yes		Very negative	Im an HR manager, working about 24/7, working every day after job planned hours from home, additional commuting time will have negative impact on my service	Very negative	It is currently quicker to cycle in and around the city than to go by bus. The roads should be clearer for people who "need" to use their cars and permit the free flow of traffic. Buses will be quicker, and therefore more appealing to use, and cycling will be safer.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 don't	No impact	No impact	Too low	Yes	Yes		Very positive	Add new bus routes, Make bus services more frequent, Add public cycle parking	Very negative	It is currently quicker to cycle in and around the city than to go by bus. The roads should be clearer for people who "need" to use their cars and permit the free flow of traffic. Buses will be quicker, and therefore more appealing to use, and cycling will be safer.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	1 don't	Neutral	Neutral	There should be no charges at all	Yes	Yes		Negative	I will have to leave my job at the school where I work part time because the most direct route includes one of the changing zones and getting the long way would take too long and will use too much petrol. Going there by bus would take ages as there is not a good direct service available.	Negative	I have to have my job at the school where I work part time because the most direct route includes one of the changing zones and getting the long way would take too long and will use too much petrol. Going there by bus would take ages as there is not a good direct service available.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 don't	Neutral	Neutral	Too high	No	No		Negative	Make buses cheaper for all	Negative	Push traffic onto already busy alternate routes already impacted by LTNs
an Oxford resident	daily	Taxis and private hire vehicles	1 commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Make BUSES FREE FOR LOCAL PEOPLE BETWEEN WICKANE PLACE AND RIVER WHAT WANTS THAT HAS ON TRAFFIC AND SCHOOL ROUTES	Very negative	Will hurt people that come to Oxford to work and who live locally. Starting Oxford into a Prison	Very negative	All the surrounding road will be impacted massively, there wasn't a congestion problem before that LTNs went in... SUMMERTOWN IS THE WORST FOR PEOPLE THAT DON'T LIVE LOCALLY
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	1 live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Fix the badly managed roads and roundabouts	Very negative	It's literally a money making scheme. Not everyone falls into the same category of 'you should walk, get a bus or cycle' I live in Abingdon, but I grew up in Cowley, I work in Cowley, my partner works in Cowley, my daughter goes to nursery in Rose Hill, I still have a lot of friends and family in Cowley that I see regularly, usually after work	Very negative	You never spoke about this pre election so I knew you would struggle to get voted if you have named Cowley with your LTNs already
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	1 live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Fix the badly managed roads and roundabouts	Very negative	I have already made difficult with LTNs, I have to sit in a lot more traffic now than I ever did before. People will not stop driving! We pay for our cars, our insurance, our tax, and you want to charge us more just for the privilege of driving in our own city	Very negative	As you are council are not listening to residents. Just look at the petition with over 10,000 signatures against! Look at the comments!
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	1 don't	Positive	Very negative	Too high	No	Yes		Very positive	Put your congestion charge in areas where you've voted if Leavis Cowley already! Majority of residents do not want your greedy schemes! You seem to be targeting the poorer areas!	Very positive	Free bus passes, council has the ability now to run its own bus services due to changes in the law, also bus ticket prices are reasonable for such small journeys and cause issues financially. Park and Ride should be free and buses to and from them should be one pound no more, if you want to pay to use Oxford and use services make it cheaper for them to access them.
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	1 don't	No impact	No impact	Too high	Yes	Yes		Very positive	If you really want it, then open up some of the LTNs so that the traffic can flow freely!	Very positive	Free bus passes, council has the ability now to run its own bus services due to changes in the law, also bus ticket prices are reasonable for such small journeys and cause issues financially. Park and Ride should be free and buses to and from them should be one pound no more, if you want to pay to use Oxford and use services make it cheaper for them to access them.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 live in the central Oxford permit area, or visit a resident of the central permit area by car	Very positive	Neutral	Too low	Yes	Yes		Very positive	I cycle to work about 10km, but I don't have to do the manual job, I have never ever had a problem cycling round Oxford! The majority of families and households are on their cars to do their own household! Run your own business!	Very positive	We need to encourage pedestrians, cyclists and bus passengers. We need to discourage cars and HGVs from polluting our streets and causing congestion and danger to cyclists and pedestrians
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	No impact	There should be no charges at all	No	No		Negative	Try to find alternative bus routes where bus can have dedicated lanes. The buses most of the times can't move properly and at times they block the traffic when stopped making worse.	Negative	Unfortunately not everyone can move in the city by bicycle, specially if you have 3 kids, both parents working and with physical issues that don't allow you to ride a bike. LTNs have strongly impacted on the quality as many other. If congestion charges were to apply along with the LTNs, I would be in favor as this doesn't impact the locals, but not being the case, I think it just brings extra stress, and loses routes which will decrease bus traffic.
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	1 don't	No impact	No impact	Too high	Yes	Yes		Negative	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper	Negative	I am a volunteer driver for the hospital, I appreciate a permit is proposed but I don't trust ANPR technology
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	1 commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	abolish need to permits for all hospital staff	Very negative	the queues to get into the JR hospital or to transfer across multiple hospital & health care sites as a result of the scheme will have a negative effect on the ability to deliver care, and increase waiting lists as the clinical delivery will be slower on some sites as the bus lanes to commute into the hospital	Very negative	Hospital staff already have to pay to park within the staff car park. If there were more bus routes and buses were more frequent and more reliable there would be less need to drive.
a resident of Oxfordshire living outside Oxford	less than weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	1 don't	Positive	Very negative	Too high	No	Negative	Make buses cheaper for all, Add new bus routes, Make bus services more frequent	Negative	Somebody has to choose how to drive their own vehicles and will be paying for it. Sometimes access is for a limited amount of time so charges should be proportional (i.e. hourly rate)	Negative	Funds should be used for: 1. bus travel is free or cheaper for those using the P&R, should be free or cheaper for all, not just for those who use car parks for part of their journey.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 don't	No impact	Negative	Too low	Yes	Yes		Very positive	Bus users have paid the price for congestion for too long. It is time that those who cause it contribute to the cost of congestion, and/or change their habits of traveling.	Very positive	I believe the charge is too low. £5 is less than 2 single tickets on the bus. Make it £8! The charge should be more than bus travel costs. Heavier and larger vehicles should pay more. There should be fewer exemptions.
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	1 live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Fix the badly managed roads and roundabouts	Very negative	I used to be an environmental scientist. These schemes simply shift air pollution from wealthy, well off people onto poorer people who already generally have worse health and are exposed to more harmful air pollution (e.g. along ring road and A51) as well as imposing a greater health burden on working class people who cannot afford to live in a central Oxford but work there doing difficult, physically draining and long commutes. It will probably push a number of those people onto disability benefits again - as the people proposing this have to look at the fact that bus lanes for 24 hours a day have a health impact Assessment been done?	Very negative	Where are the impact assessments? Wide Environmental Impact assessments on the whole of Oxfordshire, health impact assessments and social impact assessments. An quality impact assessments on the ring road and health impact assessments of this air pollution on the communities living on this route.
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	1 commute to the central permit area by car	Very negative	Very positive	There should be no charges at all	Yes	Yes		Very negative	Some people may be temporarily disabled and need to travel to the JR and unable to use public transport this will financially penalise if people. It will increase administration which there is an enormous environmental cost as well as mental health impact on already struggling residents of Oxfordshire. It is money grabbing and selling out. Many communities outside of Oxford have little to no bus service already for those who commute in for work (as they can't afford house prices or rent in the city) and when the buses don't get to work and with many exemptions. Starting 24 hrs commutes into a 2-4 hour commute. Oxford is becoming a city only for the rich. This is discrimination against the poorest in society on a grand scale, and only increases pollution - simply shifting more of it outside of Oxford.	Very negative	Where are the impact assessments? Wide Environmental Impact assessments on the whole of Oxfordshire, health impact assessments and social impact assessments. An quality impact assessments on the ring road and health impact assessments of this air pollution on the communities living on this route.
a resident of Oxfordshire living outside Oxford	less than weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	1 don't	Very positive	Very positive	There should be no charges at all	No	No		Very negative	It will be a pain to visit shops in Oxford. The Westgate will suffer. Shoppers should not be penalised for visiting Oxford and spending money. Often it may be useful to have the car carrying shopping around may not be convenient or possible.	Very negative	The Westgate will suffer and traffic is unlikely going to improve. How many cars are actually going to pay and how many will have a free pass as residents or employees? If free accurate data been collected? The plan may be small and therefore will make small differences. It would be wrong to penalise residents of Oxford/Oxfordshire to use the facility the City offers, shops, schools, surgeries, banks etc.
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	1 don't	Neutral	Neutral	About right	Yes	Yes		Neutral	I need to use Public Transport to access the City Centre	Neutral	Given the complete lack of services to the West of the city - in no Leisure Facilities in particular and bus services are poor and we can't commute directly across the City Centre as they are being forced to drive more. Forcing us to drive more and then charging us is completely wrong. Better residents should be consulted as Oxford residents who the bridge is closed and we should be exempt from these charges as long as the Slon Bridge is closed. Stop discrimination against West Oxford!
other	daily	1 commute to the central permit area by car	No impact	No impact	No impact	There should be no charges at all	No	No		Very negative	I will increase my already long commute (2 hours) from the West Midlands to utilise the ring roads, which are already busy, not mention the financial cost re. wear and tear on my car and petrol use. It will become unaffordable to travel to Oxford for work. Please note, me and my husband currently car share to get to work, as previously I was to use the train and then public transport to the hospital was highly ineffective time wise and expensive.	Very negative	I do not think permits should be introduced. The system will be nuanced enough for individuals differing situations, and will mean most all people will end up with a permit to not reduce car use or lead to people actively avoiding Oxford for work/school. I suspect football on the hospitals would reduce considerably. Has this survey gone out to patients who are part of the R&D network and service users of the hospital? Why are there no regular buses from the train station to the Churchill hospital?
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 commute to the central permit area by car	Positive	Negative	Too high	Yes	Yes		Negative	Congestion and pollution will be greater coming from North Oxford, which will make it harder to improve bus services along from main roads. Also, these changes do not do anything to make cycling easier and safe along the main roads.	Negative	Open the Station Bridge only to buses, taxis and blue badge holders. OCC to take control of bus services so they are not run by companies that would make a profit. Increase bus frequencies especially in West Oxford. Station bus lanes. Get rid of LTNs - all they do is force traffic onto the roads, make bus and cause delays to bus journey. Stop prioritising cycling and charging us for it. Stop Oxford pollution friends!
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 don't	Positive	Positive	Too high	Yes	Yes		Negative	I regularly use the Marston Ferry link road to visit my 91 year old mother in Summertown from East Oxford. Sometimes I need to do this urgently. Charging me to do this will push me to travel on the ring road which I foresee turning into one big massive traffic jam. This will only make it harder to get to my mother. I wouldn't be that that she might die when I am stuck in a traffic jam!	Negative	Stop private school parents from driving into Oxford. They should arrange car parks. It is noticeable when private school terms have finished as the traffic is greatly reduced.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	1 don't	No impact	No impact	About right	Yes	Yes		Negative	Because I need a range of helpers to support with various tasks at home, and not all come under the category of a "carri-	Negative	As with any other scheme, such as the traffic filter scheme, please note that local residents do not constitute a homogenous group, we are distinguished by age, gender, health issues, among other factors, and thus depend on many different services.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 live in the central Oxford permit area, or visit a resident of the central permit area by car	Very positive	Negative	Too low	No	No		Very positive	As a local resident who cares deeply about climate change I am keen for any proposal to improve public transport in Oxford. I am also able to drive so I rely on cycling and buses. Which are negatively impacted by current congestion. Although I live less than 2 miles from Oxford Station I sometimes have to allow about 2 hours to get to the bus to the station because of congestion at peak hour. If anything, this charge should be higher so that encourages a modal shift. The cost of a return bus ticket is £6 so should be higher than that. Two people can park and ride for £5 so again, higher than that. For large cars £12.50 or £14 as they take up more space and may be more demanding with their larger tyre surface.	Very positive	I would be keen to see more charge locations in North Oxford after the trial to reduce driving along Woodstock and Banbury Road as well. The current locations seem sensible to me otherwise though. As someone who uses buses that pass through Bicester I'm excited to see journey times improve.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 don't	Positive	Positive	Too high	Yes	Yes		Negative	I regularly use the Marston Ferry link road to visit my 91 year old mother in Summertown from East Oxford. Sometimes I need to do this urgently. Charging me to do this will push me to travel on the ring road which I foresee turning into one big massive traffic jam. This will only make it harder to get to my mother. I wouldn't be that that she might die when I am stuck in a traffic jam!	Negative	Stop private school parents from driving into Oxford. They should arrange car parks. It is noticeable when private school terms have finished as the traffic is greatly reduced.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 live in the central Oxford permit area, or visit a resident of the central permit area by car	Neutral	Negative	Too low	No	No		Very negative	As with the proposed bus gates, the position of the congestion charge locations will mean that all traffic for the Westgate Centre will be funnelled down the Botley Rd because the other routes will be charged for. Before the closure of the Botley Rd, it was regularly gridlocked all the way back to the A51, including all day at weekends because of Westgate Centre traffic; the difference before after Centre opening was very clear. This had a huge impact on air pollution and ability for us to travel elsewhere. I agree with a congestion charge as a means to try to address traffic and air pollution, but ALL access routes to the Westgate Centre should be included, otherwise you are unfairly discriminating against a geographical section of the population.	Very negative	This is another nail in the coffin for retailers and traders in the area. If this is implemented I and many others will simply go to other locations to conduct business, shopping and leisure activities. What signal does this send to the many visitors the county receives every year?
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 commute to the central permit area by car	Very positive	Very positive	Too low	Yes	Yes		Very positive	Reducing car traffic will cut congestion and pollution, improve health and make it easier for more people - especially those on lower incomes -- to get around by bus, bike, foot, or wheelchair. This needs to be the start of more changes towards fairer access to the roads in the city. In particular, it like to see the daily charge a higher so that encourages a modal shift. The cost of a return bus ticket is £6 so should be higher than that. Two people can park and ride for £5 so again, higher than that. For large cars £12.50 or £14 as they take up more space and may be more demanding with their larger tyre surface.	Very positive	Reduce car traffic will cut congestion and pollution, improve health and make it easier for more people - especially those on lower incomes -- to get around by bus, bike, foot, or wheelchair. This needs to be the start of more changes towards fairer access to the roads in the city. In particular, it like to see the daily charge a higher so that encourages a modal shift. The cost of a return bus ticket is £6 so should be higher than that. Two people can park and ride for £5 so again, higher than that. For large cars £12.50 or £14 as they take up more space and may be more demanding with their larger tyre surface.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Policing of cyclists who are flagrantly ignoring both the Law and the Highway Code. Introduction of fines for cyclists and an enforced registration system.	Very negative	This was not covered in any election manifest 2 WMO MONTHS ago. It is fundamentally undermined. This also fits the poorest members of society disproportionately. The issue is manufactured by Local Government as the implementation of the LTN system. By concentrating traffic in certain routes you have created the illusion of a problem that must now be "fixed". There is significant data that proves this, as well as the increased pollution on affected routes (see was reported via an FOI request when Oxford Councils decided to release it to the public.	Very negative	The initial questions regarding permit fees misleading for Oxfordly NOT PART of this project which is a waste of time and a methodology to create a permanent congestion charge in Oxford without proper review.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 commute to the central permit area by car	Very negative	Neutral	There should be no charges at all	Yes	Yes		Very negative	Registration scheme for cyclists to enable easier reporting of traffic offences such as riding on pavements, contravening red lights, cycling through crossings when any part is on by pedestrians	Very negative	How can restrictions on use of Marston Ferry Road and Halloway have any effect on city centres when they are both over a mile from the city centre!!!
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 don't	Negative	Neutral	There should be no charges at all	Not sure	Negative		Negative	I live in Botley and work at the Churchill Hospital. Traffic is already doubled in the morning and afternoon/evening and this will make matters worse for many employees, as well as myself, not to mention patients and relatives. I speak as a frequent bus user!	Negative	The "concern" of reduced bus services to so woefully and vague. I want to know what that will look like. Currently I have to get bus from home to work, including a 15 minute walk between bus routes. I cannot support a congestion charge which makes life worse for colleagues and when there is no clearly stated plan for improving bus services, which have not been near the best I know.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 live in the central Oxford permit area, or visit a resident of the central permit area by car	Very positive	Very positive	Too low	Yes	Yes		Very positive	We need to think of imaginative ways of reducing car travel and the issues this causes	Very positive	Make buses cheaper for all, Add public cycle parking
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	1 don't	Negative	Very positive	Too high	Not sure	Negative		Very negative	I commute by car from Oxfordshire through Oxford to the outskirts where my office is based. As part of my job I drive to different schools around Oxford/Oxfordshire. So, I will negatively affect my journey when getting to/from those locations.	Very negative	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	1 don't	Negative	Very negative	Too low	Yes	Yes		Very positive	Should result in fewer cars travelling into Oxford with less congestion and better for cyclists & pedestrians.	Very positive	Make buses cheaper for all, Add new bus routes, Make bus services more frequent
a resident of Oxfordshire living outside Oxford	weekly	Frequent hospital patients	1 commute to the central permit area by car	Neutral	Neutral	There should be no charges at all	No	Negative		Very negative	I attend regular appointments in Oxford and live in a village with an atrocious bus service so have to drive and I also take my auto daughter to appointments and university	Very negative	Free bus passes, council has the ability now to run its own bus services due to changes in the law, also bus ticket prices are reasonable for such small journeys and cause issues financially. Park and Ride should be free and buses to and from them should be one pound no more, if you want to pay to use Oxford and use services make it cheaper for them to access them.
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	1 don't	No impact	No impact	About right	Yes	Neutral		Neutral	Living in Currier and using cycle bus, and walk where possible I very very seldom have need to drive into Oxford, generally only needing to get into the family visiting from abroad with luggage.	Neutral	Free bus passes, council has the ability now to run its own bus services due to changes in the law, also bus ticket prices are reasonable for such small journeys and cause issues financially. Park and Ride should be free and buses to and from them should be one pound no more, if you want to pay to use Oxford and use services make it cheaper for them to access them.
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	1 commute to the central permit area by car	Negative	Positive	Too high	Yes	Yes		Negative	I'm very concerned that the JR hospital is being run off by this scheme. Not everyone can ride a bike or take the bus easily to appointments. What about, for example, a labouring woman making her way to hospital - she'd have to pay £5 for the bus daily. There are some very vulnerable people in society and bringing one of the main hospitals in the area doesn't seem very fair or beneficial to the community.	Negative	Free bus passes, council has the ability now to run its own bus services due to changes in the law, also bus ticket prices are reasonable for such small journeys and cause issues financially. Park and Ride should be free and buses to and from them should be one pound no more, if you want to pay to use Oxford and use services make it cheaper for them to access them.



Survey Response															
I am responding to this survey as	How often do you travel in or around Oxford?	Please tick which of the following free permits and passes you think you may be eligible for	Do you live in, visit a resident by car or commute by car to the nearest central Oxford?	Central Oxford residents' permit is proposed that residents in the central Oxford?	Central Oxford permit area commuted permit is proposed for non-commuting workers, commuters?	We are proposing a single charge of £5 to allow cars without a blue badge or permit?	Do you think that charges should vary, with drivers of lower cars, taxis more and...	Income generated by introducing the proposed temporary congestion charge would be used to lower the education and operating costs of the scheme?	If other improvement, please state	Taking into account all the information we have provided about the proposal in...	Please explain your answer	Do you have any other comments about the proposal for 5 temporary congestion charge locations in Oxford that you have not already shared in this survey?	Do you have any suggestions for other ways to reduce traffic and congestion in and around Oxford?		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 don't	Positive	Negative	About right	No	Make buses cheaper for all. Make bus services more frequent. Add public cycle parking.		Positive	I am hoping it will reduce traffic.	I am concerned this, like the fingers, will increase traffic through Old Marston at peak commuter times.	An aerial egg lift being planned currently available with a aim to discourage driving into the centre		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 don't	Neutral	Negative	Too low	Yes	Make Park & Ride buses cheaper. Make bus services more frequent. Add public cycle parking.		Positive	Could go further, eg restricting hours of access for "other" vehicles (delivery etc) to outside normal peak times	I think 3 cars for commuting is excessive	restrict larger vehicles such as trucks and vans within certain hours - so not during peak school hours (7:30-9 and 3:30 to 5). This would make cycling with kids safer and more appealing.		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 live in the central Oxford permit area, or visit a resident of the central permit area by car	Positive	Negative	Too low	No	Make Park & Ride parking cheaper. Make Park & Ride buses cheaper. Make bus services more frequent. Extend hours of operation for buses. Add public cycle parking.		Positive	Would expect to see fewer cars crossing the city centre, so buses would be faster/more timely and walking/cycling would be safer and more pleasant	Seems like a good way to test out the traffic filter ideas before going into the full proper	School term times seem to produce the heaviest traffic, finding better ways for children to get to schools (rather than being driven in and out individually) could make a big difference. A lift away from the near-universal £5 working hours could also help spread out "rush hours"		
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxford permit area, on days of your choice	1 commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	Yes	There should be no charges at all		Very negative	It is currently quicker to cycle in and around the city than to go by bus. The roads should be clearer for people who "need" to use their cars and permit the free school traffic. Buses will be quicker, and therefore more appealing to use, and cycling will be safer.	Very negative	Charging to the benefit of taxations, there needs to be provision for those at risk, whether that is by improving that services or adjusting the congestion charge for users. However, training would be affected to such an extent that competitive students need to move to other cities, such as Swindon, which are further away, which will affect the ability to operate and maintain.	Look to other medium cities abroad that have put cycling first and see what measures we can adopt. A good example is Uppsala, in Sweden, which is also a medium university town and is almost entirely car free in the centre. Cars should be used for getting out of Oxford, and not necessary for getting into or around Oxford.	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 don't	No impact	No impact	Too low	Yes	Make bus services more frequent. Add public cycle parking.		Very positive	I will have to have my job at the school where I work part time because the most direct route includes one of the charging zones so I will have to go the long way round taking a bus to work. Going there by bus would take ages as there is not a good direct service available.	Very positive	Removing the LTNs in East Oxford would be a good start. Have more bus routes that cover the entire city and better connection services to the surrounding villages.	Use the river to provide alternative transportation into Oxford	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 don't	Neutral	Neutral	Too high	No	Make buses cheaper for all		Negative	Push traffic onto already busy alternate routes already impacted by LTNs	Negative	Free bus passes, council has the ability now to run its own bus services due to changes in the law, also bus ticket prices are extortionate for such small journeys and cause issues financially. Park areas should be free and buses to and from them should be one pound or more, if you want to use Oxford and to use services make it cheaper for them to access them.		
an Oxford resident	daily	Taxis and private hire vehicles	1 commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Make BUSES FREE FOR LOCAL PEOPLE BETWEEN WORKING HOURS AND SEE WHAT IMPACT THAT HAS ON TRAFFIC AND SCHOOL RUNS	Very negative	Will hurt people that come to Oxford to work and who live locally. Starting Oxford this is a Prison	Very negative	All the surrounding roads will be impacted massively, there wasn't a congestion problem before that LTNs went in... SUMMERTOWN IS THE WORST FOR PEOPLE THAT DON'T LIVE LOCALLY		
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	1 live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Fix the badly managed roads and roundabouts	Very negative	It's literally a money making scheme. Not everyone falls into the same category of 'you should walk, get a bus or cycle'	Very negative	You never spoke about this free election as you knew you would struggle to get voted in? You have named Cowley with your LTNs already?	Open up the LTN? Simple!	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 live in the central Oxford permit area, or visit a resident of the central permit area by car	Negative	Negative	There should be no charges at all	No	Make Park & Ride parking cheaper. Make buses cheaper for all		Negative	I cycle to work when I can, but if not I have to do the railway run. I have never over had a problem getting Oxford. The routes are fine and the bus system is not a disaster. There is never any allowance for people who work with schemes like this and this scheme is no different. The city is already too expensive to visit, this proposal will impact businesses which having no other means of revenue will struggle to survive.	Negative	I have a question... why would you put a congestion charge point on the London Road side of Butler Street? That means anyone wanting to use the St. Clement's Car Park would have to 1) pay congestion charge 2) pay car park charge as well. Surely your car park income will go right down unless you put the congestion charge point beyond the entry to St. Clement's Car Park and before the Park and Ride. Then you can have the car park and walk from them into the city centre rather than take the car through the Park.		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice. Registered car clubs	1 live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	Too low	Yes	Make Park & Ride buses cheaper. Make bus services more frequent. Add public cycle parking.		Very positive	I fully support the introduction of a congestion charge because I am a pedestrian, cyclist or bus user and it will make buses more reliable and cycling/walking safer. The charge is far too low and I disagree with the level of permits for local residents (100 is too many). In addition permits for commercial use should be more restricted. There should be no charge for active users of buses instead. SUAs should pay a higher charge than smaller cars as they take up more space and are more polluting. If all the charge locations should operate 24/7 7 days per week a congestion is not needed to the proposed level of operation of the congestion charge.	Very positive	If money is to be spent on something else then bus services need to be cheaper for everyone. Bus tickets need to be transparent and consistent (which it currently is not). More city centre cycle parking is needed, there is not enough.	Bring M25 parking their coaches on the Park. Make parking more expensive in the city centre and cheaper at the P&R.	
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	1 live in the central Oxford permit area, or visit a resident of the central permit area by car	Very positive	Very positive	Too low	Yes	Add public cycle parking.		Very positive	I will help reduce congestion	Very positive	For anyone who lives in Oxford that is commuting to get to work and back home from work should most definitely also receive free passes as well as people who live in the central area. And because they live in the central doesn't give them any more right than others especially when someone like me who commutes daily through the charged locations to go and earn a living. And on that note residents who don't live in the central area and also outside of central but Oxford (not free passes) have benefited should receive more permits as we shouldn't be paying charges to drive around our own city, anyone who doesn't live in Oxford but has the suburbs of Oxford they are the ones who should be paying the charge only when driving and not when in the residential areas of Oxford. Not just for work, but for shopping, for the house hold and things like going to the doctor for appointments this just makes sense that you would normally do in your day life the extra travel and using the car.	Make buses a bit more frequent and run earlier and later for those who work early hours and need transport and those who finish late.	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice. 25 day passes for residents in the Oxfordshire permit area, on days of your choice. Blue badge holders. Business cars used as goods vehicles. Personal cars used as goods vehicles for business purposes. Heavies and funeral cars	1 commute to the central permit area by car	Very negative	Very negative	About right	No	Make buses cheaper for all. Make bus services more frequent. Other	If congestion charges are being implemented it would only make sense for public transport to be free of charge and operate a bit more frequently and extend hours running earlier in the morning and later at night for people who go to work early hours.	Very negative	I live in Marston and I very regularly travel through the charged roads to get to and from work. I central Oxford residents are allowed permits but people in areas like Marston are excluded. I would not prefer and I disagree with the level of permits for local residents (100 is too many). In addition permits for commercial use should be more restricted. There should be no charge for active users of buses instead. SUAs should pay a higher charge than smaller cars as they take up more space and are more polluting. If all the charge locations should operate 24/7 7 days per week a congestion is not needed to the proposed level of operation of the congestion charge.	Very negative	Make buses a bit more frequent and run earlier and later for those who work early hours and need transport and those who finish late. With more works having a set amount of way to go to feed that's one of the main reasons traffic is very bad road works are being done causing traffic and taking way way to long to be repaired for example the bridge at the Oxford train station was supposed to be done by October 2024 it's coming up to a year that it has been delayed it's a pain.		
a member of the public living outside Oxfordshire	weekly	Personal cars used as goods vehicles for business purposes. Driving instructors	1 commute to the central permit area by car	Very negative	Negative	There should be no charges at all	No	Make Park & Ride parking cheaper. Make Park & Ride buses cheaper. Make buses cheaper for all		Very negative	This charge will limit or ease the frequency of our trips to Oxford. My wife and I (in our mid 70s, my wife cannot walk well) find the car park and the bus system difficult to navigate. There is never any allowance for people who work with schemes like this and this scheme is no different. The city is already too expensive to visit, this proposal will impact businesses which having no other means of revenue will struggle to survive.	Very negative	An instance that I have mentioned to OCC before is that we wish to go to the cinema in Jerico, parking there does not accommodate the length of the film, such that we have to leave early from the theatre or risk getting a ridiculously expensive taxi. The result is we don't go. Time we spend we would go to one of the nearby restaurants then on to the cinema, we do not get at all the way the parking as the major disservice. This scheme will further impact those businesses. Oxford City Council is so greedy that businesses are not in a position to flourish with heavy taxes and local charges. We used to go regularly to the Ashmolean, we parked in the underground car park under the bus station. To add yet another £5 to those charges will make me never return there.	Finally, why had the Botley road been closed for so long. OCC should have put a time limit on the works to the station and stop making everyone else foot the bill.	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 don't	No impact	No impact	There should be no charges at all	No	Make Park & Ride parking cheaper		Very positive	I live on my own in Jericho. I have a hidden disability. I do not have a blue badge nor claim benefits. I support myself fully by going to private medical appointments and seeing my friends and family around Oxford. I cycle when I can, but have to drive at other times. This scheme will push the traffic to the A34 or ring road and mean going to see my sister in Kennington could take over an hour. 100 passes is a small amount.	Very positive	I think it will damage local businesses. I understand the issue, there are too many cars in Oxford city, it would have been helpful to consider this when building a 1000 space car park at the Westgate. You need shoppers, and get that does support traders but as a full tax paying local resident, I feel like I am being punished. The traffic filters will be even worse, as I understand there is an £5 charge now so not £0!	The weights is a huge part of this problem. I would support the scheme if people who lived in Oxford had full freedom and people who lived in Oxfordshire were not.	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	No to the whole scheme. Support residents and drivers of cars in Oxford.	Very negative	I don't need a easy for people to see or for me to see others having a negative impact on my mental health. I will take me longer to get to work as I have to go longer route using more fuel and causing more pollution and spending more money. It will be too costly overall.	Very negative	Open all routes abolishing LTNs so that people can get to their place of work easily and neighbourhoods can be at peace with all traffic.	Put money into policing and mental health and make walking and cycling more attractive. Make buses clean and more regular and reliable and people might use them!	
a resident of Oxfordshire living outside Oxford	daily	100 day passes for residents in the Oxfordshire permit area, on days of your choice	1 commute to the central permit area by car	No impact	Very positive	There should be no charges at all	No	Get rid of LTNs, bus gates, congestion charges. Bus travel should be cheaper and more reliable		Very negative	I travel to work daily. If I am not entitled to a permit, I am unsure I continue to work at my place of work. I am in health care and my work is essential. This would have a massive impact on my life.	Very negative	Remove LTNs as this pushes traffic into one area causing congestion.		
a member of the public living outside Oxfordshire	weekly	Personal cars used as goods vehicles for business purposes. Driving instructors	1 don't	Very negative	No impact	There should be no charges at all	No	Make Park & Ride parking cheaper. Other		Very negative	The will deter people from coming into Oxford for shopping and eating. Business's will suffer. As an example my mother is 80, she lives in shops in John Lewis and then goes home. She can't walk for long. If this is introduced and inevitable carried on. She wouldn't go at all.	Very negative	Less people will want to travel to Oxford which will have a negative impact on tourist trade. Charging to drive into roads is disadvantageous as it always has been and isn't set up to be in the overly maintained roads.		
an Oxford resident	daily	100 day passes for residents in the Oxfordshire permit area, on days of your choice	1 live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Get rid of LTNs, bus gates, congestion charges. Bus travel should be cheaper and more reliable	Very negative	I am moving towards an automatic system. Even this survey starts on the basis that you have already implemented these zones. This is wholly unacceptable. It is a waste of our time. Did all of Oxford's residents ask for such a scheme?	Very negative	This a half baked plan being executed with a blunt tool by ignorant operators. We are killing Oxford, killing the local businesses, and misrepresenting the very people you are supposed to look out for.		
a resident of Oxfordshire living outside Oxford	less than weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	1 live in the central Oxford permit area, or visit a resident of the central permit area by car	Negative	Very negative	Too high	Yes	Make buses cheaper for all. Make bus services more frequent. Extend hours of operation for buses.		Very negative	I wish to go to visit friends as much which will decline my mental health. I will just have to meet them elsewhere so not spend my money in Oxford which is a huge shame	Very negative	Make buses a bit more frequent and run earlier and later for those who work early hours and need transport and those who finish late.		
an Oxford resident	daily	Personal cars used as goods vehicles for business purposes. Driving instructors	1 live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No sure	Other	Scrub this stupid idea totally	Very negative	I am an education professional who by the very nature of my job, has to visit students in alternative education placements in my private car. This scheme will increase congestion, will increase my journey times and lead to less productivity.	Very negative	Scrub LTNs when there are major roadworks or an RTA. Stop dressing up half trained schemes thought up by people who have no idea whatsoever what the people of Oxford need!		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 live in the central Oxford permit area, or visit a resident of the central permit area by car	Very positive	Neutral	About right	No sure	Make bus services more frequent. Add public cycle parking.		Very positive	We are asthmatic and the traffic restrictions have been a big help. With LTNs this will also lead to less productivity, which is severe for a small city.	Very positive	More safe and continuous cycle lanes, better conditions for pedestrians, a good broader vision. Explicit terms on electric scooters and horses on footpaths and cycle paths. Better enforcement of existing traffic rules, e.g. use of lights by cyclists. Liaison with the universities over induction of cycling techniques for new students and restrictions on car ownership (the latter in a restricted manner with fines).		
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	1 don't	No impact	No impact	There should be no charges at all	No	Make bus services more frequent. Extend hours of operation for buses		Very negative	I am a student nurse at Oxford Brookes living in Binley. Parking restrictions already make getting to my course at the university and the hospital very difficult, expensive and stressful. With these new charges I would have no alternative, impossible for me to complete my course.	Very negative	Remove the LTNs		
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	1 don't	No impact	No impact	Too low	Yes	Extend hours of operation for buses.		Very positive	I have worked in central Oxford since 1993, sometimes living there, other times commuting by train from Farnham by bus. This has been discussed since the late 1980s at least, it's just got on and on it. The air quality in the centre has improved since the 2000s but it's still a problem. I am a car person, I don't like to go on foot. Use the revenue to fix the damn potholes on the major routes into the centre. Fixing up the bus stops of a double decker bus can be a roller coaster ride for the public. Please. Andrew Gant and others, have the balls to face down the critics and just do it.	Very positive	Bring back the Witney branch line, reopen Wantage Road/Grove railway station. Get the Cowley Branch reopened to passenger traffic. Reconnect the line to Princes Risborough.		
a resident of Oxfordshire living outside Oxford	less than weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	1 don't	No impact	No impact	There should be no charges at all	No sure	Other		Neutral	I am occasionally effective but the potential for bus lanes could be beneficial.	Neutral	Get rid of LTNs since there are getting worse because of place congestion has been worse. I have been in and out of Oxford for over 10 years and can see it getting worse because of such there is other ways to encourage people to use buses.		
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice. Personal cars used as goods vehicles for business purposes	1 commute to the central permit area by car	Very positive	Very positive	There should be no charges at all	No sure	Add new bus routes. Make bus services more frequent. Extend hours of operation for buses.		Very negative	Add new bus routes. Make bus services more frequent. Extend hours of operation for buses.	Very negative	We need the traffic and the community to support businesses. There should be scrapped or only apply to people not living in Oxfordshire as a whole	Get rid of LTNs since there are getting worse because of place congestion has been worse. I have been in and out of Oxford for over 10 years and can see it getting worse because of such there is other ways to encourage people to use buses.	
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	1 don't	Positive	Very positive	There should be no charges at all	Yes	Make Park & Ride parking cheaper. Make Park & Ride buses cheaper. Make bus services more frequent. Add public cycle parking.		Very negative	I could only get 25 passes per year and to travel into Oxford more often than that. Also the scheme will just push even more cars onto the already busy ring road and A34	Very negative	I is a stupid idea and if introduced should apply to all vehicles especially vans, not just taxis. Will cause even more traffic issues on the ring road. You would have to make bus travel much cheaper, especially to schools to make people switch from driving. All the money raised, you would have to drive with a family of 4 then it to get the bus.	Opening up Botley road will reduce congestion as more ways in and out of the centre for cars is needed - having more ways in and out will mean less traffic for buses	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 live in the central Oxford permit area, or visit a resident of the central permit area by car	Negative	Very negative	There should be no charges at all	Yes	Make bus services more frequent. Add public cycle parking.		Very negative	I should not have to pay to get to my house from work, or to get to the hospital for treatment	Very negative	Need for permit for commuters.	Remove LTNs	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice. Blue badge holders. School students with special educational needs. Community health or care workers who need to visit multiple locations or transport patients. Personal cars used as goods vehicles for business purposes. Driving instructors	1 live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make Park & Ride parking cheaper. Make buses cheaper for all. Add new bus routes		Very negative	For someone who moved back to Oxford to be closer to sick elderly family on holloway. I will now have to pay £5 every day to visit and take care of them. It is ridiculous. From Hill road and Wilton road will become a clogged up rat run for everyone and then the residents will complain about it every day. The bus stops will be a disaster for the people who need to visit family members in those particular areas. For someone who also picks up family members to take them to school everyday in that area, it will become hell during peak time.	Very negative	Putting cycle lanes in small areas that cyclists will actually use and not dumping them in the middle of the roads where they feel unsafe to use them		
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	1 live in the central Oxford permit area, or visit a resident of the central permit area by car	Neutral	No impact	There should be no charges at all	No	Make Park & Ride parking cheaper. Make Park & Ride buses cheaper. Make buses cheaper for all		Very negative	My daughter is non-verbal and gets dropped off and picked up from Cheneil School. This will have a massive impact on our family and is not fair at all. I have to go straight to work after so can't take her by bus (these are too unreliable and the times they depart don't coincide with school times and would cause a problem during the evening). Her grandparents also help with the school pick up and this would also impact them. I have another child that goes to primary school in Marston so she would be late every day if I had to get a bus to and from Cheneil and then double back to Marston to drop my other child off and then go to work. This has not been brought out at all. More parking for local families trying to make a living.	Very negative	Re-open the LTNs, all the other roads then get congested and so does the bypass. When there's an emergency there is no other routes for people to take.		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 commute to the central permit area by car	Neutral	Negative	There should be no charges at all	No	Other	Repair roads and footpaths	Neutral	All this is only another way to make life in Oxford more difficult. They should double most of LTNs to reduce traffic. Also all students should have no cars unless medical reasons.	Very negative	All employees of hospitals and Oxford University must use Park and Ride. No students with cars.		
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	1 don't	No impact	No impact	There should be no charges at all	No	Add public cycle parking		Very negative	All the traffic now comes into Oxford from the north (to avoid the charge), and the traffic there will be even worse than already is.	Access only for residents and business cars and vans.			
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	1 commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Please listen to the people on the OCC	Very negative	Making it harder and harder for people to travel into Oxford for either work or school/college	Very negative	Nothing should be done until Botley reopens		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No sure	Make buses cheaper for all		Very negative	A city should be free flowing. Under this scheme people's movements can be monitored, the very antithesis of a free society.	Very negative	Remove all the LTN's which are the cause of this so called congestion.	Again, remove the LTN's	
a resident of Oxfordshire living outside Oxford	less than weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice. Blue badge holders. Disability benefit claimants. Disabled tax cars. Frequent hospital patients. Emergency service vehicles. Firefighters. Taxis and private hire vehicles. Registered car clubs. Heavies and funeral cars	1 don't	No impact	Very positive	There should be no charges at all	No	Add new bus routes. Extend hours of operation for buses. Other		Very negative	Make the park and ride free	Very negative	People will not go into Oxford so economy will shrink.	What an excellent bus service could bring congestion down, sanctioned journeys have never been an option in curbing excessive journeys in any city.	
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	1 commute to the central permit area by car	No impact	Very positive	There should be no charges at all	No	Make bus services more frequent. Add public cycle parking.		Positive	Potentially increasing my costs to commute significantly, even though we drive an electric car	Very negative	Nothing is said about electric cars in your survey. My main concern is visiting the hospital and the impact on the economy. Oxford is for all and not just visitors that want to see our beautiful city.	Look at the way children go to school. A lot of the congestion is due to parents taking their children to school. Set up hubs for parents to drop off their kids to go to buses	
a resident of Oxfordshire living outside Oxford	less than weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	1 don't	Positive	Positive	About right	No	Make Park & Ride parking cheaper. Make Park & Ride buses cheaper. Make bus services more frequent. Extend hours of operation for buses.		Positive	Less traffic. City more enjoyable to visit. Driving routes around the city. Less inconvenience to drive.	Very negative	I don't see why the filters are necessary. Why just not increase the congestion charge and the fine to similar to London levels. That way it is still possible to drive if urgent.	I don't see why the filters are necessary. Why just not increase the congestion charge and the fine to similar to London levels. That way it is still possible to drive if urgent.	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 don't	No impact	No impact	There should be no charges at all	No	Make bus services more frequent. Add public cycle parking.		Positive	Reducing traffic flow in the areas proposed is needed but concerned the approach discriminates against poorer and disabled people and parents. Why charge when you could just block all cars without permits, and make permits more accessible to vulnerable groups and disabled people like me who don't have disabled parking may need more but don't need the bigger parking spaces.	Positive	You're introducing penalties without having made alternatives sufficiently accessible. Make buses cheaper or free for residents. Improve bike lanes and reduce bike thefts. Introduce traffic restrictions.	Make sure bike lanes are big enough for cargo bikes so parents can actually use them for nursery/school drop off and onto work. Make gates that slow bikes down actually make them more accessible for takes with child trailers. Buses often too packed to feel safe with 2 small kids or 4 pushchairs on (like a double). Buses very expensive especially since cap increases. Buses have to go into centre then a different bus out to get across Oxford - why not get buses that round the ring road? Ring Road could do with a priority lane for buses. Better enforcement of existing parking on blue lanes. More protection eg with the pillars along side of bike lanes like has been introduced on manston road. Better road covered cycle covered parking needed everywhere, especially near hospitals/hospitals/sumnerhouse and city centre, would even pay £1 for service bike parking if more/ better/ more free/ more for the bus or covered.	Free bus parking from Park and Ride. More public transport. Reduce rail fares.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	No impact	There should be no charges at all	No sure	Make buses cheaper for all		Very negative	Getting to clubs, sports, weekly shopping, will have to make longer journey, use more fuel, more personal cost to me and had to be empowered. Work related - walk to work, but more colleagues use outside Oxford and will be pushed to use only the roads to work now rather than to Colindale all areas. Colindale will remain. The bus will be better than by train.	Very negative	Yet another halfhearted, if thought out scheme. The public transport network is not good enough to support the number that will need to use it. Another money grab to those in power. Will make Oxford a no go area for shoppers who are already going elsewhere. Binchester, Ashbury, Reading, London. This will kill off businesses in the City centre.	Vastly improve public transport and reduce its cost. Look at Manchester for an example.	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice. Blue badge holders. Unpaid carers	1 live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Positive	There should be no charges at all	No	Make bus services more frequent. Extend hours of operation for buses.		Very negative	Make bus services more frequent. Extend hours of operation for buses.	Very negative	We have been disabled children who often need to be ferried to the city. We only have one blue badge. A congestion charge works in cities like London where the public transport is frequent but the already unreliable bus service in Oxford is like to be even worse.		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	No impact	There should be no charges at all	No	Make bus services more frequent. Add new bus routes. Make bus services more frequent. Extend hours of operation for buses.		Very negative	Don't have a congestion charge or a ZEV as this discriminates against anyone without an EV	Very negative	It's complete nonsense. Oxfordshire are determined to drive cars out of the city centre but has done absolutely nothing to provide alternatives in the way of reliable and frequent public transport.	Public transport in the. Our local bus route on the Marston Road sometimes offers two buses an hour! And it's really hard to get around the City without travelling first to the centre which is oftenly offers two. This will save even more traffic on the bypass. The LTN's have done a great job at opening up the main routes into the City and this will worsen the situation.	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make bus services more frequent		Very negative	Make bus services more frequent	Very negative	People will be asked and/or need to pick up and drop off a 20-30 mins per day.	May be make buses cheaper and encourage use of them also put more buses on routes that are well used nobody likes to be stuck in buses. The ones to and from the hospital are always busy.	
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	1 don't	Very negative	Negative	There should be no charges at all	No	Make bus services more frequent		Very negative	Make bus services more frequent	Very negative	If the plans go ahead this will not only have an impact on business... other roads in and around Oxford will become more congested and will bring travel times which also means an impact on the environment. Travelling in and around Oxford is already hard and too much with additional connections. Buses are always packed.	Penalise the tourists rather than Oxford (or surrounding areas) residents.	
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	1 commute to the central permit area by car	Neutral	Negative	There should be no charges at all	No	Make buses cheaper for all		Very negative	Make bus services more frequent	Very negative	This will make Oxford a no go area. I'm not even sure how to get to the hospital if I had to. I'm waiting for an operation. And would need to be picked up by car. Making the roads around there congestion roads is very worrying.		

















Survey Response													
I am responding to this survey as	How often do you travel in or around Oxford?	Please tick which of the following free permits and passes you think you may be eligible for	Do you live in, visit a resident by car or commute by car to the residential central Oxford?	Central Oxford residents' permits is proposed that residents in the central Oxford?	Central Oxford permit area commutes' permits to non-resident workers, commuters?	We are proposing a single charge of £5 to allow cars without a driver, or permit	Do you think that charges should vary with drivers of lower cars, or more and more?	Income generated by introducing the proposed temporary congestion charge would be used to lower the education and operational costs of the scheme	If other improvement, please state	Taking into account all the information we have provided about the proposal in	Please explain your answer	Do you have any other comments about the proposal for five temporary congestion charge locations in Oxford that you have not already shared in this survey?	Do you have any suggestions for other ways to reduce traffic and tackle congestion in and around Oxford?
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 don't	Positive	Negative	About right	No	Make bus services more frequent		Positive	I am hoping it will reduce traffic.	I am concerned this, like the fingers, will increase traffic through Old Marston at peak commuter times.	An aerial egg lift bringing Thorntall Park + Oakley Road + JR hospital + Train Centre.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 don't	Neutral	Negative	Too low	Yes	Make bus services more frequent		Positive	Could go further, eg restricting hours of access for "other" vehicles (delivery etc) to outside normal peak times		Reduce the amount of parking currently available with a aim to discourage driving into the centre
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 live in the central Oxford permit area, or visit a resident of the central permit area by car	Positive	Negative	Too low	No	Make bus services more frequent		Positive		I think 3 cars for commuting is excessive	restrict larger vehicles such as trucks and vans with certain hours - so not during peak school hours (7:30-9, and 3:30 to 5). This would make cycling with kids safer and more certain.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	1 don't	No impact	No impact	About right	Not sure	Make buses cheaper for all. Add new bus routes. Add public cycle parking		Very positive	Would expect to see fewer cars crossing the city centre, so buses would be faster/more timely and walking/cycling would be safer and more pleasant		School term times seem to produce the heaviest traffic, finding better ways for children to get to schools (rather than being driven in and out individually) could make a big difference. A lift away from the rear-schoolers 16-5 working hours could also help spread out "rush hours"
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	1 commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	Yes			Very negative	It's a terrible money making scheme. Not everyone falls into the same category of 'they should walk, get a bus or cycle'		Free bus passes, council has the ability now to run its own bus services due to changes in the law, also bus ticket prices are extortionate for such small journeys and cause issues financially. Park areas should be free and buses to and from there should be one pound no more, if you want people to use Oxford and it's services make it cheaper for them to access them.
an Oxford resident	daily	100 day passes for residents in the Oxfordshire permit area, on days of your choice	1 don't	No impact	No impact	Too low	Yes	Add new bus routes. Make bus services more frequent. Add public cycle parking		Very positive	It is currently quicker to cycle in and around the city than to go by bus. The roads should be clearer for people who "need" to use their cars and permit the free flow of traffic. Buses will be quicker, and therefore more appealing to take, and cycling will be safer.		Look to other medium cities abroad that have put cycling first and see what measures we can adopt. A good example is Uppsala, in Sweden, which is also a medieval university town and is almost entirely car-free in the centre. Cars should be used for getting out of Oxford, and not necessary for getting into or around Oxford.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	1 don't	Neutral	Neutral	There should be no charges at all	Yes			Negative	I will have to leave my job at the school where I work part time because the most direct route includes one of the changing roads and getting the long way would take time on each period. Going there by bus would take ages as there is not a good direct service available.		Removing the LTNs in East Oxford would be a good start. Have more bus routes that cover the entire city and better connect services to the surrounding villages.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 don't	Neutral	Neutral	Too high	No	Make buses cheaper for all		Negative	Push traffic onto already busy alternate routes already impacted by LTNs		Use the river to provide alternative transportation into Oxford
an Oxford resident	daily	Taxis and private hire vehicles	1 commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No		Make BUSES FREE FOR LOCAL PEOPLE BETWEEN WORKING HOURS AND BE WHAT IMPACT THAT HAS ON TRAFFIC AND SCHOOL ROUNDS	Very negative	It'll hurt people that come to Oxford to work and who live locally... turning Oxford into a Prison		Free bus passes, council has the ability now to run its own bus services due to changes in the law, also bus ticket prices are extortionate for such small journeys and cause issues financially. Park areas should be free and buses to and from there should be one pound no more, if you want people to use Oxford and it's services make it cheaper for them to access them.
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	1 live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Fix the badly managed roads and roundabouts	Very negative	It's literally a money making scheme. Not everyone falls into the same category of 'they should walk, get a bus or cycle'		Open up the LTNs! Simple!
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 don't	Neutral	Neutral	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make bus services more frequent		Neutral	I cycle to work what I can, but I don't have to do the majority as I have never ever had a problem getting round Oxford! The majority of families and households take on their own, so no about their own houses! It's not a revenue issue!		20mph introduced along all of our main arterial roads. More low traffic neighbourhoods. A car free city centre in the future. Better cycle infrastructure that makes people feel safe cycling.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make Park & Ride parking cheaper, Make bus services more frequent		Very negative	Oxford is a small city and does not require so much restrictions as people normally only travel when they have to go		Open the road that you have blocked in Cowley Road. More access is equal to less traffic. Common sense
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 live in the central Oxford permit area, or visit a resident of the central permit area by car	Very positive	Neutral	Too low	Yes	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Other	Improve facilities for cycling & walking into & around Oxford, segregated from cars/walkers & from each other.	Very positive	The amount of independent vehicles driving into & around Oxford is terrible in bits of ways - physical mental health, community children's independence, low income & vulnerable people, imposing an unreasonable & unsustainable burden on others. Measures to restrict roads are inhumane & more effective measures to do this are low cost over time.		Make better provision for walking & cycling, avoiding 'shared use' provision which is increasingly dangerous & off putting for people walking & using public property
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	1 don't	No impact	No impact	Too high	Not sure	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Other	Improve the rail service	Very negative	My daughter travels to the city on multiple times a week, both before school and after. Both her own and her school are outside Oxford, and due to the timing of clubs and catch sessions, using the park and ride is impractical for most days.		From a personal perspective, the best alternative to driving would be the rail service, but it is infrequent, expensive and outside your remit
a resident of Oxfordshire living outside Oxford	weekly	100 day passes for residents in the Oxfordshire permit area, on days of your choice	1 don't	Very negative	No impact	There should be no charges at all	No	Other	There is a reasonable likelihood that there will be minimal surplus over and above the set up/running costs	Very negative	This is an appalling proposal and I hope that OCC will listen to Oxfordshire residents and businesses (i.e. the people who pay for this). Such a scheme will mean that my family will not travel to Oxford for shopping or leisure activities. It is a shame that breaks the camel's back on top of all the other restrictions, instead we will just stop online or the benefit of US companies like Amazon and the detriment of local services/Oxford businesses.		Make parking at park & ride free and reduce the bus fare.
a resident of Oxfordshire living outside Oxford	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	1 commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make bus services more frequent		Very negative	This scheme is just penalising motorists unnecessarily. It will cause confusion, anxiety and general feeling being amongst motorists and those that visit residents.		Make parking at park & ride free and reduce the bus fare.
a resident of Oxfordshire living outside Oxford	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	1 commute to the central permit area by car	Negative	No impact	There should be no charges at all	Yes	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make bus services more frequent		Very negative	How are people supposed to reach the Westgate car park for instance, without travelling through at least 1 of these preposterous zones? It's another ridiculous money making scheme for the council!		If people work in the city centre then they should be made to use the park & ride, freeing up the car parks for those visitors who just want to pop in for a short visit.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 commute to the central permit area by car	Very positive	Negative	Too high	Yes	Make Park & Ride parking cheaper, Make bus services more frequent		Neutral	We are care workers and travel from home to home to visit at service users in their own homes. Unless we have permit, this will make our services more expensive and out of reach for ordinary people. We will also struggle to recruit staff as cost of their existing will increase, and add additional stress to already over paid workforce. This also will discriminate against certain groups of people as only wealthy people will be permitted to drive around Oxford. The scheme will also indirectly discriminate against certain ethnic groups who don't use their cars more often than others, for work purposes.		Make bus a lot cheaper and more frequent, bring back pick up buses
a resident of Oxfordshire living outside Oxford	less than weekly	100 day passes for residents in the Oxford permit area, on days of your choice	1 don't	No impact	No impact	There should be no charges at all	No	Make Park & Ride buses cheaper		Very negative	I certainly go to shop in Oxford fewer times than other towns and cities, because I feel there is a hatred of all things cars in Oxford. It is so much easier to go to nearby towns. Reading and Stevenage are just as good for shops. A congestion charge will reduce further the chances of me and my family choosing Oxford as a place to shop - or even visit.		Accept that people that should have a choice. I do and I exercise that choice regularly. Today, I went to the Oxford Centre in Stevenage and spent £200. I made a choice not to come into Westgate because I think you do not want me, because I want to live. I cannot be alone. This will do further until someone to be because they are able to depend on.
a resident of Oxfordshire living outside Oxford	weekly	100 day passes for residents in the Oxfordshire permit area, on days of your choice	1 commute to the central permit area by car	Negative	Negative	There should be no charges at all	No	Make bus services more frequent		Very negative	Because we would need to pay a fine/charge for driving in an area we have to drive through to get to a place which is wrong and not convenient.		More could be done to keep traffic flowing and reduce congestion on the ring road. Collectively and Wolvetele roundabouts are frequently blocked by traffic going into town. Box junctions - to prevent entry onto the roundabout if the exit is not clear prevent this. I am sure that traffic experts could look at the light sequencing too.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make Park & Ride parking cheaper, Make bus services more frequent, Extend hours of operation for buses		Very negative	Oxford is already a small city with congestion. Limiting roads that cars can drive through will cause more traffic, pollution and delays. You have already implemented LTNs, which are causing some problems, traffic and more pollution in the local area.		Most of the traffic was caused by your failed road reductions (one and cycle lanes), fewer free parking spaces and extended repairs. Repeat everything you have done in the last ten years and we will be without an internet sound.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 don't	No impact	No impact	About right	No	Make Park & Ride parking cheaper, Make bus services more frequent		Positive	As an Elderly individual Bus reliability and travel time matter		Reduce walk delivery vans to 3 days a week (day Mon Wed and Fri sat and north, Thurs, Tues and Sat, west and south. Restrict and improve community buses. Introduce number plates for bikes and small annual tax.
other	daily		1 don't	Neutral	Neutral	There should be no charges at all	No		Build and fix roads. This over reach by public servants is totally unacceptable. How is this serving me or my taxiing commute, going to work and paying half of my bus pass?	Very negative	As the tax payer, I request you do not attempt to do this.		
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	1 commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other		Very negative	As someone who travels in to skate at the Oxford ice rink 5 times a week, this will have an extremely negative impact on myself and other skaters. It will cause issues with people who practice ahead of the ice rink and will impact the overall success of future skaters and ice hockey within Oxford.		
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	1 live in the central Oxford permit area, or visit a resident of the central permit area by car	Negative	No impact	About right	Not sure	Make Park & Ride parking cheaper, Make bus services more frequent		Negative	I am 55 and partially sighted. I therefore use taxis. I don't see enough information about exemptions/permits for non-black cab taxis, not about how non-car owners can use their permits in taxis. I have not permits. It also seems that a three-and-a-half journey across town involving two taxis could incur four taxi charges.		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make bus services more frequent		Very negative	My new area is very close to the city centre, which means we are paying a very high price for the bus pass. We are also very close to the city centre, which means we are paying a very high price for the bus pass. We are also very close to the city centre, which means we are paying a very high price for the bus pass.		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 don't	No impact	No impact	There should be no charges at all	No	Make bus services more frequent		Very negative	The proposal is a regressive and unfair means of generating income for the council from people who are already facing a sharp increase in the cost of living. It will disproportionately impact on lower income, who will be able to afford their cars less. Those who can afford it will benefit from faster journey times. Driving in Oxford would become the province of the rich, which seems very undesirable and elitist.		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 don't	No impact	Very negative	There should be no charges at all	No	Make bus services more frequent		Very negative	These measures will also cause a bit more congestion on the ring road. This will massively increase the journey time for my commute into work if I drive out towards Witney. I cannot avoid rush hour traffic because I have young children who I need to get ready for school and take to school.		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 don't	Very negative	Very negative	There should be no charges at all	No	Other	Do not implement the scheme, do not charge people to use the roads in Oxford.	Very negative	It's a waste of money and I have no doubt that if the scheme is implemented, it will not be temporary.		Remove the LTNs and reopen the Botley Road Bridge. It's that simple.
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	1 don't	Very negative	Very negative	There should be no charges at all	Yes	Make Park & Ride buses cheaper, Make bus services more frequent, Extend hours of operation for buses		Very negative	I am a child into school every day as they have no choice but to go to the school Oxford. If they were to take public transport a 6 mile journey would take over an hour, not counting any time waiting for a bus and a connecting bus. This is totally unacceptable, especially over the winter. I feel there is no alternative to use a car.		Provide more travel alternatives for school children and stagger school start times. Does the council even know who is travelling into Oxford and why the congestion is caused. Congestion is always less on Friday - why is this? Could the reason for the reduction, once known, be applied to other days of the week?
a resident of Oxfordshire living outside Oxford	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 commute to the central permit area by car	No impact	No impact	There should be no charges at all	No	Other	Use the surplus income to improve the quality of the roads for car and motorbike users. The quality of the roads in Oxford and the wider area is currently appalling.	Very negative	Being charged to enter the city centre is an insult to those that work in the city as well as those who would have to commute through the proposed charging zone to reach their places of work. Someone I know currently commutes down the Abingdon Road and through the centre of Oxford to reach their workplace and would just outside the proposed charging zone. To avoid being charged under the new scheme, they would have to enter Oxford from the North, which is simply impossible in a car. I used to commute to school from that direction and the only way I got to school every day was because I had a motorbike. That is not feasible, as a car is often the only source of transport for people and for the person knows it is their only choice, they do not have a motorbike license, cycling from where we live is unrealistic and the bus routes are so appalling that commuting by bus would be impossible. The park and ride is not solving the problem either, the buses do not stop near their place of work. This would mean the winter having to walk in the dark to a bus, that often late or absent, something I myself would find extremely unacceptable.		Open the Botley Road. Have school buses collect from park and ride. £5 will not stop affluent parents taking their children to school and there is a significant decrease in traffic during private school holidays.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 don't	Very negative	Very negative	There should be no charges at all	Not sure	Make bus services more frequent		Very negative	I commute daily to Oxford city centre by bus and occasionally get this from my husband. This scheme will not improve the bus service, is not necessary, and not needed.		Better and cheaper buses so people can get around without cars
a member of the public living outside Oxfordshire	weekly	Commonly health or care workers who need to visit multiple locations or travel urgently. Personal cars used as goods vehicles for business purposes.	1 commute to the central permit area by car	Very positive	Very positive	Too high	No	Make bus services more frequent		Negative	So plays for Oxford Junior for Hockey already have to travel and pay and car parking		Not sure
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	1 commute to the central permit area by car	Very positive	Very positive	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make bus services more frequent		Very positive	There is no need to do that Oxford small city		No
a resident of Oxfordshire living outside Oxford	weekly	Unpaid carers	1 commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make Park & Ride parking cheaper, Make bus services more frequent		Very negative	It will stop me shopping and socialising in Oxford		No
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make Park & Ride parking cheaper, Make bus services more frequent		Very negative	Causing inconvenience to people that need to commute around Oxford city, and will impact the structure of the city and your decision to control the traffic that caused the congestion		Reduce population numbers in Oxford and surrounding area
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Don't waste the money on expensive imported electric buses	Very negative	This is just a tax grab and a blatant anti-car move when pollution levels are much lower than they have ever been, traffic is bad for some parts of the city, rush hours in terms time, air pollution, and noise, and people are desperate for parking spaces. Attempting to mitigate the effects of various LTNs. It shows a complete contempt for tax paying citizens.		Remove the LTNs. Stop the massive expansion of Oxford. Think about all the new jobs being built in the City (should they be in the City) should they be all accepted, which I think is unlikely people need to be able to access them, but, I am sure so called active travel (what we just want) will meet the needs of any such businesses.
a resident of Oxfordshire living outside Oxford	weekly	100 day passes for residents in the Oxfordshire permit area, on days of your choice	1 don't	Very negative	Neutral	There should be no charges at all	No	Make bus services more frequent		Negative	I work in an estate agency. It would make viewings very difficult as if it's not already difficult		No
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 commute to the central permit area by car	Neutral	Neutral	Too low	Yes	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make bus services more frequent		Negative	We live in the Grandport. The cost of parking in the Westgate plus the congestion charge is in certain circumstances not that much different to receiving a parking fine reduced by 50%. This could lead to an increase in inappropriate parking in the Grandport and other close by areas. Parking fines need to increase! The congestion charge will likely negatively impact the Grandport as people are likely to choose the easier option. After all they may be lucky and not receive a ticket!		We think that ALL NHS workers should pay lower bus fares. Also could the congestion charge start by Tesco on the Abingdon Road? The fumes and congestion on the Abingdon Road are really bad. This would deter those likely to park in a manner likely to get a parking ticket in the Grandport. The Abingdon Road is really suffering badly from congestion as the Botley Road closure goes on and on and on.
a resident of Oxfordshire living outside Oxford	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Don't charge at all this is ridiculous	Very negative	This is ridiculous, I can't afford to live in Oxford itself, I am a teacher at St Nicholas Primary School Marston teaching Autism children young adults and have to commute down Botley Ferry Road to get to my school I have to take children up to Churchfields Intergrate in society so that they can use vital social & independent skills.		Once the University & all the private schools have finished the traffic is so much quicker & quieter. We should encourage the private schools to find alternative provision for their students in such as organising pick-up for parents to collect and drop off their children. Many a time I have seen 1 child in a car being dropped off at private school.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Other	Make parking more accessible some of us have to work out car to go on different appointments to work daily - not time effective or cost effective to not drive for school	Very negative	I work for a training provider delivering apprenticeships and have to travel to the apprentices' different workplaces daily. This will add extra expense (including our own car). All you are doing is moving the traffic into restricted areas and congesting it more!		When people need to visit hospitals for their appointments they need to get their quickly & not have to queue on the dual carriageway to get to the hospital or in a block of work as you are forced traffic to go there.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 don't	Neutral	Negative	About right	Yes	Make bus services more frequent		Positive	I hope it will reduce traffic levels on major roads into Oxford, making buses faster, cycling safer and the car clearer.		Make bus travel more affordable and joined up like in London
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 live in the central Oxford permit area, or visit a resident of the central permit area by car	Negative	Negative	There should be no charges at all	Not sure	Make bus services more frequent		Very negative	The congestion charge location is in the middle from other routes		Now is a fine.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Negative	There should be no charges at all	Yes	Make bus services more frequent		Very negative	This is in London and do not work well as it will just make other routes more congested.		A possibility to make things better is better planning and execution, doing something can benefit people in Oxford.



Survey Response													
I am responding to this survey as	How often do you travel in or around Oxford?	Please tick which of the following free permits and passes you think you may be eligible for	Do you live in, visit a resident by car or commute by car to the residential central Oxford?	Central Oxford residents' permits is proposed that residents in the central Oxford?	Central Oxford permit area commutes' permits to non-resident workers, commuters?	We are proposing a single charge of £5 to allow cars without a driver, or permit?	Do you think that charges should vary, with drivers of larger cars, taxis more and...	Income generated by introducing the proposed temporary congestion charge would be used to lower the deficit and improve roads of the scheme	If other improvement, please state	Taking into account all the information we have provided about the proposal...	Please explain your answer	Do you have any other comments about the proposal for six temporary congestion charge locations in Oxford that you have not already shared in this survey?	Do you have any suggestions for other ways to reduce traffic and tackle congestion in and around Oxford?
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Positive	Negative	About right	No	Make bus services more frequent		Positive	I am hoping it will reduce traffic.	I am concerned this, like the fingers, will increase traffic through Old Marston at peak commuter times.	An aerial egg lift bringing Thorpe Park & other Road / JR hospital - Train Centre.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Negative	Too low	Yes	Make bus services more frequent	Could go further, eg restricting hours of access for "other" vehicles (delivery etc) to outside normal peak times	Positive		Reduce the amount of parking currently available with a aim to discourage driving into the centre	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Positive	Negative	Too low	No	Make bus services more frequent		Positive	I think 3 cars for commuting is excessive	restrict larger vehicles such as trucks and vans within certain hours - so not during peak school hours (7:30-9 and 3:30 to 5) This would make cycling with kids safer and more appealing.	
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	About right	Not sure	Make buses cheaper for all, Add new bus routes, Add public cycle parking		Very positive	Would expect to see fewer cars crossing the city centre, so buses would be faster more timely and walking/cycling would be safer and more pleasant	School term times seem to produce the heaviest traffic, finding better ways for children to get to schools (rather than being driven in and out individually) could make a big difference. A shift away from the non-essential 5 working hours could also help spread out "rush hours"	
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	Yes	Make bus services more frequent, Add public cycle parking		Very negative	It is currently quicker to cycle in and around the city than to go by bus. The roads should be clearer for people who "need" to use their cars and permit the free flow of traffic. Buses will be quicker, and therefore more appealing to take, and cycling will be safer.	Seems like a good way to test out the traffic filter ideas before going into the full program	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	Too low	Yes	Add new bus routes. Make bus services more frequent, Add public cycle parking		Very positive	I will have to leave my job at the school where I work part time because the most direct route includes one of the charging stations and the long way would take too long and I will have to continue congesting the road, but those on lower income are not a good direct service available.	Charging to the wrong of occasions, there needs to be provision for access to the car park, whether that is by improving bus services or adjusting the congestion charge for users. Otherwise, charging would be affected to such an extent that competitive stations will need to move to other risks, such as Sweden, which are further away, which will affect the risk's ability to operate and remain competitive.	Look to other medium cities abroad that have put cycling first and see what measures we can adopt. A good example is Uppsala, in Sweden, which is also a medieval university town and is almost entirely car-free in the centre. Cars should be used for getting out of Oxford, and not necessary for getting into or around Oxford.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	There should be no charges at all	Yes	Make bus services more frequent		Negative	I have to have my job at the school where I work part time because the most direct route includes one of the charging stations and the long way would take too long and I will have to continue congesting the road, but those on lower income are not a good direct service available.	Removing the LTNs in East Oxford would be a good start. Having more bus routes that cover the entire city and better connection services to the surrounding villages.	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	Too high	No	Make buses cheaper for all		Negative	Push traffic onto already busy alternate routes already impacted by LTNs	Use the river to provide alternative transportation into Oxford	
an Oxford resident	daily	Taxis and private hire vehicles	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	Other	Make BUSES FREE FOR LOCAL PEOPLE BETWEEN WORKING HOURS AND SEE WHAT IMPACT THAT HAS ON TRAFFIC AND SCHOOL RUNS		Negative	Hi hurt people that come to Oxford to work and who live locally. ... turning Oxford into a Prison	Free bus passes, council has ability now to run its own bus services due to changes in the law, also bus ticket prices are reasonable for such small journeys and cause minimal fuel costs. Park areas should be free and buses to and from them should be one pound no more, or you would pay to use Oxford and use services make it cheaper for them to access them.	
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Fix the badly managed roads and roundabouts	Very negative	It's literally a money making scheme. Not everyone falls into the same category of 'they should walk, get a bus or cycle' I live in Abingdon, but I grew up in Cowley, I work in Cowley, my partner works in Cowley, my daughter goes to nursery in Rose Hill, I still have a lot of friends and family in Cowley that I see regularly, usually after work. You have already made it difficult with LTNs, I have to sit in a bit more traffic now than ever before. People will not stop driving! We pay for our cars, our insurance, our tax, and you want to charge us more for the privilege of driving in our own city.	Open up the LTNs! Stop!	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make bus services more frequent		Very negative	I don't have a car, but I don't have to do the nursery run, I have never ever had a problem getting round Oxford. The majority of families and households who live in the city, do not have their own cars. It is not necessary to have a car. I have a bicycle and I use it for my daily commute. I have a bicycle and I use it for my daily commute. I have a bicycle and I use it for my daily commute.		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very positive	Very positive	About right	Yes	Make bus services more frequent, Add public cycle parking, Other	Build the tram along the railway from Kidlington to Cowley. It was in the 1981 plan and the land still exists.	Very positive	Cars have overtaken the city and need to be rationed. Equivalent European cities (eg Dijon and Lille) are fully pedestrianised after 10am.	Build the tram, increase and cheapen electric buses. Target the private schools who cause most of the morning and afternoon traffic.	
an Oxford resident	daily	100 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	No impact	No impact	There should be no charges at all	No	Make bus services more frequent, Add public cycle parking, Other	Open Eynsham park and ride	Negative	I currently travel down the Marston Ferry Road to work at the John Radcliffe Hospital in the morning from Witney. Marston Ferry Road is less congested than coming off the A40 to Marston Ferry Ferry. I am concerned that by removing one main road from the city, it will increase congestion on the A40, which is already congested. I am also concerned that by removing one main road from the city, it will increase congestion on the A40, which is already congested.	Need to open Eynsham park and ride, but need a bus lane on A40 for buses to travel. Without a bus lane, the park and ride will be in the same A40 traffic that other vehicles currently sit in, and no incentive for people to use the bus if it is not open.	
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Neutral	Neutral	About right	Yes	Make bus services more frequent		Neutral	I assess residents in care homes who don't drive.		
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	Other	Add more free parking spaces for cars at a walkable distance from the city centre		Very negative	It will significantly increase the cost to me to access Oxford for various purposes including visiting friends, playing sports, shopping, contributing to the local economy.	It should not be implemented.	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Very negative	Very negative	There should be no charges at all	No	Make bus services more frequent		Very negative	This will have no impact on cars reading to drive through these areas, this is simply a money making venture which everybody knows you will make permanent.	Disappointed you are not improving services you are spending money on this scheme to take advantage of Oxford residents and spending more money parking!	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Negative	Negative	There should be no charges at all	Yes	Add new bus routes, Other		Very negative	Have a business in Oxford	Build a tram system for now and the future. Invest in proper projects	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Very negative	Very negative	About right	Yes	Make bus services more frequent		Very negative	Have a business in Oxford	Build a tram system for now and the future. Invest in proper projects	
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Positive	Positive	About right	Yes	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Extend hours of operation for buses		Very positive	If the proposal goes ahead and has the following impacts: (1) reduction in car traffic especially larger vehicles (SUV and larger) (2) reduction in parking cost for P&R	Reduce the price of the P&R, £2.50 is extortionate for the privilege of delaying my own travel in Oxford for the benefit of others. P&R parking should be free to encourage more use (why bother using these facilities if you can just park on a nearby street) - create more places to walk to people want to walk & cycle rather than take their cars. Private schools to organise buses for their pupils that come in from the villages. Smaller buses at more regular times (the double-deckers can be organised when you can't have more) - seeoned double-deckers.	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	Very negative	Too low	Yes	Make bus services more frequent, Add public cycle parking		Positive	less cars is a good thing	I feel there are too many ways to get a permit and would rather see the congestion charge extended further up the Illey Road & Cowley road (above use for over 1000 passes for me as a resident feels like a bit. also worry there is too much scope for abuse to people on the permit	some one way road system (Hwy/ St Clements and Woodstock / Barbury Rd), close the city centre to buses (High Street / Queen Street), close the Westgate carpark (maybe turn that into an underground cycle parking) repair shops like in Cambridge) - create more places to walk to people want to walk & cycle rather than take their cars. Private schools to organise buses for their pupils that come in from the villages. Smaller buses at more regular times (the double-deckers can be organised when you can't have more) - seeoned double-deckers.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Negative	Negative	There should be no charges at all	No	Make bus services more frequent		Negative	I am 78 years old and need to travel between North Oxford and Headington regularly for medical, shopping, meeting friends on my ring road and elsewhere. It is also difficult for me to come into the city for shopping, I can walk and I am not disabled enough to require a blue badge but I find buses difficult - stops too far away for example. The congestion charge will definitely reduce my ability to get out and about from home.	Trams? If there was a sensible co-ordinated bus service in place first there would be no need for a congestion charge.	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	Too low	Yes	Make bus services more frequent, Add public cycle parking, Other	More and better bicycle lanes	Very positive	I cycle and walk and I would make my journey quicker and much safer and I would breathe in less pollution air.	More cycle lanes, more contraflow cycle lanes, more physical separation of cycle lanes from road, bikes allowed in St Michael Street, more longer car lanes, separation of buses from buses, higher fees to bring cars in	
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	No impact	No impact	There should be no charges at all	Not sure	Make bus services more frequent		Negative	Congestion on the Barbury Road will get worse, as drivers divert from Marston Ferry Link Road. His will be counter productive and against the entire purpose of the charge.	The Charging points should be on Park and Ride bus routes, having them on other routes such as Hollow Way and Marston Ferry Link will make the bus routes busier and more congested, not less.	
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Very positive	Negative	Too low	No	Improvements to National Cycle Route no. 5		Very positive	Cycle to work central Oxford from outside Oxford because the buses are too unreliable (always stuck in traffic). Cycling also doesn't have any safety issues in Oxford. So many cars queuing on the Abingdon Road only one occupant, less cars on the road will be beneficial to me and my family.	Highly improving the road would put off more drivers. £2.50 a day isn't unaffordable for many. Improving the cycling route on the Abingdon Road (make the bus lane unpowered into a cycle lane). Also better signage and add a cycle lane from the bottom towards?	
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Neutral	No impact	There should be no charges at all	Not sure	Make Park & Ride parking cheaper, Make bus services more frequent		Very negative	The charges will impact on my journey to work as I have to use an alternative route. The park and ride service from Oxford Parkway to the JR is not for purpose as the buses are too infrequent and the journey too long.	I think that the Marston Road charge will have a negative impact on access to the JR for patients and visitors as it will channel even more traffic along Marlborough Lane which already queues into the ring road in the morning. I think that looking at alternatives for the school traffic particularly to the large number of independent schools in the area would help more.	Improve bus services from outlying villages. Increase the frequency of park and ride services. Provide direct services to the hospitals.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Positive	Neutral	About right	Not sure	Make Park & Ride buses cheaper, Make bus services more frequent		Positive	Traffic needs to be reduced in Oxford, and a bold scheme like this needs to be tried. (There has been a reduction in traffic to a priority with the income because the £3 charge would still be cheaper than 2 adults doing a return bus journey with standard fares. And not every one needs a car, and not every one needs a car operator for the reduced cost to the bus.)	Cowley branch rail project. Increase frequency of buses round rather than through city (eg 600 service)	
a resident of Oxfordshire living outside Oxford	less than weekly		I don't	No impact	Very negative	There should be no charges at all	No	Make Park & Ride parking cheaper, Make bus services more frequent		Very negative	Traffic in the local area already offers a better shopping experience, charging to park in Oxford will drive even more customers away.	Reduce the number of buses that need to visit central Oxford in the first place, move the bus station out of central Oxford. Also, many of the buses have low occupancy outside of peak hours, consider expanding routes to improve bus occupancy.	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Very negative	Neutral	There should be no charges at all	No	Make bus services more frequent, Extend hours of operation for buses		Very negative	This survey is absolutely appalling and does not provide any questions about the impact of this completely ridiculous scheme on those who live in Oxford but not within your purple central zone.	I cycle as much as I can but my ridiculous LTNs have forced so much traffic on to dangerous areas such as the glen roundabout (I see for my for every cycle). The cycle lanes on areas such as Magdalen bridge and cowley road are simply not fit for purpose. I appreciate aiming to reduce traffic by adding in a congestion charge for those entering from outside the city for example shoppers driving) but penalising those who LIVE here is just completely nonsensical. Especially as I will only impact people in certain areas - I note areas significantly.	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Very negative	Neutral	There should be no charges at all	No	Make bus services more frequent, Extend hours of operation for buses		Very negative	It is absolutely outrageous that the permits will not take into account those who live in these areas - what is your suggestion for people who live in these areas? How am I meant to go to work? How am I meant to take my child to nursery? Why should I be charged potentially £1225 a year to leave my own home? It's utterly ridiculous.	Completed such as Woodstock. Park and summer areas are not being impacted you only choose areas of lower socio economic deprivation that will be penalised. This policy is discriminatory. If we were to provide permits for all residents in the bus area then this would be a step in the right direction and I cannot see at all what the rationale is for not providing this.	
a resident of Oxfordshire living outside Oxford	less than weekly		I live in the central Oxford permit area, or visit a resident of the central permit area by car	Negative	Very negative	There should be no charges at all	No	Make Park & Ride parking cheaper		Very negative	I run a business that employed 100+ people in the centre of Oxford for 30 plus years and am glad I retired. You as a council have never considered the people who stay rates. You cannot see the problem which is starting to hit the town, the problem is at rush hour and in respect of residents driving across the City instead of using the bypass or busier? No one in their right mind would start a business in Oxford any longer. In addition to building and creating large offices and more housing on the by pass you are making matters worse. You have turned a major trunk road into a go slow area. Oxford now needs another one to take excess traffic away.	Replace the people who have so far made a mess in the City and replace them with individuals with common sense. It's a shame to see examples of ridiculous decisions, a wide elephant of a park and ride in Eynsham just for one!	
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Neutral	Very negative	About right	Yes	Make bus services more frequent, Extend hours of operation for buses, Add public cycle parking		Neutral	I think people with workplace parking should NOT be exempted unless they can prove that they need their car for WORK purposes during the day. Or else introduce the once-proposed charge for workplace parking - at a rate higher than the equivalent annual bus season ticket would be. This includes parking spaces for Oxfordshire county staff and councilors (unless they need the car for work, not just commuting).	Yes. Ramp up the bus service, including within and across the city. Then remove ALL traffic restrictions, even ones (like Halloway) that have been in place for years or decades. And all the LTNs. Then introduce a charge for driving in the most central areas. This would be the traffic filter in its own right, and it would be better than the current congestion charge was high enough, people would naturally choose the bus for visiting city centre. Leave the bus station available in the wider city area unless buses have to make more journeys there. Cars need to be allowed more freedom in the evening.	
a business	daily	Blue badge holders. Personal cars used as goods vehicles for business purposes.	I don't	Positive	Positive	About right	No	Add new bus routes. Make bus services more frequent, Extend hours of operation for buses	For once and for all make all the buses free and then try to introduce congestion charging. It is crazy how expensive the bus tickets are.	Negative	Many audience members attending evening cultural events such as ours will simply choose to come.	The Park and Ride sites need to feel safer at night - add security staff! The villages and towns outside Oxford need more frequent and reliable bus services.	
an Oxford resident	daily	Blue badge holders. Personal cars used as goods vehicles for business purposes.	I commute to the central permit area by car	Negative	Negative	There should be no charges at all	No	Make bus services more frequent, Extend hours of operation for buses, Other		Negative	The road won't be safer, this has nothing to do with the traffic this is more about getting people off. You are killing Oxford this road people that work in town they will use you people and not go on to Oxford. There are too many cars on the road. I wouldn't rather go some other places that are cheaper - instead off you making everything free for public transport this is a complete contradiction choice. Who isn't to use the bus but at least public transport will be free.	Visit my points of view to open all the roads that are blocked for a change. Oxford is not that big of a city and in total has 5 main roads to take you to town so I don't think it is a good idea as before that blocking the road has made it worse the traffic. So either you open all the roads or make the public transport free for people to start using them. Thank you.	
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Positive	Positive	Too high	No	Make Park & Ride parking cheaper		Positive	I have a very young sister who lives in Cowley and visits all the hospitals on a regular basis, we use Holloway Road to visit all the hospitals.	Do away with all the LTNs that will stop all the present congestion around Cowley and Cowley Road.	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	Too low	Yes	Make bus services more frequent, Add public cycle parking, Other	Make cycling safer by adding more cycle paths and protected cycle lanes and improving existing off-road unsafe or unattractive cycle lanes.	Very positive	There are too many cars on the roads around the area where I live. I do not mind electric cars but more such as non-electric, but reducing the numbers and encouraging walking/bikes is already an improvement.	There should be more safe cycle paths and lanes and more secure cycle parking and storage. The secure cycle storage would especially encourage buying electric bikes which currently get left every other day.	
a member of the public living outside Oxfordshire	weekly		I don't	No impact	No impact	There should be no charges at all	No	Add new bus routes. Make bus services more frequent, Extend hours of operation for buses		Very negative	We train at the Oxford risk & this could impact attendance at athletes & coaches. It's an increased cost particularly for those travel outside the area or with limited flexibility. Like us, who travel over 1.5hrs to train. And we parents already have to find out jobs around this to make training times. We can't be flexible in alternative travel. It could mean reduced training, which impacts performance & availability in an environment.	There should be more safe cycle paths and lanes and more secure cycle parking and storage. The secure cycle storage would especially encourage buying electric bikes which currently get left every other day.	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Very negative	Very negative	There should be no charges at all	Yes	Other	Improve cycle routes. It is disgusting that the Council presentation included a reference to Coppeningway, which has such excellent cycle routes yet the suggestions on this question do not include cycle routes. Shameful!	Very negative	This is an incoherent and piecemeal scheme that will not address traffic volume or congestion in Oxford, merely shifting traffic around. The presentation mentions that traffic may increase on some peripheral roads, yet no one considers if some roads are closed. I live on one of those roads and the council is doing nothing to address traffic volume, noise or speed on my road.	Impose a congestion charge on the whole of Oxford. Have a coherent system of cycle routes.	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Positive	No impact	About right	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make bus services more frequent, Extend hours of operation for buses	Improve cycle lanes as the infrastructure in the city is really poor. The current mix of lanes and car lanes in the residential areas on Woodstock Road etc is not a real solution. Aggressive drivers right behind bikes, overtaking inappropriately.	Very negative	For one and for all make all the buses free and then try to introduce congestion charging. It is crazy how expensive the bus tickets are.	Put in a whole city congestion charge and plough the money into subsidised bus fares, bike lanes and parking & improved park and ride facilities. There is an opportunity to revolutionise traffic in Oxford as it has worsened & intensified by the introduction of the congestion charge in central London. Don't miss this opportunity, going instead for a very diluted and half-hearted scheme.	
a resident of Oxfordshire living outside Oxford	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I commute to the central permit area by car	Very positive	No impact	There should be no charges at all	Not sure	Make Park & Ride parking cheaper, Other	Improved roads	Very positive	Use money earmarked for this project to a) improve road and take lane surface, b) look at new ways to reduce road use, c) Review the LTNs which are causing congestion on major roads in the city and to traffic flows safely reducing pollution overall.	Charge tourist coach buses a fee for entry. Open Boley road.	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very positive	Very positive	Too low	No	Make bus services more frequent, Add public cycle parking		Very negative	This will encourage more people to use public transport, cycle, walk, which is better for the environment and people themselves.	Increase LTNs please! Great initiative	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I commute to the central permit area by car	Very positive	Very positive	There should be no charges at all	No	Other		Neutral	From a self perspective it is likely to be neutral and possibly benefit me due to the likelihood of, but for businesses and for those needing to pass through the city it will cause significant issues. It also adds to my anxiety of congestion. The LTNs, private school traffic, poor road management around the city (what about bringing the A40 and A4040s?) and the lack of taxis and suitable commercial access to the city (from the west and returning from Cowley, for example), and parts of the city with large volumes of employment, it appears to be a money making exercise without proper research or foundation. There is also nothing about charging the biggest polluting vehicles - taxis, non-electric buses, vans, Black cabs etc. For traversing the city - leaving it upon car owners to bear the brunt. Perhaps imposing charge/parking based on the pollution level of a vehicle would have more impact.	Private schools in the city should ensure that pupils are bussed in where they live outside the ring road - this is the core element of congestion in north and central Oxford. Also, bringing access to the city to homes and other service vehicles during peak hours would support a reduction in congestion. Better provision for cyclists and buses are also good things but should be proportionate to the number of people walkable to use them.	
other	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	REDACTED	Very positive	No impact	There should be no charges at all	No	Make Park & Ride buses cheaper, Make bus services more frequent	Main congestion increase on Thames Street (Hythe Bridge) in car going into and parking at Westgate Shopping Centre. Increase Park and Ride spaces and shuttlebus frequency into city centre and Westgate Centre.	Negative	It is an unfair charge in all respects as there are only few routes into Oxford, one of the major ones, the Boley Road is shut. A charge does not address the main reasons for the congestion. Many people and small businesses are already suffering due to the Boley Rd closure or because of LTN road closures in Oxford.	It is an unfair charge in all respects as there are only few routes into Oxford. A charge does not address the main reasons for the congestion which has a lot to do with it even before the closure of the Boley Road/Westgate Centre. For one I have been coming to Oxford for 30 years. Traffic has drastically increased on the Abingdon Rd and Thames Street since the Westgate Centre opened and allow for 1000+ cars to park there. Cars going to Westgate and turning into the parking area block the lanes for a long distance along the way back to Fyfe Bridge and beyond on to Hythe Bridge Street etc. People going to Westgate could use very dedicated frequent shuttles from Park & Ride to Westgate and a huge number of cars entering the city centre that would be decreased. About 20 mph on bus lane and does not help traffic flow on major roads such as Abingdon Rd. A mid 25mph would be a help to motorists bus and cycle on the road more and less on the their car.	



Survey Response												
I am responding to this survey as	How often do you travel in or around Oxford?	Please tick which of the following free permits and passes you think you may be eligible for	Do you live in, visit a resident by car or commute by car to the residential central Oxford?	Central Oxford residents' permit is proposed that residents in the central Oxford?	Central Oxford permit area commutes' permit is proposed for non-resident workers, commuters?	We are proposing a single charge of £5 to allow cars without a driver, or permit?	Do you think that charges should vary, with drivers of lower cars, residents more and?	Income generated by introducing the proposed temporary congestion charge would be used to lower the education and operating costs of the scheme?	If other improvement, please state	Taking into account all the information we have provided about the proposal, please explain your answer	Do you have any other comments about the proposal for six temporary congestion charge locations in Oxford that you have not already shared in this survey?	Do you have any suggestions for other ways to reduce traffic and tackle congestion in and around Oxford?
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Positive	Negative	About right	No	Make buses cheaper for all. Make bus services more frequent		Positive	I am hoping it will reduce traffic.	An aerial lift bringing Thornhill Farm + Oxley Road + JR hospital + Train Centre.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Negative	Too low	Yes	Make Park & Ride buses cheaper, Make Park & Ride buses cheaper for all. Add new bus routes. Make bus services more frequent. Extend hours of operation for buses. Add public cycle parking		Positive	Could go further, eg restricting hours of access for "other" vehicles (delivery etc) to outside normal peak times	Reduce the amount of parking currently available with a aim to discourage driving into the centre
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Positive	Negative	Too low	No	Make buses cheaper for all. Add new bus routes. Make bus services more frequent. Extend hours of operation for buses. Add public cycle parking		Positive	Would expect to see fewer cars crossing the city centre, so buses would be faster/more timely and walking/cycling would be safer and more pleasant	restrict larger vehicles such as trucks and vans within certain hours - so not during peak school hours (7:30-9, and 3:30 to 5). This would make cycling with kids safer and more appealing.
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	No impact	No impact	About right	Not sure	Make buses cheaper for all. Add new bus routes. Add public cycle parking		Very positive	It is an NHS manager, working about 24/7, working every day after job planned hours from home, additional commuting time will have negative impact on my service	School term times seem to produce the heaviest traffic, finding better ways for children to get to schools (rather than being driven in and out) and individually could make a big difference. A shift away from the near-universal 9-5 working hours could also help spread out "rush hours"
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	Too low	Yes	Add new bus routes. Make bus services more frequent. Add public cycle parking		Very positive	It is currently quicker to cycle in and around the city than to go by bus. The roads should be clearer for people who "need" to use their cars and permit the free flow of traffic. Buses will be quicker, and therefore more appealing to use, and cycling will be safer.	Look to other medieval cities abroad that have put cycling first and see what measures we can adopt. A good example is Ljubljana, in Slovenia, which is also a medieval university town and is almost entirely car-free in the centre. Cars should be used for getting out of Oxford, and not necessary for getting into or around Oxford.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	There should be no charges at all	Yes	Make buses cheaper for all. Add new bus routes. Make bus services more frequent		Negative	I will have to have my job at the school where work part time because the most direct route includes one of the changing zones and getting the long way would take too long and will use too much petrol. Going there by bus would take ages as there is not a good direct service available.	Removing the LTNs in East Oxford would be a good start. Have more bus routes that cover the entire city and better connection services to the surrounding villages.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	Too high	No	Make buses cheaper for all		Negative	Push traffic onto already busy alternate routes already impacted by LTNs	Use the river to provide alternative transportation into Oxford
an Oxford resident	daily	Taxis and private hire vehicles	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make BUSES FREE FOR LOCAL PEOPLE BETWEEN WORKING HOURS AND SEE WHAT IMPACT THAT HAS ON TRAFFIC AND SCHOOL RUNS		Very negative	Will hurt people that come to Oxford to work and who live locally. Starting Oxford into a Prison	Free bus passes, council has the ability now to run its own bus services due to changes in the law, also bus ticket prices are outrageous for such small journeys and cause issues financially. Park and Ride should be free and buses to and from there should be one pound more, if you want people to use Oxford and use its services make it cheaper for them to use them.
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Fix the badly managed roads and roundabouts	Very negative	It's literally a money making scheme. Not everyone falls into the same category of 'they should walk, get a bus or cycle' I live in Abingdon, but I grew up in Cowley, I work in Cowley, my partner works in Cowley, my daughter goes to nursery in Rose Hill, I still have a lot of friends and family in Cowley that I see regularly, usually after work. You have already made that difficult with LTNs, I have to sit in a bit more traffic now than ever before. People will not stop driving! We pay for our cars, our insurance, our tax, and you want to charge us more for the privilege of driving in our own city?	Open up the LTNs! Simple!
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	There is no bus route that will allow me to go to drop off my daughter at nursery, go to work, then to pick up my daughter, and then to visit my family! And if there is, it would probably double my journey time!	Very negative	It's a bit of a pain, but I have to go to the nursery, so I have never over a problem cycling round Oxford! The majority of families and households use no more cars to about their daily lives! Buses/vans to relieve Road!	Free bus passes, council has the ability now to run its own bus services due to changes in the law, also bus ticket prices are outrageous for such small journeys and cause issues financially. Park and Ride should be free and buses to and from there should be one pound more, if you want people to use Oxford and use its services make it cheaper for them to use them.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	There should be no charges at all	Very negative	We do NOT want congestion charges. Get rid of the LTNs	Free bus passes, council has the ability now to run its own bus services due to changes in the law, also bus ticket prices are outrageous for such small journeys and cause issues financially. Park and Ride should be free and buses to and from there should be one pound more, if you want people to use Oxford and use its services make it cheaper for them to use them.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Negative	Neutral	About right	No	Make buses cheaper for all. Make bus services more frequent. Add public cycle parking		Negative	It does not fix any of the problems. Seen too many traffic lights when the 1000s of people who live in Oxford, making it hard to get to the station, to the hospital, etc. Stops doctors and nurses getting to the JR, and so do nothing to stop people driving their children into school from outside Oxford, why not make them stop at the Park and Ride if it's raining or if you don't want to reduce the ridiculous bus and coach problem in central Oxford. Why do you not get on a bus?	Put longer slip roads on the A41 so it doesn't queue back. Increase the footpaths so people who just outside Oxford can walkable take the train in. In the journey time from Chazy and Radley etc., is so quick it should be no trainier to take the train, but they are too infrequent and too crowded.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice. Frequent hospital patients	I commute to the central permit area by car	Very negative	Negative	There should be no charges at all	No	Other	Curbside of freedom to access my city and to access work opportunities and social activities	Negative	Curbside of freedom to access my city and to access work opportunities and social activities	Put longer slip roads on the A41 so it doesn't queue back. Increase the footpaths so people who just outside Oxford can walkable take the train in. In the journey time from Chazy and Radley etc., is so quick it should be no trainier to take the train, but they are too infrequent and too crowded.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice. Frequent hospital patients	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make buses cheaper for all. Add new bus routes		Very negative	Curbside of freedom to access my city and to access work opportunities and social activities	Put longer slip roads on the A41 so it doesn't queue back. Increase the footpaths so people who just outside Oxford can walkable take the train in. In the journey time from Chazy and Radley etc., is so quick it should be no trainier to take the train, but they are too infrequent and too crowded.
an Oxford resident	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice. Blue badge holders, Disabled tax cars, School children with special educational needs, Community health or care workers who need to visit multiple locations or travel urgently, Frequent hospital patients, Emergency service vehicles, Firefighters, Taxis and private hire vehicles, Registered car clubs, Heavies and funeral cars	I don't	Very positive	Positive	About right	No	Make Park & Ride buses cheaper, Make buses cheaper for all. Make bus services more frequent		Very positive	As a driver, cyclist, and public transport user, I am very frustrated to see significant traffic jams within Oxford which involve lots of people in a car with only one occupant. I think that these changes have real potential to incentivise the use of public transport and enable people to move around the city more easily.	I think the suggestions above are really sensible. I recognise that some people will need to drive to and from various locations, but I think that many current drivers could and indeed should use public transport instead.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	Too high	No	Make buses cheaper for all. Add public cycle parking		Very negative	I live off of Hollow Way, and therefore use it daily to travel to and from work during the hours it would be charged. However, unlike the central Oxford permit area, there is no public transport in my area, and I am not expected to walk to the station. The congestion around Headington Road roundabouts is significantly difficult to get to the park and ride and the bus stop. At rush hour, are not reliable and, for the reasons given below, it is not credible to suggest this would improve with the congestion charge.	Disables that aren't covered by blue badges should also be given consideration, especially if they live close to the congestion areas. For example, neurodiverse conditions such as Autism and ADHD. For this with autism, it could be extremely stressful to have to drive from a car park to the station and then to the general Oxford city centre. The blue badge is meant to be used to park, and are likely to forget that there is a charge, and face what is commonly referred to as an ADHAs tax. The blue badge is meant to be used to park, but this suggestion of a charge is not about parking and so the blue badge does not cover all the conditions that will be affected.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Negative	No impact	There should be no charges at all	Not sure	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all		Negative	Because I am retired I am not commuting by car and am mostly travelling into Oxford on my bus pass. The free permits would probably be sufficient for car use needs. However, I believe that the charges would be a burden on the general Oxford city population and are sure that are other ways of addressing congestion in Oxford.	Other cycle parking in Oxford city centre would be another improvement.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	About right	Yes	Make buses cheaper for all. Add new bus routes. Add public cycle parking		Very positive	Congestion caused by private car traffic is a major challenge for road safety, as well as being the primary cause of air pollution. We urgently need an intervention to reduce traffic, and traffic filters are implemented. We need more reliable buses with better route coverage. We need safer roads for pedestrians and cyclists.	To incentivise cycle travel, please prioritise more secure cycle parking in Oxford city. Sheffield stands, not wheel-bending rings or other complicated stands. Add shelters from Park to railway station (such as the JR or Church).
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	No impact	No impact	There should be no charges at all	No	Add new bus routes. Make bus services more frequent. Extend hours of operation for buses		Very negative	Accordancy, his becomes an expensive and time-consuming pain for us. As do the bus gates. We will be taking him out of school in Oxford at the next suitable point in his education, and giving up the school in Oxford and the bus gates. We had been relieved that the bus gates were delayed and so you would not be penalising us before that moment arrived. Once he is no longer in school, it is hard to imagine why we would go into Oxford and deal with the logistical challenges and time implications of trying to avoid the charges by going around the (already pretty awful) ring road or paying extortionate prices for your charging regime, on top of extortionate pricing in the car parks. You are doing the rural residents of Oxfordshire an immense disservice by bringing in such discriminatory charges that, like any other parking fine or similar, are simply a perk for the rich to afford.	BUSES BUSS BUSES across the county and not just in Oxford.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Positive	No impact	There should be no charges at all	Yes	Make buses cheaper for all. Make bus services more frequent. Extend hours of operation for buses		Positive	It's have a positive impact on me in the centre but I don't think that this is the right choice for the city as the other options for public transport are severely lacking in terms of reliability so wouldn't be able to help those who commute. The proposed plan is likely to significantly impact all residents living or working in Oxford, whether or not they live in the proposed permit area. Many individuals have no reasonable alternative to commuting into Oxford by car, for example those required to work in travel routes that are not well-served by public transport, or for those with small children who cannot easily take the bus or safely cycle around Oxford. I personally am an NHS doctor required to work across multiple sites in Oxfordshire, Berkshire, Buckinghamshire, Hertfordshire and Gloucestershire. Doctors make jobs every 4-6 months and each rotation can be a different one. The official guidance from our employer is that we are not expected to relocate every time as this would be unreasonable and disruptive, but an expectation to commute between sites. We provide essential and emergency care in and out of hours and are expected to travel to work at unsociable hours, including times when there are no reasonable public transport options in Oxford to try to start at 6am on a Sunday. Our employment contracts are 11 hours per week and we are expected to work legally, as it is considered unsafe to work without an adequate rest period, therefore public transport options taking 1-2 hours for short distances are not acceptable or safe. My role does not classify me as a "Community health and care worker" because I largely work at hospital sites, however all doctors are required to be regularly available for their patients. According to this plan, we will be subject to charges for carrying out the necessary travel for our public sector work. I have previously worked for the Council and my concerns have been ignored (I did not even receive a response). We work to support the community however we feel we are being forced out of Oxford in order to do our jobs. This is disgraceful. All hospital workers having to commute between Oxford and elsewhere to do their jobs should be included in those offered exemption. Previous steps to ease cars from Oxford, for example the unconsulted implementation of Low Traffic Neighbourhoods without legally-mandated consultation of residents, and reduction in car parking and permits available, have not been balanced by any improvement in bus services or other public transport alternatives to travel. I am also affected on a daily basis by the Botley Road roundabouts which slow down my commute by cycle. It appears every alternative to driving is less than being made more difficult, rather than easier. Additionally, yet again, the proposed plan is likely to disproportionately disadvantage lower income members of the community, whether individuals will easily be able to afford to pay congestion charge, whereas lower income individuals will be radically affected and disadvantaged. This is discrimination, and is done inequally to the community.	Abingdon bus lanes to keep Park and Ride buses fast and attractive as an option avoiding stack up of traffic going to Westgate parking.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Negative	Negative	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all		Negative	I have to drive my child to his grandparents' house which is the other side of the city centre to me. Going via the ring road is a big diversion because we all live within the ring road. Plus the ring road is likely to get very congested in my opinion when the congestion charge, which IZJ and/or traffic lights, are introduced.	I suggest making bus travel cheaper as a positive incentive. I'd like to see bus routes that go through the city centre. For example I have to walk from Carfax to Magdalen St to travel by bus from East Oxford to North Oxford. This increases journey times hugely and is not practical so travelling by bike but is more practical unfortunately. I have young children so only a limited number of times between buses so I can't undertake long bus journeys with them.
a member of the public living outside Oxfordshire	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I commute to the central permit area by car	Very negative	Positive	There should be no charges at all	No	Add new bus routes. Make bus services more frequent		Very negative	I've outside of Oxford, need to come in to Summertown every weekday. I can't afford £200 just for the congestion charge. I would have to find another job, I don't need to mention work for NHS. The evening travel back from north Oxford can take you more than 2 hours. Summertown is very densely heavy for orthodontics and hygiene. The charge should be kept after for risk parking. Or Kennington area including the basic community should decrease at least 100 percent if not reduced/removed if considering safety within Oxford zone and elsewhere. The high does not make sense. We have ONLY one bus and only to Westgate. Period. The Oxford permit exclude Kennington and Redbus the buses are included from permit map makes it look extremely weird and unrepresentative charge. I pay almost the highest council band at the Redbus, the vans.	enable buses. Big buses only on roads and times when they fit. mini-buses could run much easier.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Negative	Neutral	There should be no charges at all	No	Make buses cheaper for all. Add new bus routes. Make bus services more frequent		Very negative	I have a bad effect on people with limited mobility working in the city centre who are not severely affected enough for a blue badge but are not able to take from bus stop and do a lot of work. I fall into this category.	Reduce bus fares, improve seating on bus stops, add bus stops eg Headington to Jericho, consider reopening Cornmarket to buses now there are fewer shops there
a resident of Oxfordshire living outside Oxford	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I commute to the central permit area by car	No impact	No impact	There should be no charges at all	No	Make buses cheaper for all. Add new bus routes. Make bus services more frequent		Very negative	Daughter goes to ice rink weekly for lessons by car at weekend. Bus 35 only for Kennington area (including on 14 road development, right next to OX1) is an interval and only to Westgate. It does not take you to train station or Summertown (nearest transfered bus at different stop which takes 20 mins). The evening travel back from north Oxford can take you more than 2 hours. Summertown is very densely heavy for orthodontics and hygiene. The charge should be kept after for risk parking. Or Kennington area including the basic community should decrease at least 100 percent if not reduced/removed if considering safety within Oxford zone and elsewhere. The high does not make sense. We have ONLY one bus and only to Westgate. Period. The Oxford permit exclude Kennington and Redbus the buses are included from permit map makes it look extremely weird and unrepresentative charge. I pay almost the highest council band at the Redbus, the vans.	Everyone is equal. In Oxford permit zone. Everyone pays. Make bus cheaper. Every household has 100 permit. There should be no discrimination over your postcode or which council you pay for. We pay and same amount under Oxfordshire. It is unfair to say Kennington and the Lawes (Redbus) pay to white horse so only get 25 passes!!!!!!!
a business	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice. Personal cars used as goods vehicles for business purposes	I don't	Very negative	Very negative	There should be no charges at all	No	Other	Reduce parking charges	Very negative	This will increase the difficulty for many of our staff commuters. We expect a very serious reduction in the frequency of customer visits.	Do not agree with the premise
a resident of Oxfordshire living outside Oxford	less than weekly	Frequent hospital patients	I don't	Very negative	Very negative	There should be no charges at all	No	Make buses cheaper for all		Very negative	This scheme is so unfair. Those who will benefit from lower congestion do not get given passes and do not contribute to the operating cost of the scheme or the lower bus fares that may result. Those who already avoid the areas because of the congestion will be made to pay on the occasions that they can't avoid making access to services in those areas. This is a blatant attempt to exclude those that the Council doesn't want to be there, from using areas by imposing financial penalties.	Build an A34 bypass from Abingdon to Ardley Introduce free bus services Improve cycle ways
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Negative	Neutral	There should be no charges at all	Not sure	Make Park & Ride parking cheaper, Make buses cheaper for young people, Add new bus routes. Make bus services more frequent		Negative	If Thames St and Hythe Bridge St are out of bounds, and Botley Rd still impassable, how can people get to the station? Can't be assumed they will have arranged a pass in advance. Problem is road works traffic.	See above. More longed hours to restrict traffic, you when they are actually a problem. There seems to be a large number of exemptions which will be abused for personal travel - e.g. applies only to cars not taxis to off and the bus cameras and leave as it used to be. It used to take 4 minutes by car to go my gym and now it takes me 20-25 minutes because my most direct route is close to traffic now. You could say should go by bike but I don't want to because I don't feel safe as I live in Oxford. All these cars are parking so much more than before because someone took the wrong decision.
an Oxford resident	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Neutral	Neutral	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all. Add new bus routes. Make bus services more frequent. Other	The path by the river from Abingdon should be wider separating buses from pedestrians and wheelchair users	Very negative	Cities are a mess created for trading, socialising, culture and joy. Oxford is becoming down city with more and more shops closing because the parking is so expensive and you can only afford spending a couple of hours there. Traffic has got so much worse since the LTN were put in. Obviously were put in certain areas leaving Summertown free of them considering that Woodstock Rd and Banbury Rd are always stand still traffic.	Reduce bus fares, improve seating on bus stops, add bus stops eg Headington to Jericho, consider reopening Cornmarket to buses now there are fewer shops there
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I commute to the central permit area by car	Negative	Negative	There should be no charges at all	Yes	Make buses cheaper for all		Very negative	I wouldn't have to pay to drive in a city I live in	Carpool discounts have worked in other areas - give extra passes for people who are in a carpool scheme. When the bus runs from Oxford to Banbury in December it worked well. The bus was a bit more crowded than it used to be. Add congestion charging and bus lanes to Botley Road and Cowley Road too, otherwise there will just get more congested when the proposed schemes start, and slow down buses even more. Because the bus lanes service at Oxford Train station would encourage bus services to Oxford.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Positive	Negative	Too low	No	Make Park & Ride parking cheaper, Add public cycle parking. Other	existing bus routes to reach Oxford Train Station from Botley Road	Positive	Reducing cars on the road will likely make transportation more reliable, which will encourage more people to take it.	Down the river away from the city, ease the city to the ground and instead of it support a transport system suitable for the 21st century.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I commute to the central permit area by car	Very positive	No impact	About right	Yes	Make buses cheaper for all. Add new bus routes. Make bus services more frequent. Extend hours of operation for buses		Positive	I try to use public transport whenever possible. Reducing traffic will make the buses more reliable. Also, when I "have" to use a car, the roads should be more clear. Win win.	When the bus runs from Oxford to Banbury in December it worked well. The bus was a bit more crowded than it used to be. Add congestion charging and bus lanes to Botley Road and Cowley Road too, otherwise there will just get more congested when the proposed schemes start, and slow down buses even more. Because the bus lanes service at Oxford Train station would encourage bus services to Oxford.

Survey Response													
I am responding to this survey as	How often do you travel in or around Oxford?	Please tick which of the following free permits and passes you think you may be eligible for	Do you live in, visit a resident by car or commute by car to the non-central Oxford?	Central Oxford residents' permits is proposed that residents in the central Oxford?	Central Oxford permit area commuters' permits is proposed that non-central workers' commutes?	We are proposing a single charge of £5 to allow cars without a driver, or permit	Do you think that charges should vary, with drivers of lower cars, less than more and...	Income generated by introducing the proposed congestion charge would be used to lower the salary and operating costs of the scheme	If other improvement, please state	Taking into account all the information we have provided about the proposal in...	Please explain your answer	Do you have any other comments about the proposal for six temporary congestion charge locations in Oxford that you have not already shared in this survey?	Do you have any suggestions for other ways to reduce traffic and tackle congestion in and around Oxford?
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Positive	Negative	About right	No	Make buses cheaper for all. Make bus services more frequent. Add public cycle parking		Positive	I am hoping it will reduce traffic.	I am concerned this, like the fingers, will increase traffic through Old Marston at peak commuter times.	An aerial egg lift being Thornhill Park + Oxler Road + J11 hospital + Train Centre.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Negative	Too low	Yes	Make Park & Ride buses cheaper. Make bus services more frequent. Add public cycle parking		Positive	Could go further, eg restricting hours of access for other "vehicles" (delivery etc) to outside normal peak times		Reduce the amount of parking currently available with a aim to discourage driving into the centre
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Positive	Negative	Too low	No	Make bus services more frequent. Add public cycle parking		Positive		I think 3 cars for commuting is excessive	restrict larger vehicles such as trucks and vans within certain hours - so not during peak school hours (7:30-9, and 3:30 to 5). This would make cycling with kids safer and more appealing.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I commute to the central permit area by car	No impact	No impact	About right	Not sure	Make buses cheaper for all. Add new bus routes. Add public cycle parking		Very positive	Would expect to see fewer cars crossing the city centre, so buses would be faster more timely and walking/cycling would be safer and more pleasant		School term times seem to produce the heaviest traffic, finding better ways for children to get to schools (rather than being driven in and out individually) could make a big difference. A shift away from the non-converted 6.5 working hours could also help spread out "rush hours"
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	Yes	Make buses cheaper for all. Add new bus routes. Add public cycle parking		Very negative	As an HR manager working about 24/7, working every day after job finished hours from home, additional commuting time will have negative impact on my service		Look to other medieval cities abroad that have put cycling first and see what measures we can adopt. A good example is Ljubljana, in Slovenia, which is also a medieval university town and is almost entirely car-free in the centre. Cars should be used for getting out of Oxford, and not necessary for getting into or around Oxford.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	Too low	Yes	Add new bus routes. Make bus services more frequent. Add public cycle parking		Very positive	It is currently quicker to cycle in and around the city than to go by bus. The roads should be clearer for people who "need" to use their cars and permit the free flow of traffic. Buses will be quicker, and therefore more appealing to use, and cycling will be safer.		Removing the LTNs in East Oxford would be a good start. Have more bus routes that cover the entire city and better connect services to the surrounding villages.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	There should be no charges at all	Yes	Make bus services more frequent. Add public cycle parking		Negative	I will have to leave my job at the school where I work part time because the most direct route includes one of the charging zones and going the long way would take too long and will use too much petrol. Going there by bus would take ages as there is not a good direct service available.		Use the river to provide alternative transportation into Oxford
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I commute to the central permit area by car	Neutral	Neutral	Too high	No	Make buses cheaper for all	Make BUSES FREE FOR LOCAL PEOPLE BETWEEN WORKING HOURS AND SEE WHAT IMPACT THAT HAS ON TRAFFIC AND SCHOOL RUSH	Negative	It's horrible a money making scheme. Not everyone falls into the same category of 'if you should walk, get a bus or cycle'	All the surrounding roads will be impacted massively. There wasn't a congestion problem before but LTNs went in... SUMMERTOWN IS THE WORST FOR PEOPLE THAT DON'T LIVE LOCALLY	Free bus passes, council has the ability now to run its own bus services due to changes in the law, also bus ticket prices are increasing. If such small journeys and cause issues then Park and Ride should be free and buses to and from there should be one pound or more, if you want to go to Oxford and use services make it cheaper for them to use them.
an Oxford resident	daily	Taxis and private hire vehicles	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other		Very negative	It's horrible a money making scheme. Not everyone falls into the same category of 'if you should walk, get a bus or cycle'	You never spoke about this pre election as you knew you would struggle to get voted in? You have named Cowley with your LTNs already	
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Fix the badly managed roads and roundabouts	Very negative	You have already made that difficult with LTNs. I have to sit in a bit more traffic now than I ever did before. People will not stop driving! We pay for our cars, our insurance, our tax, and you want to charge us more just for the privilege of driving in our own city?	As a council are not listening to residents. Just look at the petition with over 10,000 signatures against! Look at the comments!	Open up the LTN! Stupid!
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other		Very negative	There is no bus route that will allow me to go to drop off my daughter at nursery, go to work, then to pick up my daughter, and then to visit my family! And if there is, it would probably double my journey time!	Put your congestion charge in areas where you've voted in! Leave Cowley alone! Majority of residents do not want your greedy schemes! You seem to be targeting the poorer areas!	
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other		Very negative	I cycle to work when I can, but not if I have to do the nursery run. I have never ever had a problem getting round Oxford. The majority of families and households who live there are in about their own homes. Run your own business!	If you really want it, then open up some of the LTNs so that the traffic can flow freely!	
a resident of Oxfordshire living outside Oxford	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Very positive	Very positive	Too low	Yes	Make Park & Ride parking cheaper. Make Park & Ride buses cheaper. Make bus services more frequent. Add public cycle parking		Very positive	Better Journeys. Faster, more reliable journeys for those who generally need to drive, better and more dependable buses and taxis for everyone else, and safer roads and crossings for pedestrians and cyclists.	More Ambulance Long Term Measures. The consultation asks what we might do. We support the following outcomes from the Citizens Assembly. Designating more roads for buses, taxis, emergency vehicles, and bike lane bridges. Creating car-free city centre in future. -- Builds on Citizens Assembly support and signals long-term commitment to healthier, fairer streets.	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Very positive	Very positive	About right	Yes	Make Park & Ride buses cheaper. Make bus services more frequent. Add public cycle parking		Very positive	Fairness: Everyone deserves to get around Oxford fairly. This scheme exempts those with the greatest need: unpaid carers, health and community workers, trade vehicles, and Blue Badge holders. The charge is designed to pay primarily to those with the capacity to choose alternatives.		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Very positive	Very positive	About right	Yes	Make Park & Ride buses cheaper. Make bus services more frequent. Add public cycle parking		Very positive	Freedom to Choose: Decongestion expands choice. It doesn't restrict it. Right now, congestion slows down buses, making them less reliable and more expensive. This forces people back into cars, adding to the traffic and making conditions worse for everyone, including cyclists and pedestrians. By decongesting the roads, we create the conditions for cleaner, quicker, and more affordable ways to get around.		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Very positive	Very positive	About right	Yes	Make Park & Ride buses cheaper. Make bus services more frequent. Add public cycle parking		Very positive	Health and Wellbeing: Less traffic means cleaner air, safer streets, and more space to move, play, do business, and connect.		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Very positive	Very positive	About right	Yes	Make Park & Ride buses cheaper. Make bus services more frequent. Add public cycle parking		Very positive	Fewer cars on the road is absolutely necessary in order to improve bus services and make cycling safer. It's also better for the environment.		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Very positive	Very positive	About right	Yes	Make Park & Ride buses cheaper. Make bus services more frequent. Add public cycle parking		Very positive	These 'green' initiatives are deceiving and created by those who do not live, nor have a relationship with the communities living in these areas. This scheme was created by middle class old white people living in Oxford. The gentrification of Oxford and before the poverty line in the name of climate crisis and who are impacted by the LTNs. Start By De-prioritising local transport/buses.		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other		Very negative	With every other city that has introduced a congestion charge, it has been a success. It has reduced traffic, improved air quality, and saved lives. It is a proven solution to the traffic problem in Oxford. It is a proven solution to the traffic problem in Oxford.		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I commute to the central permit area by car	No impact	No impact	There should be no charges at all	No	Make Park & Ride parking cheaper. Make Park & Ride buses cheaper. Make bus services more frequent. Add public cycle parking		Negative	I have to take my autistic son to work in Oxford twice a week and I often have to park and go into his work with him.	Following introduction of unmarked LTNs it's another way to make car drivers the bad guys. It will also make life harder for residents in Oxford and a great way to fill the city's roads.	
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	There should be no charges at all	Yes	Make bus services more frequent		Negative	I will be unable to access the train station, also the north Oxford area, both of which present would mean taking bus with a walk between them.	Sort out the mess that has resulted from the work at the station and the closure of the Botley Road. This has been a total disaster. Also the LTNs introduced in the city and Cowley Road areas have caused really more congestion than those and nearby roads which will only get worse with this congestion charge.	Ban scooters and ensure cyclists obey the rules of the road - both these are a danger to pedestrians and other road users.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	Not sure	Make bus services more frequent. Add public cycle parking		Very negative	I have multiple jobs, and I have to drive through those areas daily. So I would affect my income, and as I'm a single mom looking after a child by myself it's going to be a real struggle.		Oxford is a small city, and I don't think the congestion charge area to improve the traffic congestion here.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Very negative	Too low	Yes	Make Park & Ride buses cheaper. Make bus services more frequent. Add public cycle parking		Very positive	Reducing traffic in and around Oxford is extremely urgent as the level just keep increasing and all the negative consequences. Oxford is not a pleasant place to live as too many cars everywhere. I fully agree with any measures to reduce traffic including drastic ones.		
a resident of Oxfordshire living outside Oxford	daily	100 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	Yes	Other	A proper reliable transport system before all these measures are introduced in place.	Very negative	People have to pay every day £5 to go into work outside the tax. We pay to the government. This will make people poorer and less able to afford the cost of living. This forces people back into cars, adding to the traffic and making conditions worse for everyone, including cyclists and pedestrians. By decongesting the roads, we create the conditions for cleaner, quicker, and more affordable ways to get around.	Bad planning	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Positive	Positive	There should be no charges at all	Yes	Make Park & Ride buses cheaper. Make bus services more frequent. Add public cycle parking		Very negative	People have to pay every day £5 to go into work outside the tax. We pay to the government. This will make people poorer and less able to afford the cost of living. This forces people back into cars, adding to the traffic and making conditions worse for everyone, including cyclists and pedestrians. By decongesting the roads, we create the conditions for cleaner, quicker, and more affordable ways to get around.		
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an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	Yes	Make Park & Ride parking cheaper. Make Park & Ride buses cheaper. Make bus services more frequent. Add public cycle parking		Very negative	People have to pay every day £5 to go into work outside the tax. We pay to the government. This will make people poorer and less able to afford the cost of living. This forces people back into cars, adding to the traffic and making conditions worse for everyone, including cyclists and pedestrians. By decongesting the roads, we create the conditions for cleaner, quicker, and more affordable ways to get around.		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	Yes	Make Park & Ride parking cheaper. Make Park & Ride buses cheaper. Make bus services more frequent. Add public cycle parking		Very negative	People have to pay every day £5 to go into work outside the tax. We pay to the government. This will make people poorer and less able to afford the cost of living. This forces people back into cars, adding to the traffic and making conditions worse for everyone, including cyclists and pedestrians. By decongesting the roads, we create the conditions for cleaner, quicker, and more affordable ways to get around.		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	Yes	Make Park & Ride parking cheaper. Make Park & Ride buses cheaper. Make bus services more frequent. Add public cycle parking		Very negative	People have to pay every day £5 to go into work outside the tax. We pay to the government. This will make people poorer and less able to afford the cost of living. This forces people back into cars, adding to the traffic and making conditions worse for everyone, including cyclists and pedestrians. By decongesting the roads, we create the conditions for cleaner, quicker, and more affordable ways to get around.		
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Survey Response														
I am responding to this survey as	How often do you travel in or around Oxford?	Please tick off the following free permits and passes you think you may be eligible for	Do you live in, visit a resident permit or a resident of the central Oxford?	Central Oxford residents' comments' permit is proposed that residents in the central Oxford?	Central Oxford permit area comment' permit is proposed to non-resident workers, commuters?	We are proposing a single charge of £5 to allow cars without a driver, or permit?	Do you think that charges should vary, with drivers of lower cars, less than more and...	Income generated by introducing the proposed temporary congestion charge would be used to lower the admin and operating costs of the scheme	If other improvement, please state	Taking into account all the information we have provided about the proposal in...	Please explain your answer	Do you have any other comments about the proposal for six temporary congestion charge locations in Oxford that you have not already shared in this survey?	Do you have any suggestions for other ways to reduce traffic and tackle congestion in and around Oxford?	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 don't	Positive	Negative	About right	No	Could go further, eg restricting hours of access for other vehicles (delivery etc) to outside normal peak times		Positive	I am hoping it will reduce traffic.	I am concerned this, like the fingers, will increase traffic through Old Marston at peak commuter times.	An aerial egg lift through Thornhill Farm + Oxler Road + JR Hospital + Train Centre.	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 don't	Neutral	Negative	Too low	Yes	Make Park & Ride buses cheaper, Make Park & Ride bus services more frequent		Positive	Could go further, eg restricting hours of access for other vehicles (delivery etc) to outside normal peak times	Reduce the amount of parking currently available with a aim to discourage driving into the centre		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 live in the central Oxford permit area, or visit a resident of the central permit area by car	Positive	Negative	Too low	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make bus services more frequent, Add new bus routes, Make bus services more frequent, Add public cycle parking		Positive	Would expect to see fewer cars crossing the city centre, so buses would be faster from time and walking/cycling time and more pleasant	I think 3 cars for commuting is excessive	restrict larger vehicles such as trucks and vans with certain hours - so not during peak school hours (7:30-9 and 3:30 to 5). This would make cycling with kids safer and more certain.	
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	1 don't	No impact	No impact	About right	Not sure	Make buses cheaper for all, Add new bus routes, Add public cycle parking		Very positive	Would expect to see fewer cars crossing the city centre, so buses would be faster from time and walking/cycling time and more pleasant	Seems like a good way to test out the traffic filter ideas before going into the full proper	School term times seem to produce the heaviest traffic, finding better ways for children to get to schools (rather than being driven in and out individually) could make a big difference. A left-way for the non-universal 6.5 working hours could also help spread out "rush hours".	
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	1 commutes to the central permit area by car	Very negative	Very negative	There should be no charges at all	Yes	There should be no charges at all		Very negative	I'm an HR manager, working about 24/7, working every day after job planned hours from time, additional commuting time will have realistic impact on my service	Seems like a good way to test out the traffic filter ideas before going into the full proper	Look to other medium cities abroad that have put cycling first and see what measures we can adopt. A good example is Uppsala, in Sweden, which is also a medium university town and is almost entirely car-free in the centre. Cars should be used for getting out of Oxford, and not necessary for getting into or around Oxford.	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 don't	No impact	No impact	Too low	Yes	Add new bus routes, Make bus services more frequent, Add public cycle parking		Very positive	It is currently quicker to cycle in and around the city than to go by bus. The roads should be clearer for people who "need" to use their cars and permit the free flow of traffic. Buses will be quicker, and therefore more appealing to take, and cycling will be safer.	Removing the LTNs in East Oxford would be a good start. Have more bus routes that cover the entire city and better connect services to the surrounding villages.		
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	1 don't	Neutral	Neutral	There should be no charges at all	Yes	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Negative	I will have to have my job at the school where work part time because the most direct route includes one of the changing zones and going the long way would take too long and I use too much petrol. Going there by bus would take ages as there is not a good direct service available.	Use the river to provide alternative transportation into Oxford		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 commutes to the central permit area by car	Neutral	Neutral	Too high	No	Make buses cheaper for all		Negative	Push traffic onto already busy alternate routes already impacted by LTNs	Free bus passes, council has the ability now to run its own bus services due to changes in the law, also bus ticket prices are extortionate for such small journeys and cause issues financially. Park and Ride should be free and buses to and from them should be one pound no more, if you want people to use Oxford and use its services make it cheaper for them to access them.		
an Oxford resident	daily	Taxis and private hire vehicles	1 commutes to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Make BUSES FREE FOR LOCAL PEOPLE BETWEEN WORKING HOURS AND SEE WHAT IMPACT THAT HAS ON TRAFFIC AND SCHOOL RUNS	Very negative	It's horrible a money making scheme. Not everyone falls into the same category of 'they should walk, get a bus or cycle' I live in Abingdon, but grew up in Coaley, I work in Coaley, my partner works in Coaley, my daughter goes to nursery in Rose Hill, I still have a lot of friends and family in Coaley that I see regularly, usually after work.			
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	1 live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Fix the badly managed roads and roundabouts	Very negative	There is no bus route that will allow me to go to drop off my daughter at nursery, go to work, then to pick up my daughter, and then to visit my family. And I have to stand probably outside my journey time	You never spoke about this pre election as you knew you would struggle to get voted in! You have named Coaley with your LTNs already	Open up the LTNs! Simple!	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 live in the central Oxford permit area, or visit a resident of the central permit area by car	Very positive	Very negative	About right	Yes	Make Park & Ride parking cheaper		Very positive	I logic to work what I can, but I don't have to do the nursery run, I have never ever had a problem getting round Oxford! The majority of families and households who live in the city have no cars, so they don't have to drive to work. I have 15 miles from my house to the centre of Oxford, it is impossible to move in and out of my property at the start and end of school days. Oxford is also a very busy town and it is not possible to drive in to work and back home, they are not going to cope with the current volume of traffic.	Put your congestion charge in areas where you were voted in! Leave Coaley alone! Majority of residents do not want your green scheme! You seem to be targeting the poorer areas!		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 live in the central Oxford permit area, or visit a resident of the central permit area by car	Very positive	Very negative	About right	Yes	Make Park & Ride parking cheaper, Make bus services more frequent, Add new bus routes, Make bus services more frequent, Add public cycle parking		Negative	Getting into the Science area will only be possible via north Oxford, Banbury and Woodstock roads will be horrendous. I do have a driving but not take badge can't use the bus as no park and ride goes there as Donnington bridge is closed. How do I get to the centre based on the days I have to go to work?	If you really want it, then open up some of the LTNs so that the traffic can flow freely		
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	1 live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Add new bus routes, Make bus services more frequent, Extend hours of operation for buses		Very negative	Oxford is one city driving to like this is socially discriminatory. Practically it is bureaucratic and a waste of money. It will also divert traffic on to the A34 ring road which is already very busy and will increase air pollution by doing so.	Keep roads open to minimise journey times. Especially keep arterial roads open and free from charges/restrictions.		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make bus services more frequent, Add new bus routes, Make bus services more frequent, Add public cycle parking		Very negative	The charge immediately discriminates against those experiencing financial difficulties and poverty.	Remove the LTNs. Reduce prices and invest in buses and trains for Oxfordshire.		
a resident of Oxfordshire living outside Oxford	daily	100 day passes for residents in the Oxfordshire permit area, on days of your choice	1 don't	No impact	No impact	There should be no charges at all	No	Make Park & Ride parking cheaper, Make bus services more frequent, Add new bus routes, Make bus services more frequent		Very negative	Getting into the Science area will only be possible via north Oxford, Banbury and Woodstock roads will be horrendous. I do have a driving but not take badge can't use the bus as no park and ride goes there as Donnington bridge is closed. How do I get to the centre based on the days I have to go to work?	Why is this ok if you can't bring the traffic filter in until before Botley road opens? It makes no sense. Botley road users have had a horrendous time and this just adds insult to injury!		
a resident of Oxfordshire living outside Oxford	daily	1 commutes to the central permit area by car	No impact	Very positive	Very positive	There should be no charges at all	Yes	Make buses cheaper for all		Very negative	Linking to smaller people who work in the centre of Oxford and are already struggling financially because of the high living costs.	Why put the Westgate car park in the middle of Oxford if you don't want people driving into the centre of Oxford?		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 live in the central Oxford permit area, or visit a resident of the central permit area by car	Very positive	Very positive	There should be no charges at all	No	Make bus services more frequent, Add new bus routes, Make bus services more frequent, Add public cycle parking		Very negative	Meaning I have to find roads to take to go about daily the people with cars who are directly impacted by a congestion charge LTN, bus gates should be allowed free travel and no permits	Subways will still be ok but getting buses onto the Cowley and other areas and putting on extra Buses for the students is not a cost of residents who are being punished	STOP! the school run make children attend their nearest school the proof is during school holidays travel around Oxford is much easier	
an Oxford resident	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	1 commutes to the central permit area by car	Neutral	Positive	There should be no charges at all	No	Add new bus routes, Make bus services more frequent, Extend hours of operation for buses		Very negative	This will divert people onto already congested roads as the LTNs has done. Cannot not avoid!	The 6 proposed congestion charge areas are NOT the most congested areas in Oxfordshire as all the data has proved. The proposed charge for Marlborough Link Road is the most ridiculous one possible. It is supposed to be a link road and will CAUSE congestion in Marlborough and to JR hospital. Senior Lincay JR	Open up the LTNs and let traffic flow freely. Short term travel for Public Schools in centre of OXFORD. This is part of the problem. Term time to term time travel is noticable	
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	1 live in the central Oxford permit area, or visit a resident of the central permit area by car	Positive	Neutral	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper		Neutral	Don't think this is a good idea for cars	We had to drive to the centre of Oxford at the end of the college. I work unsociable hours and would be difficult to get to work. My employer provides free parking for those who live outside of Oxford which I consider to be an incentive to work there. I live 15 miles from Oxford. Without parking I will have to consider looking for a job outside of Oxford as I cannot afford to do a day trip of what I already pay for travel. I am not planning to move to Oxford as I am not going to Oxford for leisure.	For in our area if you open Cowley road that would help for people round the area and keep the school bus for buses but where the west gate is that could be made as no buses cyclists used it path it do mean shopping centre roads are pathways. Cyclists walk there often. Make it bus lanes and cycle lanes. Other days we seem to be doing it and it feels safer to shop in. Looks at improving roads and car to do shopping which will be good and other sites not just one stop. This feels like it just going to make the ring road worse and other roads. Why I don't want this idea of Oxford more cars coming in. For us we can't go shopping in Abingdon then Oxford seeing they get to shops we used there plus other shops plus bank and go and see one of our daughters and family who live there which we be doing more then going into Oxford city.	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 don't	Very negative	Very negative	There should be no charges at all	No	Other	We shouldn't have this money making scheme to begin with. Oxford an unaffordable place to live in work, I am a doctor and my colleagues will actually enjoy working in Oxford and not elsewhere because of how poor the council behaves.	Very negative	You're seriously thinking about this during a cost of living crisis. Why not do this in Jericho, or Summertown? You're making Oxford an unaffordable place to live in work, I am a doctor and my colleagues will actually enjoy working in Oxford and not elsewhere because of how poor the council behaves.	Remove the permanent LTNs and instead replace them with roads that are in LTN modes" during certain times of the day. So locals can use those roads when it's less busy so we can get access to do our shopping and visit our community.		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	You should make the leader for everybody people, so the scheme should be in place	Very negative	The proposed Oxford congestion charge will place an unfair financial burden on working residents, especially those on their own who only rely on their vehicles for commuting, children, shift work, or multiple jobs across different parts of the city. A L5 daily charge may seem minimal to some, but it quickly adds up, creating an additional cost-of-living pressure during a time of economic hardship. Public transport in Oxford is not always reliable, accessible, or affordable, particularly for those living in outlying areas, making car travel a necessary rather than a choice. This policy disproportionately affects essential workers, carers, and small business owners, who may be forced to reduce work hours or pass costs to their customers. Moreover, once the council starts generating significant revenue from the charge, there is little incentive to remove it, despite claims that it is only a temporary measure. This results in a regressive and potentially permanent toll that punishes residents without offering viable alternatives.	Do not do it.		
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	1 don't	Negative	Negative	There should be no charges at all	Not sure	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make bus services more frequent		Negative	We'll have to use the bus park and ride, and it is very difficult to carry heavy and bulky shopping when needing to sit next to someone on the bus. I would have insufficient passes available to enable weekly trips to Oxford. Buses are frequent but are often full at the end of the day and have to stand at bus stops for long periods. Some buses do not turn up on schedule. Walking and cycling are not options when carrying shopping.	People who work in Oxford and whose hours of work are outside of the free hours period will be severely impacted.		
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	1 live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	No charges at all. We already pay for a lot of the above	Very negative	I live near the ring road so you claim it will reduce pollution are rubbish. There is already black stuff on my walls from left and right those of who live on the outside have less access to the facilities AND all the pollution. People make that choice, they can't have it both ways. If they don't like the pollution of living somewhere central they can move. I don't agree with this at all it is a human rights issue restricting people's freedom of movement. We shouldn't have to just go to another part of our own city. No one wants this and the money never goes to us. People don't want this and can't afford it. If we live in a democracy you can't do it because none of us want to pay more for things that we don't want. People who are just trying to get their kids to school and get to work and will no longer be able to if you bring in these restrictions. Get the message! No more cars!	yes it is a human rights abuse of our freedom of movement and you are also trying to bypass democracy as NO ONE WANTS of getting overboarded contracts for your money and companies you have shares in so you can profit from wanting public money every day. Stop those before you stop people driving cars just so they can get to work.		
a resident of Oxfordshire living outside Oxford	weekly	100 day passes for residents in the Oxfordshire permit area, on days of your choice	1 don't	Very negative	No impact	There should be no charges at all	No	Make Park & Ride buses cheaper, Make bus services more frequent, Add new bus routes, Make bus services more frequent		Very negative	This will just move traffic around and clog up the already congested bypasses. Oxford want young people who can walk or cycle and tourists in the city. There is not want the elderly or anyone who use cars. It is a sad time for Oxford	Take traffic off the Northern bypass by way of a route directly into the JR Hospital. Build a multi storey car park at the hospital. Give those that do road one when buses arrive		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 don't	Negative	Negative	There should be no charges at all	Not sure	Other	No charge	Negative	No one should have to pay to drive around the city they are in	I am disgusted this is being considered. The traffic has not improved with the LTNs and neither will with this scheme. It will congest residents and motorists around the city and do harm. I have to walk great pains being over my house every day. Stop those before you stop people driving cars just so they can get to work.	Remove of LTNs, improve bike security in town so people would be less concerned with theft and ride their bikes in.	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 live in the central Oxford permit area, or visit a resident of the central permit area by car	Very positive	Very positive	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make bus services more frequent, Add new bus routes, Make bus services more frequent, Add public cycle parking		Very negative	Will impact mobility and business	Remove of LTNs, improve bike security in town so people would be less concerned with theft and ride their bikes in.		
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	1 don't	Very negative	Very negative	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make bus services more frequent, Add new bus routes, Make bus services more frequent, Add public cycle parking		Very negative	Because it's a silly scheme	Remove of LTNs, improve bike security in town so people would be less concerned with theft and ride their bikes in.		
a resident of Oxfordshire living outside Oxford	weekly	100 day passes for residents in the Oxfordshire permit area, on days of your choice	1 don't	Very negative	Very negative	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make bus services more frequent, Add new bus routes, Make bus services more frequent, Add public cycle parking		Very negative	This is just the beginning. I suspect this will lead to council bureaucracy and reduced freedom of travel, thereby affecting business trade, as already evidenced on the Hey and Cowley roads. Traveling Oxford from surrounding villages without direct bus routes is not feasible to show for large items like furniture and household goods.	Complete the Eynsham park and ride bus lanes. Dedicated Cycle path from Eynsham to Botley, start work on a Wilbury to Oxford by railway train. Do not focus solely on Oxford city, those needing to go to Oxford add to the city congestion should be made easier by more options for public transport.		
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	1 commutes to the central permit area by car	Neutral	Positive	There should be no charges at all	No	Make bus services more frequent, Add new bus routes, Make bus services more frequent, Add public cycle parking		Very negative	I don't agree with this charge period! I will probably stop less in the centre	Remove the LTNs		
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	1 commutes to the central permit area by car	No impact	Very positive	There should be no charges at all	No	Make bus services more frequent, Add new bus routes, Make bus services more frequent, Add public cycle parking		Very negative	Need to use some of the town congestion charges apply to LTN causes problems	Remove LTNs		
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	1 live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Get a decent bus to Henley with extended hours from Cowley. Be sure of repairs waiting for Donnington bridge we are limited between 10am and 2pm to go downing this route. There are no buses at weekends. Need coach!	Very negative	Pushing old and disabled people to take to car daily through from Church Cowley and of Cowley and travelling to Banbury. Through Holywell Way is an easier route to take to get them to church on Saturday 5.30pm mass. Why is it on a Saturday anyway? I went in the week that that church at ban in the week. Very disappointing for catholic people to have to be charged to go through there. Helped well up there they permit to anyone to church that let it be walk, although not physically disabled, but elderly.	It's only stopping people who can't afford to pay, not anyone else. Discriminatory again.		
an Oxford resident	daily	Blue badge holders, Disability benefit claimants, Disabled tax cars, Unpaid carers	1 live in the central Oxford permit area, or visit a resident of the central permit area by car	Negative	Negative	About right	Yes	Make bus services more frequent, Add new bus routes, Make bus services more frequent		Very negative	I think as though the city is becoming against the public car which is hard when you are dependent on a car as your only means of transport. I can't not after a bicycle or a horse into the city centre. I am the carer for my disabled son who is blind and has MS. Traveling is a bit of a pain. Please, do not let Oxford get a good bus, which few people are prepared to go through the excessive costs and hassle to visit.	I do not think it is a good idea. I think it will increase inequality and reduce equity of access in our city even more so than already exists	I agree that travel by car needs to be easier for blue badge holders as it is currently quite difficult. I think the introduction of more blue badge parking spaces in Oxford would help eg after the removal of a signficant number in Broad Street, having only 3 spaces for an area. Which covers a lot of places people with disabilities need to visit eg the doctors surgeries etc so this is very limiting if the spaces are already all occupied	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make bus services more frequent, Add new bus routes, Make bus services more frequent, Add public cycle parking		Very negative	Improve buses. Fines and charges will socially divide the city	Seeing the impact of the Botley bridges, which has been disastrous, I'm absolutely opposed to that line 6. Public transport must be improved and also provide to users to use it.	Sort out the Botley bridge which is distorting the congestion pattern in the city. Public transport is hopeless at the moment. There needs to be bus routes that go through the city centre and not terminate there.	
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice, Unpaid carers, Frequent hospital patients	1 commutes to the central permit area by car	Very negative	Very negative	There should be no charges at all	Yes	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make bus services more frequent, Add new bus routes, Make bus services more frequent, Add public cycle parking		Very negative	If you proposed with these changes it will have a massively detrimental effect on the viability of the city, impacting profoundly on the lives of local people as well as businesses, pushing people to shop in out of town shopping centres with free parking. The cost of living crisis is making this disproportionately hard on all the wealthy as it is, without providing additional financial penalties just to get about one's daily business. There is a certain amount of the actual central core of the city centre if necessary, but NOT the huge areas you propose. This is nothing more than an attempt to get through the city of a big project, when it is the essential infrastructure to provide people with the necessary alternatives and where all the money comes from to provide them to ensure that people can get about their daily lives unimpeded and enabling and encouraging an exciting transport. I am in my seventies and no, I could not after a bicycle or a horse into the city centre. I am the carer for my disabled son who is blind and has MS. Traveling is a bit of a pain. Please, do not let Oxford get a good bus, which few people are prepared to go through the excessive costs and hassle to visit.	YES, IT IS SHEER MADNESS, ILL THOUGHT THROUGH AND THE DETRIMENTAL IMPACT ON THE VERY SURVIVAL OF THE CITY HAS NOT BEEN ADEQUATELY CONSIDERED, LIKEWISE THE IMPACT ON THE PEOPLE OF OXFORDSHIRE IS BEING SACRIFICED ON THE ALTAR OF HALF-BRAIDED, UNREALISTIC AND SHORT SIGHTED NOTIONS...		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 don't	Neutral	Neutral	There should be no charges at all	Yes	Make Park & Ride parking cheaper, Make bus services more frequent, Add new bus routes, Make bus services more frequent, Add public cycle parking		Very negative	As a teacher, I commute every day from Headington to Summertown. There is no direct bus route, all of them go to the JR and around surrounding areas. Therefore the journey takes around 45 minutes when I could take 15. The reason Marston Ferry Road is congested in the morning is that individual cars dropping off one child at a time every morning. If there were car pools or small school buses dropping in kids from after, this problem would immediately go away. I carry heavy bags to work, have arthritis in my thumbs and cycling is not possible as we live on a steep hill. I have been talking to councillors for years about a direct Headington to Summertown bus route - it's a real commuting need - talking on deaf ears. It's a cycling the congestion charge £5 is cheaper than busing at £3 each way. But I carry too much to bus, to 70, fit and healthy now, but who knows what will happen? Not everyone can conform to your ideology. Just get school buses for the children, they will take more-when	I said it all above. The way you're going, Oxford is going to die. Already Westgate has denuded the High Street. Shops, restaurants close. Some tables refuse to work here as there are too many impediments. Please, please stop making life expensive and Oxford a dead town.		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 don't	Neutral	Negative	About right	Yes	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make bus services more frequent, Add new bus routes, Make bus services more frequent, Add public cycle parking		Very positive	This proposal will help reduce the number of cars in key areas of Oxford, which in turn will help the existing buses run more efficiently, especially if the funds go towards more frequent and subsidised services (PRR, regular routes) that can take advantage of reduced traffic. Not only does this make taking the bus more attractive for regular commuters like myself, it also makes them an attractive option for people who otherwise wouldn't consider them. Having slow and delayed buses because of high levels of congestion with cars is also another factor for bus commuters. Reducing the number of cars (especially those driven by single passengers) would help all users of all transport options, including drivers themselves - having more efficient journeys is a win-win-win. I am a regular commuter to town from Henley, traffic on the A34 is a nightmare. I am fully aware of how congested my routes (St Clements, the Plains) can become and how long buses get held up. I am sure I would not 100 passes a year as I rarely use a car to get out of, into, or into the city. But they would be invaluable for making my way to work. I live in a village outside of Oxford and occasionally travel to Oxford to shop or visit a friend.	These changes should be clearly linked to the wider goal of reducing the number of cars full stop. It is in everyone's interest - including drivers - to have even a small but significant reduction in the numbers of cars, particularly those carrying only one person, because this is proven a more flowing system that everyone benefits from.		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 commutes to the central permit area by car	Very negative	Neutral	There should be no charges at all	No	Other	Instead of imposing additional burdens on local residents, especially school no commuters, you should stop building new houses in the area and limit transit traffic.	Very negative	I have three children and need to daily commute from Botley road to Headington and the Plains to drop them off and collect, transporting many heavy bags, sports equipment, musical instruments etc. We are already stressed enough with the rising living costs, spending a bit of time and petrol in traffic. The proposed charge will add to the burden and hit me, an exhausted budget earner. The proposed charge is definitely a very bad idea for the local families like us. Oxford is getting busier and a better attractive place to live in due to many new residents of the City Council, which should help and protect families with children, instead of involving non-residents and limiting non-residents and limiting in the area and transit traffic should be stopped instead. This new proposal is against our children and their future!	Remove of LTNs, improve bike security in town so people would be less concerned with theft and ride their bikes in.		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 commutes to the central permit area by car	Neutral	Very negative	There should be no charges at all	No	Remove the LTNs. Make travel easier. It is not down to the residents of Oxford to prop-up the finances of the bus companies.		Very negative	Just another reason to fear driving in Oxford, especially if I have a hospital appointment. Another green scam to punish drivers.	Remove of LTNs, improve bike security in town so people would be less concerned with theft and ride their bikes in.		
a resident of Oxfordshire living outside Oxford	less than weekly	100 day passes for residents in the Oxford permit area, on days of your choice, Blue badge holders	1 don't	Negative	Negative	There should be no charges at all	No	Other	Give a back to the residents.	Negative	Just another reason to fear driving in Oxford, especially if I have a hospital appointment. Another green scam to punish drivers.	Remove of LTNs, improve bike security in town so people would be less concerned with theft and ride their bikes in.		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 commutes to the central permit area by car	Very negative	Negative	There should be no charges at all	No	Make Park & Ride parking cheaper		Very negative	The council should engage with residents and businesses when they are not doing	They should be cancelled! The route covers all of this mess is the council it self who missed everything up in the first place	Taking LTNs off and find right solution. They need to engage with the public and businesses	



Survey Response													
I am responding to this survey as	How often do you travel in or around Oxford?	Please tick which of the following free permits and passes you think you may be eligible for	Do you live in, visit a resident by car or commute by car to the residential central Oxford?	Central Oxford residents' permit is proposed that residents in the central Oxford?	Central Oxford permit area commuters' permit is proposed that residents in the central Oxford?	We are proposing a single charge of £5 to allow cars without a driver, or permit	Do you think that charges should vary, with drivers of larger cars, taxis more and	Income generated by introducing the proposed temporary congestion charge would be used to lower the deficit and improve the roads of the scheme	If other improvement, please state	Taking into account all the information we have provided about the proposal, do you think you would be likely to use the central Oxford?	Please explain your answer	Do you have any other comments about the proposal for 5 temporary congestion charge locations in Oxford that you have not already shared in this survey?	Do you have any suggestions for other ways to reduce traffic and tackle congestion in and around Oxford?
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1.dont	Positive	Negative	About right	No	Make Park & Ride buses cheaper for all. Make bus services more frequent	Make Park & Ride buses cheaper for all. Make bus services more frequent	Positive	I am hoping it will reduce traffic.	I am concerned this, like the fingers, will increase traffic through Old Marston at peak commuter times.	An aerial egg lift bringing Thorntal FR1 - Oaker Road / JR hospital - Train Centre.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1.dont	Neutral	Negative	Too low	Yes	Make Park & Ride buses cheaper for all. Make bus services more frequent	Make Park & Ride buses cheaper for all. Make bus services more frequent	Positive	Could go further, eg restricting hours of access for other vehicles (delivery etc) to outside normal peak times	Reduce the amount of parking currently available with a aim to discourage driving into the centre	restrict larger vehicles such as trucks and vans within certain hours - so not during peak school hours (7.30-9. and 3.30 to 5). This would make cycling with kids safer and more appealing.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 live in the central Oxford permit area, or visit a resident of the central permit area by car	Positive	Negative	Too low	No	Make bus services more frequent	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Add new bus routes, Make bus services more frequent, Extend hours of operation for buses, Add public cycle parking	Positive	Would expect to see fewer cars crossing the city centre, so buses would be faster/more timely and walking/cycling will be safer and more pleasant	I think 3 cars for commuting is excessive	School term times seem to produce the heaviest traffic, finding better ways for children to get to schools (rather than being driven in and out individually) could make a big difference. A shift away from the non-converted 8.5 working hours could also help spread out "rush hours".
a resident of Oxfordshire living outside Oxford	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	1.dont	No impact	No impact	About right	Not sure	Make bus services more frequent	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Add new bus routes, Make bus services more frequent, Add public cycle parking	Very positive	Would expect to see fewer cars crossing the city centre, so buses would be faster/more timely and walking/cycling will be safer and more pleasant	Seems like a good way to test out the traffic filter ideas before going into the full proper	Free bus passes, council has the ability now to run its own bus services due to changes in the law, also bus ticket prices are reasonable for such small journeys and cause issues financially. Park areas should be free and buses to and from them should be one pound no more, if you want to pay for Oxford and use services make it cheaper for them to access them.
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	1 commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	Yes	Make bus services more frequent	Make Park & Ride parking cheaper, Make bus services more frequent, Add public cycle parking	Very positive	It is currently quicker to cycle in and around the city than to go by bus. The roads should be clearer for people who "need" to use their cars and permit the free flow of traffic. Buses will be quicker, and therefore more appealing to take, and cycling will be safer.	Looking to other medium cities abroad that have put cycling first and see what measures we can adopt. A good example is Uppsala, in Sweden, which is also a medieval university town and is almost entirely car-free in the centre. Cars should be used for getting out of Oxford, and not necessary for getting into or around Oxford.	Removing the LTNs in East Oxford would be a good start. Have more bus routes that cover the entire city and better connect services to the surrounding villages.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	1.dont	Neutral	Neutral	There should be no charges at all	Yes	Make bus services more frequent	Make Park & Ride parking cheaper, Make bus services more frequent, Add public cycle parking	Very positive	I will have to leave my job at the school where I work part time because the most direct route includes one of the changing routes for going the long way would take too long and will use too much petrol. Going there by bus would take ages as there is not a good direct service available.	Use the river to provide alternative transportation into Oxford	Free bus passes, council has the ability now to run its own bus services due to changes in the law, also bus ticket prices are reasonable for such small journeys and cause issues financially. Park areas should be free and buses to and from them should be one pound no more, if you want to pay for Oxford and use services make it cheaper for them to access them.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 commute to the central permit area by car	Neutral	Neutral	Too high	No	Make buses cheaper for all	Make BUSES FREE FOR LOCAL PEOPLE BETWEEN WORKING HOURS AND SEE WHAT IMPACT THAT HAS ON TRAFFIC AND SCHOOL RUNS	Negative	Will hurt people that come to Oxford to work and who live locally. Turning Oxford into a Prison	All the surrounding roads will be impacted massively, there wasn't a congestion problem before that LTNS went in... SUMMERTOWN IS THE WORST FOR PEOPLE THAT DON'T LIVE LOCALLY	Use the river to provide alternative transportation into Oxford
an Oxford resident	daily	Taxis and private hire vehicles	1 commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Other	Very negative	It's literally a money making scheme. Not everyone falls into the same category of "they should walk, get a bus or cycle"	You never speak about this pre election as you knew you would struggle to get voted in!	Free bus passes, council has the ability now to run its own bus services due to changes in the law, also bus ticket prices are reasonable for such small journeys and cause issues financially. Park areas should be free and buses to and from them should be one pound no more, if you want to pay for Oxford and use services make it cheaper for them to access them.
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	1 live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Fix the badly managed roads and roundabouts	Very negative	I live in Abingdon, but I grew up in Cowley, I work in Cowley, my partner works in Cowley, my daughter goes to nursery in Rose Hill, I still have a bit of friends and family on LTNs that I see regularly, usually after work.	You have named Cowley with your LTNs already!	Open up the LTN! Simple!
a business	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1.dont	No impact	Neutral	There should be no charges at all	No	Other	No money should be raised in the first place as the congestion charge is a regression tax on working people and the over reach of Oxford council has already fully generated the negative impacts of the LTNS and school buses and increased pollution!	Neutral	How do I have some staff who have children who end up studying in a different part of the city from where they can actually afford to live and charging them to collect their children is regressive taxation on working people.	As far as a council are not listening to residents. Just look at the petition with over 10,000 signatures against! Look at the comments!	Invest in a long term plan to create underground car parking spaces near city centre. Have you ever seen to any major European city? If they can do it why can't we? The part of town near the town, there should be adequate space to find somewhere for enough away from flooding from the river. Just stop using wet on roads for so many motorbikes for their ideological beliefs. I have never owned a car in the UK, so it's not as if I'm not actively myself choosing to travel without using a car but even I can see, that you seem to be better against cars with an English car philosophy.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1.dont	Neutral	Neutral	About right	No	Make Park & Ride buses cheaper for all, Make buses cheaper for young people	Make Park & Ride buses cheaper for all, Make buses cheaper for young people	Neutral	I don't think in general we will be impacted, we use the buses which are too expensive.	I don't think you should bother with this short term change. It's worth the brief effort to gain a cost of informing people and listening people who are not any changes to driving rights. Surely you have other work of greater priority eg focussing on getting residents to stick to 20mph. You could start by ensuring that council vehicles are driven within the limit, then the buses & taxis, NHS vehicles (including ambulances) and NHS staff and emergency vehicles. That's think would be worth your time and effort.	Ensure the speed limit is enforced. Cyclists and pedestrians at Park. Focus on what you have started and get that right before you do any other projects.
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	1 live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	Not sure	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper for young people, Make bus services more frequent, Extend hours of operation for buses, Add public cycle parking, Other	Free for electric. Low emissions	Very negative	Access to restricted to religious venues and family member in need of counselling that might not be recognised as disabled. Freedom of access to buy businesses within the area, freedom to access health shops and cultural links. Accessing health care centres/clinics	Fully isolated cycle lanes	
a resident of Oxfordshire living outside Oxford	less than weekly	School students with special educational needs	1.dont	Neutral	Positive	There should be no charges at all	No	Make buses cheaper for all	Make buses cheaper for all	Very negative	I will increase congestion in all other parts of Oxford, where people will be trying to avoid the paid areas. It's unfair on the people of Oxfordshire to have to pay yet another cost during a cost of living crisis. Despite the council's attempts, some people never use buses in Oxfordshire, due to anxiety, or living in areas where public transport is highly inconvenient, inaccessible, and unreliable.	Easy... don't put this scheme into action. People will be paid areas, causing incredibly high congestion in other places in Oxford. This scheme won't clear traffic, it's just still in to somewhere else, and make people even more unhappy with the current council due to the new measures and increased travel times due to the added congestion everywhere else	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1.dont	Neutral	Neutral	There should be no charges at all	No	Make buses cheaper for all, Add new bus routes, Make bus services more frequent	Make buses cheaper for all, Add new bus routes, Make bus services more frequent	Very negative	Congestion on the ring road and connecting junctions is already a problem and would be more so, on the many other roads in Oxford as well as drivers would be avoid passing the toll gates. As a result: the travel distances would be longer and hence, fuel consumption, more exhaust fumes and higher air pollution. Any services, including ambulance, would be at risk as there would be delays, especially on the many narrow roads in Oxford. The scheme would discourage visitors to come to the city leading to the closure of some local businesses.	Work with delivery companies to collect goods in many areas where consumers could pick up their online order parcels. Replace Low Traffic Neighbourhoods which, when an part of the current congestion problem, with way systems. Improve pedestrian areas which are often obstructed, even by walking transients but allow bus lanes with even medium trees. Oxford pedestrian zones are not seen as friendly at all. Work on improving services. We used to have bus lanes going to the city centre from our area, now there is only one and the intervals between the buses are up to 40 minutes.	
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice, Business cars used as goods vehicles	1 commute to the central permit area by car	No impact	Very negative	There should be no charges at all	No	Make buses cheaper for all, Add new bus routes, Make bus services more frequent, Extend hours of operation for buses	Make buses cheaper for all, Add new bus routes, Make bus services more frequent, Extend hours of operation for buses	Very negative	I work as a part time merchandiser, I travel into Oxford 4 times a week on my route. If I have to start paying £20 a week for permits then that will come out of my income, potentially £100 a month which given the cost of everything else has risen means I'll be better off on benefits and not earning at all.	Charge tourist bus fares!	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1.dont	Neutral	Neutral	There should be no charges at all	No	Make buses cheaper for all, Add new bus routes, Make bus services more frequent, Extend hours of operation for buses	Make buses cheaper for all, Add new bus routes, Make bus services more frequent, Extend hours of operation for buses	Very negative	I would only be affected occasionally but I object strongly on principle to the idea of a double tax on roads. My wife paid tax on the roads, and the council has used the money to improve the roads. I live in Headington and attend a doctor on Mansel Way, would have to go through gates to attend doctor. Also due to take ADD to counselling which would be through gates. Any resident of Oxford should have free access through gates ALL TIMES	Dramatically reduced bus fares to £1 a journey	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1.dont	No impact	No impact	About right	No	Make buses cheaper for all, Add new bus routes, Make bus services more frequent, Extend hours of operation for buses	Make buses cheaper for all, Add new bus routes, Make bus services more frequent, Extend hours of operation for buses	Negative	The Oxford congestion charge is a not fair scheme because it doesn't take into account the needs of any institutions, the hospitals, schools, and universities. These places rely on staff, students, and patients who often travel outside Oxford, where public transport options are limited. Expecting everyone to cycle just isn't realistic, especially for those with long commutes or health needs. Instead of a blanket charge, the city should focus on more forward thinking solutions that support essential services and the people who rely on them. For example - build a dedicated park and ride at Mansel Lane to service hospitals, schools, and universities with a regular shuttle bus service to and from the hospital.	Make Barbury and Woodstock Roads one way in opposite directions.	
a resident of Oxfordshire living outside Oxford	daily	100 day passes for residents in the Oxfordshire permit area, on days of your choice	1 commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Improve road systems to stop parking around the perimeter of Oxford, improve traffic flow on the A44, create road system to relieve traffic congestion at Peasmarsh, Wolvercote and Catesby road about. Stop penalising residents of the shires of Oxford	Very negative	Stop penalising the people who live outside Oxford city who rely on cars to live and work - make things too difficult to commute and the council will blame but to blame the people that support the infrastructure of Oxford!		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1.dont	No impact	No impact	About right	No	Make Park & Ride parking cheaper, Make buses cheaper for all, Add new bus routes, Make bus services more frequent, Extend hours of operation for buses	Make Park & Ride parking cheaper, Make buses cheaper for all, Add new bus routes, Make bus services more frequent, Extend hours of operation for buses	No impact	Essential services and the people who rely on them. For example - build a dedicated park and ride at Mansel Lane to service hospitals, schools, and universities with a regular shuttle bus service to and from the hospital.		
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	1 live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Negative	There should be no charges at all	No	Make buses cheaper for all, Add new bus routes, Make bus services more frequent, Extend hours of operation for buses	Make buses cheaper for all, Add new bus routes, Make bus services more frequent, Extend hours of operation for buses	Very negative	As a local person living in Oxford I should be able to access the area including doctors without a potential 6 miles detour. I should be able to do this without cost whenever I want	Cycle route north from Woodstock, at least to the Barbury turn.	
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	1 live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Negative	There should be no charges at all	No	Make buses cheaper for all, Add new bus routes, Make bus services more frequent, Extend hours of operation for buses	Make buses cheaper for all, Add new bus routes, Make bus services more frequent, Extend hours of operation for buses	Very negative	This is a vindictive attack on non Oxford residents and Oxford businesses. Putting the Westgate inside the zone beggars belief.	More secure bike storage and targeted action against the thieves.	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice, Blue badge holders	1 live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Add new bus routes, Other	Remove LTNs so there more road for car use which is what the roads were originally designed for, then there will be less congestion on the roads you are proposing to introduce congestion charge.	Very negative	There are plenty of roads in Oxford city but they have been ring fenced for pedestrians and cyclists which is not what the modern transport infrastructure is designed for. The roads were originally built for transportation by vehicles yet there continues to be restrictions with LTNs and what not. This has put immense pressure on the fewer roads that exist for the vehicle user. It makes no sense to add congestion charge in those fewer roads thereby forcing people to pay. Oxford isn't like London which is a sprawling mega city with lots of visitors from outside London. The residents of Oxford will suffer the consequences of these ridiculous road changes that have been made of the last decade and more.	Yes, remove and restore the LTNs back to their original design.	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 live in the central Oxford permit area, or visit a resident of the central permit area by car	Negative	Very negative	There should be no charges at all	No	Add new bus routes	Add new bus routes	Very negative	To reduce pollution you need to speed up traffic not slow it down, stop coaches coming from central Oxford, charge on road electric vehicles and open up the LTNs which have caused the traffic chaos.		
a resident of Oxfordshire living outside Oxford	daily	100 day passes for residents in the Oxfordshire permit area, on days of your choice	1 commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Decentralise services. When universities, hospitals, schools and big businesses are located in the central of Oxford, all these measures are pointless and very poorly thought. If implemented, additional support to workers like London waiting is required	Very negative	I work at the hospital, and my current commute routinely takes over an hour to cover the final 1.5 miles - both in the morning and evening. The proposed changes will not improve this situation, on the contrary, they are likely to exacerbate it significantly. These changes will adversely affect over 15,000 hospital staff, alongside millions of external stakeholders including patients, their families, and essential industry partners. Additionally, the wider community will suffer, particularly children attending my nursery/school, which is as well as university staff and students who rely on these routes.	Traffic should be offset through durable, flame-facing infrastructure that anticipates rising pressures and meets the needs of the entire city, its workforce, visitors, and patients, not just its residents. We must avoid copying "temporary" schemes that do little to address the unique demands of a major healthcare and academic hub like Oxford. One example of a long-term solution would be to build a large, well-connected car park at the ring road, such as at Marsh Lane, linked to the hospital by a dedicated, driverless electric monorail. While expensive, such a project would offer a sustainable and scalable way to reduce congestion around the hospital while maintaining critical access for patients, staff, and emergency services. Cycling is only feasible for a small, healthy subset of people, and its practicality is limited by weather, particularly in the UK. Buses, while helpful, are not a panacea; they contribute to congestion and emissions, are unsuitable for people who are socially frail or vulnerable, and can become environments of increased transmission risk, especially for infectious diseases. As public health risks continue to evolve, especially with COVID-like illnesses expected to persist or re-emerge, this must be factored into any long-term transport planning.	
a member of the public living outside Oxfordshire	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	1.dont	Neutral	Neutral	There should be no charges at all	Not sure	Make buses cheaper for all, Add new bus routes, Make bus services more frequent, Extend hours of operation for buses	Make buses cheaper for all, Add new bus routes, Make bus services more frequent, Extend hours of operation for buses	Very negative	Although we have a good bus service from Thame to Oxford (the XO), it is often not practical for me to use this service when going to Oxford, which is 11 most weeks. I live just on the county border in Buckinghamshire so would not be eligible for Oxfordshire permits. My car journey usually takes me via St Clewley or along Marston Ferry Road (the latter at times when the congestion charges would apply). Using Park and Ride is not an option as my journey usually involve cross-Oxford trips. It seems unfair that those of us who live relatively near Oxford but are not Oxfordshire residents should not be able to apply for permits. It should be open to all to do so.		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice, Unpaid carers	1.dont	No impact	No impact	About right	Yes	Make Park & Ride buses cheaper for all, Make buses cheaper for young people, Add new bus routes, Make bus services more frequent, Extend hours of operation for buses	Make Park & Ride buses cheaper for all, Make buses cheaper for young people, Add new bus routes, Make bus services more frequent, Extend hours of operation for buses	Very positive	Oxford city centre is choked by cars, particularly during rush hour and (for the city centre) on the weekends. Oxford has an excellent Park & Ride system, a brilliant system of buses, and well developed walking and cycling infrastructure. Oxford has reached the kind of what problem - several - approaches can do, but to avoid these measures are being limited by the traffic that remains. This is the next necessary step for improving our town. It is well thought out, with exceptions for those that need it.	No. Excellent locations - the Thames Street filter must cover the Westgate and Oxpens car parks, otherwise the scheme will not deliver the necessary benefits on Abingdon Road.	
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	1.dont	Negative	Negative	There should be no charges at all	No	Make Park & Ride parking cheaper, Make buses cheaper for all, Add public cycle parking	Make Park & Ride parking cheaper, Make buses cheaper for all, Add public cycle parking	Negative	Local people needs to travel to Oxford for work, shopping etc. Car drivers are being penalised with more and more taxes. Bad conditions around Oxfordshire are getting worse. People living in Wheatley High Street are now required to purchase a permit for their car.	Better signal priority for buses. Anything that can be done to improve traffic around the Plain.	
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice, Business cars used as goods vehicles	1 commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make buses cheaper for all, Add new bus routes, Make bus services more frequent	Make buses cheaper for all, Add new bus routes, Make bus services more frequent	Very negative	It makes me think twice about shopping and socially in Oxford which will be a disaster for shops and businesses in the city.	Better public transport and do not allow any house building outside Oxford that takes places within its property connected by bus to Oxford and Headington where a lot of people work because of the hospital and the University.	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 live in the central Oxford permit area, or visit a resident of the central permit area by car	Positive	Negative	About right	Yes	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper for all, Make bus services more frequent, Extend hours of operation for buses	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper for all, Make bus services more frequent, Extend hours of operation for buses	Negative	REDACTED	REDACTED	
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	1 commute to the central permit area by car	Very negative	Neutral	There should be no charges at all	Yes	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper for all, Add new bus routes, Make bus services more frequent, Extend hours of operation for buses	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper for all, Add new bus routes, Make bus services more frequent, Extend hours of operation for buses	Negative	We often have visitors and could not access the train station which is most given they normally have suitcases. We would often visit the college road and cover for shopping and restaurants. The added congestion on these routes would make it no go.	I disagree with the above statements, you will impact traveling in Oxford generally, as a family we used to visit restaurants in cowley road all the time, this is now a much less frequent event. I grew up in Oxford and now live in Wheatley. Remember this is not a student town with buses.	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice, Community health or care workers who need to visit multiple locations or travel urgently	1 commute to the central permit area by car	Very positive	Very positive	About right	Yes	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper for all, Add new bus routes, Make bus services more frequent, Extend hours of operation for buses	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper for all, Add new bus routes, Make bus services more frequent, Extend hours of operation for buses	Very positive	I will reduce traffic in Oxford and make the roads safer for others	Oxford has already been ruined by the LTNs, making moving around Oxford very difficult. This will just add to the chaos.	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 commute to the central permit area by car	Very positive	Very positive	About right	Yes	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper for all, Add new bus routes, Make bus services more frequent, Extend hours of operation for buses	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper for all, Add new bus routes, Make bus services more frequent, Extend hours of operation for buses	Very positive	Unfair to people living outside Oxford who are working to help people who live inside.		
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	1 commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	Yes	Extend hours of operation for buses	Extend hours of operation for buses	Very negative	Harder for me to travel to work.	Get rid of the LTNs. Everyone I know agrees that the traffic is clearly much worse since they were introduced.	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice, Blue badge holders, Disabled tax cars, School students with special educational needs, Unpaid carers, Community health or care workers who need to visit multiple locations or travel urgently	1 live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make buses cheaper for all, Add new bus routes, Extend hours of operation for buses	Make buses cheaper for all, Add new bus routes, Extend hours of operation for buses	Very negative	This will push traffic onto already congested ring roads.	Instead of introducing a brand new system temporarily which will be expensive and disruptive to residents who already have had their lives drastically impacted for the year as a result of LTNs, the LTNs in the relevant areas should be removed temporarily to ease traffic flow. Who continuously reverts the bus affected roads of red traffic lights.	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1.dont	Positive	Positive	There should be no charges at all	No	Make buses cheaper for all, Add new bus routes, Make bus services more frequent, Add public cycle parking	Make buses cheaper for all, Add new bus routes, Make bus services more frequent, Add public cycle parking	Very negative	Moving any cars from routes which are covered by the scheme will increase traffic on the ring road and through places such as Summertown. There are significant walks to the bus service only goes towards central Oxford (there are significant walks from the bus nearest shops), there are significant walks to bus services going East and North, and the service is relatively infrequent, frequently delayed and unreliable. Residents of Oxford have a much better bus service and get more passengers. Our village has been hollowed out by Oxford (even our NHS GP is in Headington). It is crazy that people in Summertown and North Oxford live further from the centre and get more passes. The number of passes should be based on the distance from the centre.	Temporary 10 LTN restrictions to ease traffic congestion around strategic locations.	
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	1 live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	About right	No	Add new bus routes, Make bus services more frequent, Add public cycle parking	Add new bus routes, Make bus services more frequent, Add public cycle parking	Negative	All present (and expected) for no depressed relatives, having to visit their houses (Berkshire and Hampshire) for insurance purposes and to sort their possessions and clear and sell their houses. This would reduce how many visits I can make, which could not be classified, particularly once sales are agreed.	It's crazy that one won't be able to reach the Westgate Centre car park without using a pass or paying.	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 live in the central Oxford permit area, or visit a resident of the central permit area by car	Neutral	Neutral	About right	No	Make Park & Ride parking cheaper	Make Park & Ride parking cheaper	Negative	I am on the committee of an allotment which allows produce to be sold back but which requires passing through one of the proposed charging points. The Committee would have to seriously consider whether I could continue to do this.	Reduce restrict number or timing of delivery vehicles.	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice, Blue badge holders	1 live in the central Oxford permit area, or visit a resident of the central permit area by car	Very positive	Very positive	There should be no charges at all	No	Other	Don't change at all	Very negative	It's extortionate. Pay for Bailey some other way	Don't do it. This is a horrible burden.	Change school start times
a resident of Oxfordshire living outside Oxford	weekly	100 day passes for residents in the Oxfordshire permit area, on days of your choice, Blue badge holders, Disabled tax cars, School students with special educational needs, Unpaid carers, Community health or care workers who need to visit multiple locations or travel urgently, Frequent hospital patients, Emergency service vehicles, Firefighters, Taxis and private hire vehicles, Business cars used as goods vehicles, Personal cars used as goods vehicles for business purposes, Driving instructors, Hearse and funeral cars	1 live in the central Oxford permit area, or visit a resident of the central permit area by car	Neutral	Positive	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper for all	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper for all	Very negative			

Survey Response												
I am responding to this survey as	How often do you travel in or around Oxford?	Please tick which of the following free permits and passes you think you may be eligible for	Do you live in, visit a resident by car or commute by car to the residential central Oxford?	Central Oxford residents' permits is proposed that residents in the central Oxford?	Central Oxford permit area commuters' permits to non-resident workers, commuters?	We are proposing a single charge of £5 to allow cars without a driver, or permit?	Do you think that charges should vary, with drivers of larger cars, taxis more and...	Income generated by introducing the proposed temporary congestion charge would be used to lower the rate and operating costs of the scheme	If other improvement, please state	Taking into account all the information we have provided about the proposal, please explain your answer	Do you have any other comments about the proposal for bus temporary congestion charge locations in Oxford that you have not already shared in this survey?	Do you have any suggestions for other ways to reduce traffic and tackle congestion in and around Oxford?
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 don't	Positive	Negative	About right	No	Make buses cheaper for all. Make bus services more frequent. Add public cycle parking	Make Park & Ride buses cheaper, Make Park & Ride buses cheaper for all. Make bus services more frequent. Add public cycle parking	Positive	I am hoping it will reduce traffic.	An aerial egg being thrown at a train centre.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 don't	Neutral	Negative	Too low	Yes	Make buses cheaper for all. Make bus services more frequent. Add public cycle parking	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all. Add new bus routes. Make bus services more frequent. Extend hours of operation for buses. Add public cycle parking	Positive	Could go further, eg restricting hours of access for other vehicles (delivery etc) to outside normal peak times	Reduce the amount of parking currently available with a aim to discourage driving into the centre
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 live in the central Oxford permit area, or visit a resident of the central permit area by car	Positive	Negative	Too low	No	Make buses cheaper for all. Add new bus routes. Make bus services more frequent. Add public cycle parking	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all. Add new bus routes. Make bus services more frequent. Extend hours of operation for buses. Add public cycle parking	Positive	Would expect to see fewer cars crossing the city centre, so buses would be faster/more timely and walking/cycling would be safer and more pleasant	restrict larger vehicles such as trucks and vans within certain hours - so not during peak school hours (7:30-9 and 3:30 to 5). This would make cycling with kids safer and more appealing.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	1 don't	No impact	No impact	About right	Not sure	Make buses cheaper for all. Add new bus routes. Make bus services more frequent. Add public cycle parking	Make buses cheaper for all. Add new bus routes. Make bus services more frequent. Add public cycle parking	Very positive	Would expect to see fewer cars crossing the city centre, so buses would be faster/more timely and walking/cycling would be safer and more pleasant	School term times seem to produce the heaviest traffic, finding better ways for children to get to schools (rather than being driven in and out individually) could make a big difference. A shift away from the non-conventional 9-5 working hours could also help spread out "rush hours".
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	1 commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	Yes	Make buses cheaper for all. Add new bus routes. Make bus services more frequent. Add public cycle parking	Make buses cheaper for all. Add new bus routes. Make bus services more frequent. Add public cycle parking	Very negative	It is currently quicker to cycle in and around the city than to go by bus. The roads should be clearer for people who "need" to use their cars and permit the free flow of traffic. Buses will be quicker, and therefore more appealing to take, and cycling will be safer.	Look to other medium cities abroad that have put cycling first and see what measures we can adopt. A good example is Uppsala, in Sweden, which is also a medium sized city and is almost entirely car-free in the centre. Cars should be used for getting out of Oxford, and not necessary for getting into or around Oxford.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	1 don't	Neutral	Neutral	There should be no charges at all	Yes	Make buses cheaper for all. Add new bus routes. Make bus services more frequent. Add public cycle parking	Make buses cheaper for all. Add new bus routes. Make bus services more frequent. Add public cycle parking	Negative	I will have to leave my job at the school where I work part time because the most direct route includes one of the changing points and going the long way would take too long. I would be going there by bus, but would have to get to the bus stop by taxi as there is not a good direct service available.	Removing the LTNs in East Oxford would be a good start. Have more bus routes that cover the entire city and better connect services to the surrounding villages.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 don't	Neutral	Neutral	Too high	No	Make buses cheaper for all	Make buses cheaper for all	Negative	Put traffic onto already busy alternate routes already impacted by LTNs	Use the river to provide alternative transportation into Oxford
an Oxford resident	daily	Taxis and private hire vehicles	1 commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Make BUSES FREE FOR LOCAL PEOPLE BETWEEN WORKING HOURS AND SEE WHAT IMPACT THAT HAS ON TRAFFIC AND SCHOOL RUNS	Negative	It'll hurt people that come to Oxford to work and who live locally. ... turning Oxford into a Prison	Free bus passes, council has the ability now to run its own bus services due to changes in the law, also bus ticket prices are extortionate for such small journeys and cause issues because Park and Ride should be free and buses to and from there should be one pound no more, if you want people to use Oxford and use its services make it cheaper for them to access them.
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	1 live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Fix the badly managed roads and roundabouts	Very negative	It's literally a money making scheme. Not everyone falls into the same category of 'they should walk, get a bus or cycle' I live in Abingdon, but I grew up in Cowley, I work in Cowley, my partner works in Cowley, my daughter goes to nursery in Rose Hill, I still have a lot of friends and family in Cowley that I see regularly, usually after work.	Open up the LTNs! Stop!
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 live in the central Oxford permit area, or visit a resident of the central permit area by car	Very positive	Very negative	About right	Yes	Make buses cheaper for all. Make bus services more frequent. Add public cycle parking	Make buses cheaper for all. Make bus services more frequent. Add public cycle parking	Very positive	It would be good if it persons driving past the park and ride (except when going to work from their house in the city) used the park and ride as it would reduce congestion.	Oxford appears to be surviving the years long closure of the Botley Road. Why not put a bus fair (just beyond what access is needed for accommodation parking access) allowing only exempt vehicles through around there?
a resident of Oxfordshire living outside Oxford	less than weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	1 don't	Very negative	Very negative	There should be no charges at all	No	Other	I strongly feel the congestion charges should not take place therefore I do not sanction the general public's money being effectively stolen and then forced to believe that this is for some sort of 'improvement'. There should be no charges at all	Very negative	This is no more than an operation in control and a precursor to the non-sensical idea of 15-minute cities. Why should tax paying residents have to effectively get arrested and then pay to drive their own vehicle around their own city? Oxford is an expensive city as it is. Stop trying to bleed more money out of them.	if you can get the cars out it will be good, but, based on experience around the foot tunnel under the railway, you will need to do something to restrict cyclists, scooters and electric bikes from going on pavements, through busy pedestrian areas, etc. Before the works are finished, the numbers of people attempting to cycle through made it indistinguishable that a material percentage of cyclists have little or no consideration for pedestrians unless subjected to oversight.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 don't	No impact	No impact	There should be no charges at all	No	Make buses cheaper for all	Make buses cheaper for all	Very negative	I work in Jericho but live on a side road on Hollow Way. To get to work I would potentially have to drive through at least 2 of these locations.	Remove the 2 locations that are not in the city centre - Marston Ferry Link road and Hollow Way and introduce more on access roads to the city centre. Essentially just making the city centre a payable zone. Why are there no LTNs or payable locations in North Oxford? Introduce some in the area to enable equality over the city.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	1 commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	This is an appalling concept, you are trying to solve an error you made by introducing LTNs, you should ALL be removed immediately to allow traffic to flow normally, on roads that we already can't use so	Very negative	See previous comments.	REMOVE ALL THE LTNs.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 don't	Positive	Neutral	About right	Yes	Make buses cheaper for all. Make bus services more frequent. Add public cycle parking	Make buses cheaper for all. Make bus services more frequent. Add public cycle parking	Very positive	There are simply too many cars on the road.	Make buses far more affordable and frequent.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 live in the central Oxford permit area, or visit a resident of the central permit area by car	Negative	Neutral	Too high	Yes	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for young people	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for young people	Negative	It is interesting that only cars are being subjected to the proposed charges. Other delivery vans that have a impact on congestion in Oxford City. The likes of Amazon, DPD, Parcel Force etc, should pay annual fee per vehicle.	Too many buses travel the same routes. Bus stop traffic because cannot pull off the highway at most bus stops. Oxfordshire County Council should meet that fleet charging is required between Go Ahead companies and Stagecoach. Live AI to produce better bus timetables. At present in many hours buses run in silence.
a resident of Oxfordshire living outside Oxford	weekly	100 day passes for residents in the Oxfordshire permit area, on days of your choice	1 don't	No impact	No impact	About right	Yes	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Extend hours of operation for buses	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Extend hours of operation for buses	Very positive	There are too many cars in Oxford. It spoils the city and makes it more difficult to travel by other less polluting methods.	Providing less parking within Oxford city.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	1 live in the central Oxford permit area, or visit a resident of the central permit area by car	Negative	Negative	Too high	No	Make Park & Ride parking cheaper, Make buses cheaper for all. Make bus services more frequent	Make Park & Ride parking cheaper, Make buses cheaper for all. Make bus services more frequent	Negative	Just don't agree with the concept of congestion charging. I pay local taxes - and national - and they should be covering provision of public transport suitable for parking in and around the city.	Stop jumping on the climate bandwagon and start investing in the homeless
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	1 commute to the central permit area by car	Very negative	Very positive	There should be no charges at all	No	Make Park & Ride parking cheaper, Add new bus routes. Extend hours of operation for buses	Make Park & Ride parking cheaper, Add new bus routes. Extend hours of operation for buses	Very negative	I work in a secondary school in the centre. I cannot travel via bus as I live in a village and it means I would have to take 3 buses, leaving at 4:30am. Teachers are already strained enough, and this is just an additional tax to get to work. The private schools located on Banbury Road and elsewhere would not be impacted by this, and they actually cause the most traffic (evident when they are on their school holidays). Why should I be paying this tax on driving as a working class citizen and the non-residents of Oxford get away scotch free? It's only us that it impacts, it's nothing to them if they go through it.	People who have buses accessible to them don't pay for them because they are more expensive than the car parks in Oxford Park and Ride - bus tickets for a family is more expensive than a park at Westgate for an hour of a day.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 don't	No impact	No impact	There should be no charges at all	No	Make bus services more frequent	Make bus services more frequent	Very positive	Turning right from Hollow Way onto Horspath Driveway already recognised as a dangerous junction so equipped in the labour local election budgets especially as a lot of bus traffic will be turning right onto Hollow Way from The Bask.	It is not up to me to make suggestions about other ways to tackle congestion but by implementing the LTNs between Ferry Rd and Cowley/Oxford Rd, Divinity Rd and Southfield Rd you have pushed more traffic onto the roads mentioned at point 12 causing more congestion for the buses to negotiate.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	1 don't	Very positive	Very positive	About right	Not sure	Make buses cheaper for all. Add new bus routes. Other	Make buses cheaper for all. Add new bus routes. Other	Very positive	This is a tried and tested method for reducing unnecessary car journeys.	Most town centres have one-way systems, that work a bit like a small ring road within the town centre. Has this been considered for Oxford?
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	1 live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	Not sure	Other	If I don't approve of the charge none of the options in questions 8 and 9 are relevant. As repeated questionnaire minus leading questions is required.	Very negative	Removing LTNs would reduce congestion. A congestion charge would simply make Oxford into a ghost town, short congestion to occur when all business amongst other negative things. The agenda is believed to my way to push the octopus scam which Nobel prize winning scientists have treated. Its implementation will lead to the collapse of society causing economic disaster.	One way systems, get rid of LTNs, investigate external influences on councilors, make developments a response to peer reviewed evidence based studies not spurious lobbying.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 don't	Neutral	Neutral	Too low	Yes	Make buses cheaper for all. Make bus services more frequent. Add public cycle parking	Make buses cheaper for all. Make bus services more frequent. Add public cycle parking	Very positive	Most of my travel in Oxford is by bicycle. I would feel safer to travel with fewer motor vehicles on the road, as well as the fact that pollution would be reduced and bus journeys would be quicker.	Build better cycling infrastructure. As a confident cyclist I am happy to use the road within the city, but I prefer protected routes and know many people who would cycle more if they had more routes, and ESPECIALLY IF THEY ARE WELL CONNECTED. This last one is important and often the cause.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 don't	Very negative	Very negative	There should be no charges at all	No	Other	Fix the potholes on the roads	Very negative	The effect of the congestion charge will be to reduce redundancy in the road system and three even more traffic onto the ring road. This has already happened with the LTNs. The result is that a single accident on any kind of road works on any of the major roads or on the ring road causes major jams. This is bad for businesses and those who have to use a car because they cannot walk for a cycle but the latter is already congested. Patients who visit JR are often well disabled and need to get to hospital by car. It is inconceivable that patients need to pay a tax which effectively makes the congestion charge to be a public health service!	Cycling in Oxford is dangerous. bike paths are poor to non-existent and there is little attempt to enforce speed limits on traffic. Make a 10 year plan to bring cycling paths up to EU city standards and stick to it. More buses running longer hours, with cross-town routes to avoid congestion and the large area around Cowmarket with no buses. Make fleet transfers between buses for 60 minutes. Gradually reduce bus fares to make them free so that buses become more active as per a work with 2 people.
an Oxford resident	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	1 don't	No impact	No impact	About right	Yes	Add new bus routes. Make bus services more frequent. Add public cycle parking	Add new bus routes. Make bus services more frequent. Add public cycle parking	Neutral	I don't drive into Oxford often - the 25 permits should be sufficient.	Improve bike lanes and bike parking. Make buses more reliable and add more routes.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 commute to the central permit area by car	Very negative	No impact	There should be no charges at all	No	Make buses cheaper for all. Make bus services more frequent. Other	1) Repair all potholes in roads as a TOP priority. Major road hazard, requiring sudden swerving to avoid them.	Very negative	1) £5 charge is onerous. This is essentially a tax on cars in disguise. 2) Road density in Oxford is low and there are few or no alternative routes available to get from one part of Oxford to another imposing congestion charges and zones effectively reduces the already low road availability, and will only end up exacerbating already congested alternative routes in ring road. Urban planners should know that it makes more sense to provide MORE alternative routes for commuters to get to destinations (especially key ones like hospitals and railway stations) via OXC's approach to RAGMAD routes, by improving connectivity between them. Eg 1) more alternative routes to Cowley Road from the Railway station except through Hyde Bridge. It is inconceivable that one has to pay a congestion charge in order to access the main railway station of any city? Eg 2) OXC suggests that one can take the ring road to avoid Marston Ferry Road. But the ring road is already severely congested during morning and evening peak hours. Traffic on London Road to Headington is reduced to a crawl at peak hours. The Ring Road London Rd will become totally gridlocked if Marston Ferry Rd traffic stops diverted here, as OXC proposes. There are no alternative routes to get to the supermarket central Oxford to Headington is reduced to a crawl at peak hours. The Plan (also already heavily congested, and also the location of another proposed congestion zone!). Moreover, the only major hospital in Oxford, the JR, is only accessible via Headway Way. Headway Way can be accessed by the ring road, but the latter is already congested. Patients who visit JR are often well disabled and need to get to hospital by car. It is inconceivable that patients need to pay a tax which effectively makes the congestion charge to be a public health service! 3) as medication will certainly get worse for Oxford as a whole. Diverging traffic will require vehicles to take longer routes to get to their destinations, increasing fuel consumption and pollution emitted. To be comprehensive and accurate, air quality studies need to include measures of air quality along ALL roads around Oxford (so including the Ring Road for eg), not just the few routes where congestion charges are proposed. 4) Productivity will decline for Oxford city, with more time wasted due to worsened traffic congestion. 5) Congestion charges on Hyde Bridge will off Westgate, the only commercial area which is still vibrant in Oxford. The major anchor tenant in Westgate, John Lewis, has been announced to have been closing for several yrs. Imposing a congestion charge on Hyde Bridge, the main access route into Westgate, will drive customers from frequenting Westgate altogether. The closure of more shops in Westgate is inevitable. LTNs have already resulted in the closure of many shops in the Cowley Ferry Road area, by removing parking spaces and removing parking in the area. It is mind-boggling how lacklustre OXC seems to be on killing all commercial businesses in Oxford!!!	Remove existing LTNs in Cowley/Hill area. Introduction of them clearly resulted in worse traffic congestion in Oxford.
an Oxford resident	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	1 don't	Very negative	Very negative	There should be no charges at all	Not sure	Make buses cheaper for all. Make bus services more frequent. Other	Just do not do it. Add speed cameras to top end of Woodstock Road.	Very negative	You have not given any real consideration to this. The cost of implementation for a TEMPORARY scheme is absurd. Focus instead on getting Botley Road reopened and do not increase the road traffic on the currently over-saturated road along the roads into Oxford such as Woodstock Road. This is a revenue operation exercise only. You are doing the very opposite of supporting local businesses and reducing the impact on the local economy. By all means introduce some one way systems, but you are doing everything possible to aggravate workers and visitors alike. Take a look at Wilton which offers free parking throughout the town - a very successful shopping experience. You need to attract people to the area, not deter them! When the City is bankrupted, all you consider is 'job or not'?	Please do not do it. Buses travel too fast down Woodstock Road. A speed camera should be installed at the top end of Woodstock Road, travelling towards Oxford.
a resident of Oxfordshire living outside Oxford	less than weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	1 don't	Negative	No impact	There should be no charges at all	No	Make buses cheaper for young people, Make bus services more frequent. Extend hours of operation for buses	Make buses cheaper for young people, Make bus services more frequent. Extend hours of operation for buses	Negative	You need a lot to think, or is it your intention to send the economy down the tubes? As for the suggestion that it would be a temporary congestion charge. Really? You are just insulting our intelligence.	Remove LTNs, but introduce one way traffic where there is the greatest congestion and greatly improve bus services.
a member of the public living outside Oxfordshire	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	1 commute to the central permit area by car	No impact	Very positive	There should be no charges at all	No	Other	None of these benefit me who commutes to work from Buckinghamshire into Oxford. Park and Ride to my workplace would require 4 bus changes as well as the drive to the park and ride	Very negative	These 6 roads impacted will only push congestion elsewhere. Oxford needs to think better than head towards the dreaded charges like London which was once thriving and now is not. Impact to small local businesses which people may avoid and go elsewhere which I've already seen in many social platforms.	Boyle Road needs to be sorted! Marston Ferry Road already has a huge cycle lane, adding permit only makes the road more busy! useless. I drive through from 8.30am onwards and the congestion is not bad, pushing drivers away will only really badly impact the ring road which I've sat through and seen at least 4 cars get through a green light because it's so badly congested. Oxford do better!
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 don't	Very negative	Very negative	There should be no charges at all	No	Make buses cheaper for all. Add new bus routes. Make bus services more frequent	Make buses cheaper for all. Add new bus routes. Make bus services more frequent	Very negative	1 Affordability and Impact on Lower Income Workers Many essential workers - including NHS staff, carers, tradespeople, and delivery drivers - cannot afford electric vehicles or face limited public transport coverage for early shift shifts. A blanket charging policy disproportionately affects those with the least choice. 2 Public Transport Limitations Oxford's public transport network is not yet adequate to serve all areas reliably, especially for those commuting to rural or outlying areas. Imposing a charge without improved infrastructure risks isolating communities and increasing travel stress. 3 Economic Impact on Local Businesses Independent shops and traders are still recovering from the economic effects of COVID-19 and inflation. Additional charges on clients, staff, or delivery logistics could reduce footfall and operate already tight margins. 4 Transparency and Data It would be vital to see independent, up-to-date pollution and traffic data published before any permanent expansion is implemented. Transparent metrics are essential for public trust.	Conduct a comprehensive review of traffic impacts using independent traffic flow data and public feedback Consider upgrading or scaling back filters that are clearly increasing congestion and harming accessibility Focus on improving public transport and incentivising electric vehicles rather than restricting movement
a resident of Oxfordshire living outside Oxford	less than weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	1 don't	Neutral	Negative	There should be no charges at all	Not sure	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make bus services more frequent. Add public cycle parking	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make bus services more frequent. Add public cycle parking	Negative	I am over 80 & therefore am concerned about my ability to get around as my mobility decreases but not able to obtain a blue badge	Make the bus companies provide a better service. I live in North East Kidlington, where there are 2 senior residential accommodation blocks but no bus service. There used to be until some crazy idea that ALL buses should go to the North west.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 don't	Positive	Positive	About right	Not sure	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make bus services more frequent	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make bus services more frequent	Very positive	More people must be persuaded not to drive into central Oxford. The congestion charge should help.	Additional bus routes and make the buses cheaper. Before the LTNs, it seems that the traffic situation was better.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 don't	No impact	No impact	There should be no charges at all	No	Make buses cheaper for all. Add new bus routes. Make bus services more frequent	Make buses cheaper for all. Add new bus routes. Make bus services more frequent	No	Every week my daughter attends a Saturday class at The Swan School at 8:45. I currently pay £41.50 a month for this. If the congestion charge was to happen, I would have to pay £5 to go half way up the road. This would add an £20 a month, bringing the total to £61.50 to take my daughter to a football game group that lasts 45 minutes. This is ridiculous. I would then have to stop taking her to this as it is just not affordable. Also, I am confused as to why the charge would be on a Saturday, as when we take her to the games there is no traffic at all in the morning. Children are not going to be happy with this and may also have to leave, which would then affect a business. Also, The Cranwell School and The Swan School are on that road and the congestion charges will affect just up there. You need to understand that not all parents have the luxury of having a second car available for their children (they are further away to get them to school safely). Some people still need to use cars. Furthermore it is not the public that the Botley Road works have taken so long to be completed. Why are the public being punished then? We are in a cost of living crisis and you are adding to the problem!	Really hope you listen to the concerns of residents. People are just going to avoid these areas and you will have traffic build up on all other roads. This charge will impact families in Oxford. Already the buses are £21 if you want to go into Oxford and back so there is also no incentive to use them, especially as they are not always reliable and convenient for families, meaning it takes longer to get to places than it would by getting in the car.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 live in the central Oxford permit area, or visit a resident of the central permit area by car	Very positive	Neutral	About right	No	Make Park & Ride parking cheaper, Make bus services more frequent	Make Park & Ride parking cheaper, Make bus services more frequent	Very positive	I live in East Marston, which has become very dangerous and polluted because of rail running.	Encourage schools to increase cycling to school by students. Enforce restrictions on rail running (e.g. in East Marston). Set any charges on driving so that they make bus journey cheaper and more frequent.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Remove h/s	Very negative	Not affordable to most families. Open h/s for traffic to flow	Open h/s





Survey Response														
I am responding to this survey as	How often do you travel in or around Oxford?	Please tick which of the following you may be eligible for	Do you live in, visit a resident by car or commute by car to the residential central Oxford?	Central Oxford residents' permit is proposed that residents in the central Oxford?	Central Oxford permit area commutator permit is proposed for non-resident workers, commuters?	We are proposing a single charge of £5 to allow cars without a driver, or a permit?	Do you think that charges should vary, with drivers of lower cars, or more and more?	Income generated by introducing the proposed temporary congestion charge would be used to lower the education and operational costs of the scheme?	If other improvement, please state	Taking into account all the information we have provided about the proposal in:	Please explain your answer	Do you have any other comments about the proposal for 6 temporary congestion charge locations in Oxford that you have not already shared in this survey?	Do you have any suggestions for other ways to reduce traffic and tackle congestion in and around Oxford?	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 don't	Positive	Negative	About right	No	I don't		Positive	I am hoping to reduce traffic.	I am concerned this, like the fingers, will increase traffic through Old Marston at peak commuter times.	An aerial egg lift being Thornhill Park + Oxler Road / JR hospital + Train Centre.	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 don't	Neutral	Negative	Too low	Yes	I don't		Positive	Could go further, eg restricting hours of access for other vehicles (delivery etc) to outside normal peak times		Reduce amount of parking currently available with a aim to discourage driving into the centre	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 live in the central Oxford permit area, or visit a resident of the central permit area by car	Positive	Negative	Too low	No	I don't		Positive	Make Park & Ride buses cheaper, Make Park & Ride buses cheaper, Make bus services more frequent, Extend hours of operation for buses, Add public cycle parking	I think 3 cars for commuting is excessive	restrict larger vehicles such as trucks and vans within certain hours - so not during peak school hours (7:30-9 and 3:30 to 5). This would make cycling with kids safer and more appealing.	
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	1 don't	No impact	No impact	About right	Not sure	I don't		Very positive	Would expect to see fewer cars crossing the city centre, so buses would be faster more time and walking/cycling would be safer and more pleasant	Seems like a good way to test out the traffic filter ideas before going into the full proposal	School term times seem to produce the heaviest traffic, finding better ways for children to get to schools (rather than being driven in and individually) could make a big difference. A shift away from the near-universal 8.5 working hours could also help spread out "rush hours".	
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	1 commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	Yes	I don't		Very negative	It is currently quicker to cycle in and around the city than to go by bus. The roads should be clearer for people who "need" to use their cars and permit the free flow of traffic. Buses will be quicker, and therefore more appealing to take, and cycling will be safer.	Charging to the benefit of congestion, therefore it is not a fair risk, whether that is by ignoring bus services or adjusting the congestion charge for users. Otherwise, training would be affected to such an extent that competitive standards need to move to other cities, such as Sweden, which are further away, which will affect the risk's ability to operate and remain competitive.	Look to other medium cities abroad that have put cycling first and see what measures we can adopt. A good example is Uppsala, in Sweden, which is also a medium university town and is almost entirely car-free in the centre. Cars should be used for getting out of Oxford, and not necessary for getting into or around Oxford.	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 don't	No impact	No impact	Too low	Yes	I don't		Very positive	Add new bus routes, make bus services more frequent, Add public cycle parking	I have not a good idea because the rich can afford to pay and will continue congesting the road, but those on lower income will struggle.	Removing the LTNS in East Oxford would be a good start. Have more bus routes that cover the entire city and better connect services to the surrounding villages.	
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	1 don't	Neutral	Neutral	There should be no charges at all	Yes	I don't		Negative	Make buses cheaper for all, Add new bus routes, Make bus services more frequent	They are not a good idea because the rich can afford to pay and will continue congesting the road, but those on lower income will struggle.	Use the river to provide alternative transportation into Oxford	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 commute to the central permit area by car	Neutral	Neutral	Too high	No	I don't		Negative	Make buses cheaper for all	Push traffic onto already busy alternate routes already impacted by LTNS	Use the river to provide alternative transportation into Oxford	
an Oxford resident	daily	Taxis and private hire vehicles	1 commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Make BUSES FREE FOR LOCAL PEOPLE BETWEEN WORKING HOURS AND SEE WHAT IMPACT THAT HAS ON TRAFFIC AND SCHOOL RUNS	Very negative	Will hurt people that come to Oxford to work and who live locally. Starting Oxford this a Prison	All the surrounding road will be impacted massively, there wasn't a congestion problem before that LTNS went in... SUMMERTOWN IS THE WORST FOR PEOPLE THAT DON'T LIVE LOCALLY	Free bus passes, council has the ability now to run its own bus services due to changes in the law, also bus ticket prices are reasonable for such short journeys and cause issues financially. Park and Ride should be free and buses to and from centres should be one pound or more, if you want people to use Oxford and use services make it cheaper for them to access them.	
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	1 live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Fix the badly managed roads and roundabouts	Very negative	It's literally a money making scheme. Not everyone falls into the same category of 'they should walk, get a bus or cycle' I live in Abingdon, but I grew up in Cowley, I work in Cowley, my partner works in Cowley, my daughter goes to nursery in Rose Hill, I still have a lot of friends and family in Cowley that I see regularly, usually after work.	You never spoke about this pre election so I knew you would struggle to get voted in! You have named Cowley with your LTNS already!	Open up the LTNS! Simple!	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 don't	No impact	No impact	About right	Yes	I don't		Positive	There is no bus route that will allow me to go to drop off my daughter at nursery, go to work, then to pick up my daughter, and then to visit my family! And I think I would probably double my journey time!	Put your congestion charge in areas where you were voted in! Leave Cowley alone! Majority of residents do not want your greedy schemes! You seem to be targeting the poorer areas!		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 don't	No impact	No impact	About right	Yes	I don't		Positive	I cycle to work when I can, but I don't have to do the nursery run, I have never ever had a problem getting round Oxford! The needs of families and households are not their own and their financial situation is not their own!	If you really want it, then open up some of the LTNS so that the traffic can flow freely!		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 don't	No impact	No impact	About right	Yes	I don't		Positive	I hope that this will reduce the chronic traffic congestion that is currently choking the city. I am sceptical that it will make the remaining difference but it is worth a try. You certainly have to do something as the current traffic congestion (particularly on St Clements) is unbearable and stressful.	I am a supporter of the LTNS, although I no longer live in it and that is not closed to used to be in one when the level of air-run traffic was intolerable, polluting and dangerous. However, the current way the schemes are working is not sustainable - the traffic jams on St Clements in particular are appalling and causing problems for all and buses are not able to avoid these jams given our reliance on public transport. I need to explain to you a problem my wife and I deliver when we are there. Just why the current situation is not working. Our grandchildren live in Cowley Centre while we live in Hill Top Road, above the barriers on Cowley and Southfield Roads. In order to pick them up or deliver them every Tuesday when we are there, we need either to drive to Cowley via St Clements/Bell Road or via Hollow Way or the ring road. None of these routes are possible at the beginning and end of the day, we would be stuck in traffic (and producing exhaust fumes) for an hour each way (we have tried). Not can we travel by bus, since the buses are caught up in the same jams as the cars. Our only solution is to drive on the Hill Top Road and park our car on the hillside. This is the best route out of the city, but it is not regulated by the St Clements part of the journey in peak times. But given that ANPR is already in operation on Cowley Road in order to prosecute transgressors while allowing through taxis and emergency vehicles, why couldn't the same system allow DV residents to be charged through the barrier? It would not only mean we could reach our grandchildren more easily, it would also reduce the multiple extra car use and exhaust emissions caused every time we have to drive down Manor Avenue, along to Clements and then Cowley Road only to get to the same spot we started out (just the other side of the barrier). Bring ANPR to the hillside car park!		
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	1 live in the central Oxford permit area, or visit a resident of the central permit area by car	Positive	Positive	About right	Yes	I don't		Positive	I believe a problem in Oxford is parents of children attending the private schools in central Oxford often take their children on very short journeys causing congestion. An example of this where I once saw a parent drive from Jackdaw Lane to Mansellville Road to drop their child at school. This is not a problem for school runs, but it is a problem for school runs. I have family members in Oxford, it's too far to walk, cycling is not an option, bus options are not viable, this proposal is especially not viable.	These are not a good idea because the rich can afford to pay and will continue congesting the road, but those on lower income will struggle.	Improve connections between Cowley and Bodley	
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	1 don't	No impact	No impact	There should be no charges at all	No	I don't		Very negative	Make buses cheaper for all	If these are introduced it will double cases even greater congestion on routes to avoid the revenue cameras. Ringroad and other routes are already jammed as a result of the LTNS. This scheme will exacerbate the problem.	Remove the LTNS and abandon bus gate plans, this way everyone, including key workers, will be able to revert to reasonable journey times and quality of life.	
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice. Personal cars used as goods vehicles for business purposes	1 commute to the central permit area by car	Very positive	Very positive	There should be no charges at all	No	I don't		Very negative	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make bus services more frequent	This will also affect taxis in Oxford and cause more business for very little positive impact. I am not sure you can justify this at all! I will cause chaos to people lives who are elected to serve!	Remove LTNS and traffic. Fully running around Oxford! Stop road works and road closures being a ridiculous long time!	
a member of the public living outside Oxfordshire	weekly	100 day passes for residents in the Oxfordshire permit area, on days of your choice	1 commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	I don't		Very negative	Extend hours of operation for buses	Restrictions will be challenged under the Freedom of Information as other European cities which will cost the council money it cannot afford to fund to challenge.	Forget the obsession with reducing Oxford should have gone for a tram system around the ring roads and major routes to help the workers out to Oxford.	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	I don't		Very negative	Make bus services more frequent, Add public cycle parking	I am a resident on the Woodstock and Barbary RDS. I am a cyclist as well as car driver and I do not wish to get killed or injured by a bus!	It's a BAD idea. Oxford resident from OX2 7AG	Make buses cheaper and more frequent.
an Oxford resident	daily	100 day passes for residents in the Oxfordshire permit area, on days of your choice	1 don't	Very negative	Very negative	There should be no charges at all	No	I don't		Very negative	No benefit to residents. Unnecessary additional tax. Bureaucracy added to our lives just to serve its implementers. More attempts to control the outside world to make it safer. Another way to make lives in the city more miserable and costly.	It's a BAD idea. Oxford resident from OX2 7AG		
an Oxford resident	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	1 don't	Positive	Very positive	About right	Not sure	I don't		Positive	Make buses cheaper for all, Make buses cheaper for young people, Add public cycle parking	I think it might be difficult for hospital staff who need cars to get to work because of their shift hours, picking up children etc. I know there has been some smaller studies and consultation with the local business.		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	I don't		Very negative	I strongly object to another motorist tax, and especially one where ability to pay is not considered	It should never be introduced	Provide a viable alternative, rather than hammer the motorist	
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	1 live in the central Oxford permit area, or visit a resident of the central permit area by car	Very positive	Neutral	Too low	No	I don't		Positive	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make bus services more frequent	I prefer the idea of a congestion charge to a traffic filter, but, if the Bodley Road is due to open in August 2026, I hope that a temporary congestion charge will provide much evidence of fewer cars using Thames Street. I hope that a permanent congestion charge will be seriously considered to replace the proposal of traffic filters. I welcome the newly created Purple Zone, which takes in our home and allows us, family and friends access. I am concerned that the A54 and the Southern and Eastern Ring Roads are likely to have heavier traffic and that taxis and white vans will result in congestion along Thames Street one way or the other.		
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	1 commute to the central permit area by car	Positive	Positive	About right	Yes	I don't		Very positive	Make Park & Ride parking cheaper, Make bus services more frequent, Extend hours of operation for buses	It should never be introduced		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 live in the central Oxford permit area, or visit a resident of the central permit area by car	Negative	Negative	There should be no charges at all	No	I don't		Very negative	Your proposals will badly impact the residents of Oxford City as well as all the small businesses. It is not always possible to use buses to get around Oxford to go to the Doctors or to shop.	To make the roads safer for pedestrians and cyclists you must get the police to enforce the Highway code and stop Cyclists riding without lights, ignoring traffic lights, and cycling on one way streets the wrong way and on footpaths. This also applies to the electric scooter riders. Doctors would make roads safer for everyone.		
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	1 commute to the central permit area by car	Neutral	Neutral	There should be no charges at all	No	I don't		Very negative	I will discourage people from coming to Oxford which already has a reputation for being an anti car and a place to avoid shopping but I will understand it might be slightly bad unless on their way to work.	It is an additional tax on car drivers who already pay for road maintenance through road tax and fuel duty. Make Park and Ride free. See answer to 12.	Be aware not to use your cars, a cash on foot!	
a resident of Oxfordshire living outside Oxford	weekly	100 day passes for residents in the Oxfordshire permit area, on days of your choice	1 commute to the central permit area by car	Very negative	Neutral	There should be no charges at all	Not sure	I don't		Negative	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make bus services more frequent, Extend hours of operation for buses	I worry about the families of my patients in the neonatal ICU being able to come and support their loved ones without additional costs in a lot of parking charges and footpaths while visiting.		
a resident of Oxfordshire living outside Oxford	less than weekly	Unpaid carers	1 don't	Very positive	Very positive	There should be no charges at all	Yes	I don't		Very negative	More tax for motorists...	How about taxing tourist...	Stop coaches...have improved roads within the city centre	
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	1 commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	I don't		Very negative	Turn the roads back to his they were 20 years ago when they were built	You have ruined Oxford, your are killing businesses stop it!	Hey Ross is cycle lanes not cut don't use them, why did you not you've narrowed the traffic like strings back to what they originally were and if it is, these are massive more accidents on the road, fix the roads.	
a member of the public living outside Oxfordshire	weekly	100 day passes for residents in the Oxfordshire permit area, on days of your choice	1 commute to the central permit area by car	No impact	Neutral	There should be no charges at all	Not sure	Other	No charge	Very negative	Just another tax on top of road tax already paid	More and more taxes and no repairs to the road infrastructure	Free park and ride for people who work in Oxford and finish the new nymptom park and ride you have already needed loads of money on	
a resident of Oxfordshire living outside Oxford	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	I don't		Very negative	I live in Oxfordshire (house prices forced me out after being born and bred here) I travel into work and to care for my young grandchildren (which includes picking up and dropping off at school, for which there is no direct bus service, and would involve a long walk to both ends, in the dark during the winter - which is not practical with young children, or for me who then has to get to work after the 'drop off')	There is a huge Park and Ride at Wilney that lays empty! Surely this should be up and running before car drivers are penalised for driving into the city from the west! The new road bypass towards the city from that end has one lane for cars and a bus lane that is always empty as the buses are not running! It seems to me that congestion coming in from the west is caused by the councils doing half a and then penalising the motorist. Also the bridge a Bodley Rd should be open prior to implementation in the west.	1. Stop building thousands of houses on the fringes of Oxford, with these houses come cars... often two per household. 2. Stop parking traffic in 'botch necks' by making everyone have to travel the same routes. 3. Stop cyclists using the roads when there is an adjacent cycle lane, which causes traffic to back up... this is very common especially along Marston Ferry Road	
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	1 commute to the central permit area by car	Very negative	Very negative	Too high	No	I don't		Very negative	Make buses cheaper for all, Add new bus routes, Make bus services more frequent, Extend hours of operation for buses	Shutting off major routes into Oxford will only create more congestion on alternative routes. The closure of Marston Ferry Road is significant. This will create (already is) already heavily congested along Marston Lane and the village of Marston. Many are parking on hospital grounds. This will be completely unacceptable. I am a resident of Oxford, I work at the JR and commute from Bodley 3-4 days a week, my husband works in an engineering company in Marston 3 days a week (understandably might be slightly bad unless on their way to work).	These plans are going ahead with little thought, understanding or empathy to Oxfordshire residents. Oxfordshire is already an incredibly expensive place to live. This will only make it an ever more unaffordable place to reside. It is easy for council staff to make these decisions, when they do not understand the realities of life for many Oxfordshire residents.	Make the 700 and 14 routes much more frequent - every 10 mins. The service from Woodstock should also be more frequent. These routes should run frequently at the weekend and evenings too. Service times of the services could be expressed in minutes, with only 1 stop at the JR etc, as stopping at too many points makes the journey take ages. A service connecting Eynsham to Woodstock/Kidlington would also be helpful, but only if it is frequent. Ensure that hospital parking is only for hospital staff and patients - students from Brookes are parking on hospital sites - this needs to be controlled.
a resident of Oxfordshire living outside Oxford	weekly	100 day passes for residents in the Oxfordshire permit area, on days of your choice	1 commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	No charge at all	Very negative	I do not want an additional charge placed on already overburdened people.	Scrap the idea.	Reduce the ridiculous traffic calming squeeze points - get rid of bicycle routes that impede vehicles, I am not against cycling, but you create traffic jams / slow pollution traffic by putting these in at the expense of clear air that has the opposite effect. Do a survey, you love surveys, and you will see empty cycle lanes and wasted cars.	
a resident of Oxfordshire living outside Oxford	less than weekly	100 day passes for residents in the Oxfordshire permit area, on days of your choice	1 don't	Very negative	Very negative	There should be no charges at all	No	Other	Pay off council debt.	Very negative	Unfair and unjust tax on working people, damaging to local business. This just revenue raising of the worst kind	Scrap!!!!	Use monies from migrant hotels to build urban ground car parks, open through roads again, free up double yellow lines for certain periods, income tax relief for bike purchases, stolen/scrapped limit. Most important of all is do not tax and bog down our society to a standstill.	
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	1 don't	Negative	Neutral	There should be no charges at all	No	I don't		Very negative	Make Park & Ride parking cheaper, Make bus services more frequent, Add new bus routes	Use monies from migrant hotels to build urban ground car parks, open through roads again, free up double yellow lines for certain periods, income tax relief for bike purchases, stolen/scrapped limit. Most important of all is do not tax and bog down our society to a standstill.	increase the speed limit back to 30 MPH in all 200 MPH zones. It really is a no brainer!	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 commute to the central permit area by car	Negative	Negative	There should be no charges at all	No	I don't		Very negative	After 100 days even short journeys in my car are compromised by the congestion charge. Traffic will be far worse outside the zones - it is very bad now, I live in Watlington Manor and I have an electric car.	I do not think you should introduce it for those living inside Oxford - ever. This is a stealth tax on local residents. It should be free for everyone that lives in the confines of Oxford to drive around. If you are using pollution as a reason then it should not involve public electric cars. If you are using congestion as a reason then it should be free for everyone with a van to earn around Oxford for free. Stop penalising local traffic - make buses better.	Larger charges for those commuting in from outside Oxford. Taxis, vans and lorries have to be electric - why are you as a council penalising the local residents while allowing bus drivers and taxis/people and in fact anyone with a van to earn around Oxford for free. Stop penalising local traffic - make buses better.	
an Oxford resident	daily	100 day passes for residents in the Oxfordshire permit area, on days of your choice	1 don't	Very positive	Very positive	Too low	No	I don't		Very positive	There are too many cars travelling into the city centre causing delays and poorly safety risks to cyclists and pedestrians. Reducing the car traffic and improving public transportation will be good for the environment and for the people living in Oxford. My own car is not operating according to new plans drawn on paper - the current scheme appears to have been drawn in a vacuum, without due consideration for the everyday realities faced by residents, working families, and essential services providers. For example, those of us who must do multiple daily drop-offs or pick-ups - whether for school, after school clubs, care responsibilities, or errands - would find ourselves penalised simply for trying to maintain the rhythm of daily life.	Build new safe cycle paths and improve existing paths		
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	1 commute to the central permit area by car	No impact	Positive	Too high	Yes	I don't		Very negative	Make buses cheaper for all, Add new bus routes, Make bus services more frequent, Extend hours of operation for buses	The Oxford Congestion Charge is essentially another tax that will hit residents, workers and businesses hard, especially those who use their car if it is already struggling because of the LTNS and Bodley Road closures. It will impact all businesses who trade in Oxford, and sadly for many, this will be the final nail in their coffin. The extra costs and extra congestion caused on surrounding roads and on the already overcrowded ring road by people trying to avoid the congestion charge roads will also put people off working in Oxford. Our key workers will turn their back on Oxford and our services will suffer.	There are lots of ways to reduce traffic congestion. I'm not even opposed to a congestion charge, however the proposed plan in its current form is not fit for purpose. Whilst it can be lots of traffic reducing measures, what is most important is the context in which they are implemented, any successful congestion strategy must be practical, inclusive, safety-conscious, and backed by other, reliable infrastructure and services.	
a resident of Oxfordshire living outside Oxford	less than weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	1 don't	Very negative	Very negative	There should be no charges at all	No	Other	there should be no charge at all	Very negative	I don't help with congestion merely an additional tax on car users when not enough alternative methods of travel for those living outside the city are available	This will adversely affect frequent JR visits	Proper bus lanes for park and ride.	
a resident of Oxfordshire living outside Oxford	less than weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	1 don't	Very negative	Very negative	There should be no charges at all	No	Other		Very negative	I stop my elderly parents from shopping in Oxford - they need to drive in. And I will stop me from attending evening events - I want to take in the centre from the sun	Totally wrong and unfair and will destroy businesses in the city	make it easier to drive in to keep businesses alive	

Survey Response												
I am responding to this survey as	How often do you travel in or around Oxford?	Please tick which of the following free permits and passes you think you may be eligible for	Do you live in, visit a resident by car or commute by car to the proposed central Oxford?	Central Oxford residents' comments/permits to residents in the central Oxford?	Central Oxford permit area comments/permits to non-resident workers/commuters?	We are proposing a single charge of £5 to allow cars without a driver, or permit	Do you think that charges should vary, with drivers of larger cars, taxis more and lower the rate and operating costs of the scheme?	Income generated by introducing the proposed temporary congestion charge would be used to fund the additional operating costs of the scheme.	If other improvement, please state	Taking into account all the information we have provided about the proposal, please explain your answer	Do you have any other comments about the proposal for 5 temporary congestion charge locations in Oxford that you have not already shared in this survey?	Do you have any suggestions for other ways to reduce traffic and tackle congestion in and around Oxford?
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Positive	Negative	About right	No	Make bus services more frequent	Positive	I am hoping it will reduce traffic.	I am concerned this, like the fingers, will increase traffic through Old Marston at peak commuter times.	An aerial egg lifting Thornton Park + Oaker Road + JR hospital + Train Centre.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Negative	Too low	Yes	Make bus services more frequent	Positive	Could go further, eg restricting hours of access for "other" vehicles (delivery etc) to outside normal peak times		Reduce the amount of parking currently available with a aim to discourage driving into the centre
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Positive	Negative	Too low	No	Make bus services more frequent	Positive			restrict larger vehicles such as trucks and vans within certain hours - so not during peak school hours (7:30-9 and 3:30 to 5) This would make cycling with kids safer and more appealing.
a resident of Oxfordshire living outside Oxford	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	About right	Not sure	Make buses cheaper for all. Add new bus routes. Add public cycle parking	Very positive	Would expect to see fewer cars crossing the city centre, so buses would be faster more timely and walking/cycling would be safer and more pleasant		School term times seem to produce the heaviest traffic, finding better ways for children to get to schools (rather than being driven in and out individually) could make a big difference. A shift away from the non-conventional 9-5 working hours could also help spread out "rush hours"
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	Yes		Very negative	I'm an NHS manager working about 24/7, working every day after planned hours from home, additional commuting time will have negative impact on my service		Seems like a good way to test out the traffic filter ideas before going into the full project
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	Too low	Yes	Add new bus routes. Make bus services more frequent. Add public cycle parking	Very positive	It is currently difficult to cycle in and around the city than to go by bus. The roads should be clearer for people who "need" to use their cars and permit the free flow of traffic. Buses will be quicker, and therefore more appealing to take, and cycling will be safer.		Looking to other modern cities abroad that have put cycling first and seen what measures we can adopt. A good example is Uppsala, in Sweden, which is also a modern university town and is almost entirely car-free in the centre. Cars should be used for getting out of Oxford, and not necessary for getting into or around Oxford.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	There should be no charges at all	Yes	Make buses cheaper for all. Add new bus routes. Make bus services more frequent	Negative	I will have to leave my job at the school where I work part time because the most direct route includes one of the charging zones and going the long way would take me 15 minutes longer. Going there by bus would take ages as there is not a good direct service available.		Removing the LTNs in East Oxford would be a good start. Have more bus routes that cover the entire city and better connect services to the surrounding villages.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	Too high	No	Make buses cheaper for all	Negative	Push traffic onto already busy alternate routes already impacted by LTNs		Use the river to provide alternative transportation into Oxford
an Oxford resident	daily	Taxis and private hire vehicles	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Very negative	It's literally a money making scheme. Not everyone falls into the same category of "they should walk, get a bus or cycle"		Free bus passes, council has the ability now to run its own bus services due to changes in the law, also bus ticket prices are extortionate for such small journeys and cause issues financially. Park and Ride should be free and buses to and from them should be one pound no more, if you want people to use Oxford and to use services make it cheaper for them to access them.
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Very negative	Fix the badly managed roads and roundabouts		Open up the LTNs! Stop!
a member of the public living outside Oxfordshire	daily	100 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very positive	Too high	No	Make Park & Ride parking cheaper, Other	Very negative	For those who work within the proposed zone but live in the surrounding areas, commuting via car is sometimes the only option. The cost of public transport and parking make the switching from the car impossible and unaffordable. For example, for my job at park and commute via train from Blicester would cost approximately £10 a week compared to a tank of fuel which would be the norm.		
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Very negative	Very negative	There should be no charges at all	No	Make Park & Ride parking cheaper. Make bus services more frequent. Extend hours of operation for buses.	Very negative	Motobots are penalised and it is a form of 'tax' to get more money. There is no fairness as it is not means tested - some drivers cannot afford to pay.		Remove the obstacles to people wanting to get out of their cars.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	There should be no charges at all	No		Very negative	I'm forced to go into the city for routine appointments such as opticians now that local services have been cut. I cannot afford the time of work to spend hours on the bus when I live only 1 mile away. I recently attended an appointment that took only 30 mins so I only needed a few hours off of work. Under these proposals I would be forced to spend hours on the bus, or be charged £10 to drive in and park. Living in Oxford is already a huge premium to survive, including recent hikes in council tax and no provision is being made for this.		To reduce traffic, make the park and ride parking free of charge as it does in many other cities. You need to decide if your goals are environmental or financial. This scheme has a negative impact on the Westgate, and the already near next Cornmarket Street if you want people to come and spend you need to not penalise them for walking to work.
a resident of Oxfordshire living outside Oxford	less than weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Very negative	Very negative	There should be no charges at all	No	Make Park & Ride parking cheaper. Make Park & Ride buses cheaper. Make bus services more frequent	Very negative	Access to hospitals in Oxford, when needed, should not be under these proposals		Reduce congestion. At present the only alternatives into the centre are Abingdon road, St Giles and Bailey Way (currently closed), open St. Aldates and the High Street traffic and congestion will reduce as traffic will be given another route. There is evidence for this being successful during the flooding which closed roads.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Add new bus routes	Very negative	My wife (who is still working at 73 even though she has severe joint pain and cannot walk far) and I must take the bus across Oxford to reach in a N Oxford school. This proposal (as well as the future 'bus gates') will lose her her job - simple as that.		A more radical idea to reduce traffic within the city, introduce a scheme that targets "the school run". Agree who works in the city can take the dramatic change in rush hour traffic during the holidays. If parents are prevented from driving their children to school and at the same time bus options are increased and/or make public transport free for the under 12s, then this will drastically reduce traffic, as again is evidenced by the fall of during holidays. This could also remove children's health care services elsewhere.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very positive	Positive	About right	Not sure	Make Park & Ride buses cheaper. Make bus services more frequent	Very negative	If you need to visit revenue, start introducing a tourist tax. Don't force a residential residence with more tax.		Require proper through-Oxford bus routes (properly co-ordinated so as to stop the current 'clumping' of buses) and stop parking in the bus companies - which should be prioritised anyway! Also reduce congestion by other sensible means, such as requiring main roads to be restricted to certain bus usage hours. Put enough police or other wardens with 'bumping powers' on the streets to prevent cars from the pavement.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Positive	Neutral	There should be no charges at all	No	Make Park & Ride parking cheaper	Very negative	We need continued measures to reduce reliance on private cars in our small residential city.		Create and enforce pavement parking bans. Increase speed cameras in areas where you are parking straight (to reduce attractiveness of car ownership in this demographic). Enforce existing restrictions (e.g. banning in pedestrian areas) more strictly.
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Negative	Very negative	Too high	No	Make Park & Ride parking cheaper. Make Park & Ride buses cheaper. Make bus services more frequent	Very negative	I frequently arrive Oxford for anti events. These proposals will increase the costs for doing so which will simply discourage me from going to events in Oxford. Also, I won't be able to park in the Westgate without incurring additional charges which will act as a deterrent to Shroton in Oxford.		Traffic is not that bad!! I think the existing 252 and parking permits do the job perfectly well
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	Too low	Yes	Make bus services more frequent	Very negative	There is no evidence that it will bring significant benefits and seems poorly targeted at the vehicles that should be discouraged.		Have a car-sharing scheme, introduce free shuttle buses in concentrated areas of employment (eg science parks), look into car-pool and just sticks
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Negative	Negative	There should be no charges at all	No	Make buses cheaper for all. Make buses cheaper for young people. Make bus services more frequent	Very negative	Terrible effect on businesses in Oxford. Will create more congestion on ring road and some other routes. Completely unaffordable at weekends.		Getting rid of the LTNs will reduce congestion. Buses are good, but there is no point in funneling lots of traffic onto e.g. the High Road or the Cowley Road, reducing it to walking speed, when those roads do not have bus lanes - the bus is also reduced to walking speed.
a member of the public living outside Oxfordshire	daily	100 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make Park & Ride parking cheaper. Make Park & Ride buses cheaper. Make bus services more frequent. Extend hours of operation for buses	Very negative	Many NHS staff are already struggling financially, and having to pay for hospital parking and this new scheme is simply not fair. For those coming from Banbury, we often need to take two buses with very limited schedules just to get to work. If we are now expected to rely on public transport even more, the park and ride facilities will become overcrowded, making it even harder to arrive on time - especially for early shifts.		Cheaper and more efficient buses; better cycle lanes/paths; don't tax poorer residents with a 'congestion charge'; consider the impact of your plan on community clubs that draw on residents from outside the city of Oxford (e.g., basketball, Snooker, music, drama, etc.)
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Negative	Negative	There should be no charges at all	No	Make buses cheaper for all. Make buses cheaper for young people. Make bus services more frequent	Very negative	After working 12-hour shifts, the added stress and cost of commuting under this new system will be incredibly difficult for staff. We were very much to reconsider the inward this will have on frontline workers who are already under immense pressure.		You are killing Oxford. If your aim is to wash this ghastly city do then you are already a fantastic job. Well done!
a resident of Oxfordshire living outside Oxford	weekly	100 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Very negative	I think this is a shockingly awful idea and there's no way it gets reinstated... just look at the roads all around Oxfordshire. Nothing has been done and our cars are getting more and more damaged by poor road conditions.		HGVs driving through the city are terrifying if you are a cyclist - we need better segregation of heavy vehicles. Pavement parking also narrows roads and forces cyclists off (parked) paths into the road - better enforcement & parking fees based on car size improve this. The citizens already suggested a car free centre & the charges seem as soon as small parts of roads are given away from cars. (like on Broad St. show that this would improve life in the city and make it a more attractive place for residents to visit and spend time
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Neutral	Negative	Too high	Yes	Make Park & Ride parking cheaper. Make Park & Ride buses cheaper. Make bus services more frequent. Add new bus routes. Extend hours of operation for buses	Very negative	Reducing the number of people needing to come to Oxford is key. There should be greater investment in health hubs and transport links from outside of the ring road, so people do not need to travel into the main hospital at all. Cambridge/Alderbrook has a good example of this. Hospital staff should have free shuttle buses daily - 2 days per week to recognise shift work is done by a large proportion of staff, and to accommodate cover shifts (nurses, etc.) with staff and life facilities.		A large proportion of hospital workers move outside the ring road when buying houses, and so only recommending walking/cycling is not appropriate. There needs to be other more attractive ways of going to work - buses that staff only. Bus lanes returned Oxford improved so far travel times are reduced as incentive to use the bus etc.
a member of the public living outside Oxfordshire	weekly	100 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	No impact	No impact	There should be no charges at all	No	Make buses cheaper for young people. Other	Very negative	Remove or reduce parking restrictions, or make them cheaper		This is not a major issue. Focus on other more important things
a resident of Oxfordshire living outside Oxford	less than weekly	100 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Very negative	Neutral	There should be no charges at all	No	Make Park & Ride parking cheaper. Make Park & Ride buses cheaper. Make bus services more frequent. Add new bus routes. Add public cycle parking	Very negative	Remove zero emissions zones and traffic filters		Remove zero emissions zones and traffic filters
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	About right	Not sure		Positive	Some through road simply shouldn't be, and the Westgate's carpark should be closed and replaced with expanded Park and Ride carpark		Remove zero emissions zones and traffic filters
a resident of Oxfordshire living outside Oxford	daily	100 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Neutral	Neutral	Too high	Yes	Add new bus routes. Make bus services more frequent	Negative	I have to travel to work regularly. This charge would be very inconvenient for people living in the hospital.		Perhaps introducing more bus routes from Abingdon to the Church Hospital directly, so I can take the train instead driving.
a resident of Oxfordshire living outside Oxford	less than weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	No impact	No impact	About right	Not sure	Make Park & Ride parking cheaper. Make bus services more frequent. Add new bus routes. Add public cycle parking	Positive	I get to Oxford occasionally and when practical bus from Banbury to Oxford via Westgate is less frequently the Park&Ride. As a user of a bus - both in and within Oxford (for example to JR hospital) would benefit from reduced congestion.		No road works. The citizens already being looked at: ensuring the buses can route through the city smoothly and making sure cycling and walking routes are continuous and of a good quality. Improvements to rail services - including the proposed Cowley branch and in my case a station at Wantoot/Grove would also create new possibilities for travel.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Negative	Neutral	There should be no charges at all	Not sure	Make bus services more frequent	Negative	Given the placing of the filters there will be an increase in traffic in High and Abingdon Roads as well as the Ring Road. This in turn will delay buses which already often get delayed. It is also an extremely cumbersome way of possibly reducing traffic when there are many things going on doing this, for example banning tourist coaches from parking and travelling all over central Oxford or at least charging them, ensuring that buses from East Oxford, namely High Road go to the railway station and ensuring that buses to all major hospitals actually have stops at the main entrances.		See above. Also isn't it a fact that the traffic in the Banbury and Woodstock roads is tackled where there are often long queues during rush hour, rather than just focussing mainly on East Oxford?
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	Too low	Yes	Make buses cheaper for all. Add new bus routes. Add public cycle parking	Very positive	Simply put Oxford is congested and something needs to change. This proposal is a real solution to this problem.		I'd like to see more ambitious long-term measures. I support the Citizens' Assembly recommendations for longer-term change, particularly: 1) Designating some roads for buses, emergency vehicles, taxi, and cyclists and 2) Creating a car-free city centre. Both of these recommendations had a very high level of support from Assembly participants and should guide future action.
a resident of Oxfordshire living outside Oxford	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Very negative	Very negative	There should be no charges at all	No	Other	Very negative	Travelling to Oxford is already difficult. This will further cars onto only certain routes making those routes. People travel into Oxford because they do not have other viable options, this does not address the core issues. It just makes travel a more attractive place to live, work or socialise.		The priority groups don't reflect the actual situation. I workers cannot get to work and park at work (bearing in mind that public transport is not an option for many) they cannot do that for one of their priority workers. Currently these policies prevent those living outside the ring road who need to drive due to carrying responsibility or other similar situations. This will not help if it does lead to make the routes which are free of charge worse and more congested.
a resident of Oxfordshire living outside Oxford	less than weekly	100 day passes for residents in the Oxfordshire permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Add new bus routes. Make bus services more frequent. Extend hours of operation for buses	Very negative	We all pay too much in taxes now, you are just adding to the burden already here, in so far as a tax, the rich are getting richer and you will be taking the poor poorer		I support a higher Daily Charge to encourage a greater shift from private cars to public transport. Larger vehicles should pay more due to the greater road space they occupy, the disproportionate safety risks they pose, and their impact on road wear and pollution. Revenue from the Congestion Charge should be used to make Oxford more accessible and affordable for those living outside Oxford due to high housing costs (e.g. Park & Ride subsidies) and people on lower incomes who rely on public transport.
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Neutral	Neutral	There should be no charges at all	No	Make buses cheaper for all	Very negative	At the very least you should reconsider if the Bailey Road is reopened		As a regular cyclist, I support a 20 mph speed limit across the city to improve safety. I also have particular concerns about the presence of HGVs on city roads, especially their speed, blind spots and potential for collisions (especially during left turns). The Council should promote the Safer Lorry Scheme which requires HGVs to have side guards, enhanced mirrors, and potentially direct vision aids to improve driver visibility and protect cyclists. Initiatives like the Direct Vision Standard also aim to reduce blind spots, including direct vision aids, for all new HGVs.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Very positive	Positive	Too low	Yes	Make Park & Ride buses cheaper. Make bus services more frequent. Add new bus routes. Add public cycle parking	Very positive	Reducing car traffic will cut congestion and pollution, improve health, and make it easier for more people - especially those on lower incomes - to get around by bus, bike, foot or wheelchair		As in the longer term, the Citizens' Assembly recommendations should be implemented, particularly: 1. Designating some roads for buses, emergency vehicles, taxi, and cyclists 2. Creating a car-free city centre 3. Both had 88% support from Assembly participants and should guide future action.
an Oxford resident	daily	Disability benefit claimants. School students with special educational needs. Unpaid carers. Community health or care workers who need to visit multiple locations or travel urgently. Frequent hospital patients	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Very negative	I have a little one with Down Syndrome, needs 24/7 supervision because she will jump in front of a car and get in an accident, making it a game. I can't travel with her by bus, it is impossible to keep her in one place, so I need to always travel by car		Reduce congestion. At present the only alternatives into the centre are Abingdon road, St Giles and Bailey Way (currently closed), open St. Aldates and the High Street traffic and congestion will reduce as traffic will be given another route. There is evidence for this being successful during the flooding which closed roads.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Very positive	Negative	Too low	Yes	Add new bus routes. Make bus services more frequent. Add public cycle parking	Very positive	I want to stop so many cars and other vehicles driving in the centre of Oxford		Reduce congestion. At present the only alternatives into the centre are Abingdon road, St Giles and Bailey Way (currently closed), open St. Aldates and the High Street traffic and congestion will reduce as traffic will be given another route. There is evidence for this being successful during the flooding which closed roads.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	Too low	Yes	Make bus services more frequent. Add new bus routes. Add public cycle parking	Very positive	Hopefully the scheme will discourage people from driving their cars into the city centre and make it safer for us to cycle and walk around here. Will force traffic onto other routes. Plenty of people regularly drive into Oxford for non commuting reasons (myself included). Whether it is to visit family or friends, enjoy a day out or support local businesses. Restricting access to the city to penalise the problems Oxford is already suffering from. Oxford is quickly becoming a hostile place to live for those left, as local people are further restricted from accessing our beloved local city. The knock on effects are already underway, it brings head-on head-on in Oxford will be a city with no activities or diverse local residents. OCC has these delusions that everyone will start using public transport. This may be convenient for those who live in apartments on the Woodstock road or in Jericho, but for those of us who live in the suburbs further out in the surrounding villages and towns public transport will always be a less than satisfactory option. Attracting motorists and making the city less accessible by car doesn't encourage people to use public transport, it simply encourages us to take whatever we have.		Reduce congestion. At present the only alternatives into the centre are Abingdon road, St Giles and Bailey Way (currently closed), open St. Aldates and the High Street traffic and congestion will reduce as traffic will be given another route. There is evidence for this being successful during the flooding which closed roads.
a resident of Oxfordshire living outside Oxford	daily	100 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Neutral	Neutral	There should be no charges at all	No	Other	Very negative	None of these. Don't spend money on the scheme, instead focus on fixing the crumbling road network rather than stupid congestion charge schemes which make life worse for working people		Reduce congestion. At present the only alternatives into the centre are Abingdon road, St Giles and Bailey Way (currently closed), open St. Aldates and the High Street traffic and congestion will reduce as traffic will be given another route. There is evidence for this being successful during the flooding which closed roads.



Survey Response													
I am responding to this survey as	How often do you travel in or around Oxford?	Please tick which of the following free permits and passes you think you may be eligible for	Do you live in, visit a resident by car or commute by car to the proposed central Oxford?	Central Oxford residents' permits is proposed that residents in the central Oxford?	Central Oxford permit area commutes' permits in non-resident workers' commutes	We are proposing a single charge of £5 to allow cars without a flex pass, or none	Do you think that charges should vary, with drivers of lower cars, taxis more and...	Income generated by introducing the proposed temporary congestion charge would be used to lower the rate and operating costs of the scheme	If other improvement, please state	Taking into account all the information we have provided about the proposal in...	Please explain your answer	Do you have any other comments about the proposal for 5 temporary congestion charge locations in Oxford that you have not already shared in this survey?	Do you have any suggestions for other ways to reduce traffic and tackle congestion in and around Oxford?
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Positive	Negative	About right	No	Make buses cheaper for all. Make bus services more frequent		Positive	I am hoping it will reduce traffic.	I am concerned this, like the fingers, will increase traffic through Old Marston at peak commuter times.	An aerial eg lift bridge Thromal Park + Oxler Road / JR Hospital + Train Centre.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Negative	Too low	Yes	Make Park & Ride buses cheaper. Make bus services more frequent		Positive	Could go further, eg restricting hours of access for other vehicles (delivery etc) to outside normal peak times		Reduce the amount of parking currently available with a aim to discourage driving into the centre
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Positive	Negative	Too low	No	Make bus services more frequent		Positive			restrict larger vehicles such as trucks and vans within certain hours - so not during peak school hours (7.30-9, and 3.30 to 5). This would make cycling with kids safer and more appealing.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	About right	Not sure	Make buses cheaper for all. Add new bus routes. Add public cycle parking		Very positive	Would expect to see fewer cars crossing the city centre, so buses would be faster more timely and walking/cycling would be safer and more pleasant		Seems like a good way to test out the traffic filter ideas before going into the full proper
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	Yes			Very negative	I'm an HR manager working about 24/7, working every day after job finished hours from home, additional commuting time will have negative impact on my service		Charging to the benefit of business, there needs to be provision for access to the bus risk, whether that is by improving bus services or adjusting the congestion charge for users. Otherwise, training would be affected to such an extent that competitive standards will need to move to other risks, such as Sweden, which are further away, which will affect the risk's ability to operate and remain competitive.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	Too low	Yes	Add new bus routes. Make bus services more frequent. Add public cycle parking		Very positive	It is currently quicker to cycle in and around the city than to go by bus. The roads should be clearer for people who "need" to use their cars and permit the free flow of traffic. Buses will be quicker, and therefore more appealing to use, and cycling will be safer.		Look to other medieval cities abroad that have put cycling first and see what measures we can adopt. A good example is Ljubljana, in Slovenia, which is also a medieval university town and is almost entirely car-free in the centre. Cars should be used for getting out of Oxford, and not necessary for getting into or around Oxford.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	There should be no charges at all	Yes	Make bus services more frequent		Negative	I will have to have my job at the school where I work part time because the most direct route includes one of the changing corridors and getting the long way would take too long and will use too much petrol. Going there by bus would take ages as there is not a good direct service available.		Removing the LTHs in East Oxford would be a good start. Having more bus routes that cover the entire city and better connection services to the surrounding villages.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	Too high	No	Make buses cheaper for all		Negative	Push traffic onto already busy alternate routes already impacted by LTHs		Use the river to provide alternative transportation into Oxford
an Oxford resident	daily	Taxis and private hire vehicles	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Make BUSES FREE FOR LOCAL PEOPLE BETWEEN WORKING HOURS AND SEE WHAT IMPACT THAT HAS ON TRAFFIC AND SCHOOL RUNS	Very negative	Will that come that come to Oxford to work and live locally... Starting Oxford this is a Prison		Free bus passes, council has the ability now to run its own bus services due to changes in the law, also bus ticket prices are extortionate for such small journeys and cause issues financially. Park and Ride should be free and buses to and from them should be one pound no more, if you want people to use Oxford and use services make it cheaper for them to access them.
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Fix the badly managed roads and roundabouts	Very negative	It's literally a money making scheme. Not everyone falls into the same category of 'they should just get a bus or cycle'		Open up the LTHs! Simple!
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Positive	Neutral	About right	Yes	Make buses cheaper for all. Add new bus routes. Make bus services more frequent		Positive	I'm a nurse in Abingdon, but I grew up in Cowley, I work in Cowley, my partner works in Cowley, my daughter goes to nursery in Rose Hill, I still have a lot of friends and family in Cowley that I see regularly, usually after work.		Improved bus services are a necessary part of this scheme as well as the future traffic filters scheme. Without this, it seems unlikely that the scheme would work without strong protests
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	About right	Yes	Add new bus routes. Make bus services more frequent. Add public cycle parking		Negative	In preference, the Marston Road gate will only my access to the JR & Churchill Hospitals, its OK if I drive (I make 70s and don't want to drive) but I can't get a side with an out of town bus service		Create rules for electric bikes and scooters. Force delivery cyclists to follow rules.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Very negative	Very negative	There should be no charges at all	Yes	Make Park & Ride parking cheaper. Make buses cheaper for all. Make bus services more frequent		Very negative	Freedom to stop where you need that car as they may have young children or be elderly. Business and shops will suffer loss of income. Also Veterans will not be able to park in Christchurch Brookbank when attending remembrance services as well as on Remembrance Sunday.		Get rid of pointless LTHs to park traffic free flowing
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	About right	No	Make bus services more frequent. Extend hours of operation for buses. Other		Very negative	What needs to be built is a park and ride on the southern side of the city in the area of the B401, and a bus service that takes less than 10 mins to get from Cusum, Wallingford to Oxford. Why not run a more frequent, direct bus service into the city centre?		The biggest difference you could make right now is to put bike racks on buses. Look at other cities that have done this - it's a huge improvement for minimum costs compared to what you are planning right now.
an Oxford resident	weekly	25 day passes for residents in the Oxford permit area, on days of your choice	I commute to the central permit area by car	Neutral	Positive	Too high	No	Other		Negative	Kennington residents get 25 passes, yet have most affordable school bus services £200 per year for each secondary age child to get Matthew Arnold (catchment school). Over 200 kids/day make this journey, to get cars off the road make the bus affordable!		Make the Kennington school bus affordable, make it cheaper than driving - so that 200 families don't start driving their children to school - because it should not be the cheaper to drive (as it is at the moment) if you want to get cars off the road
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice. Taxis and private hire vehicles	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	Not sure	Make buses cheaper for all. Make bus services more frequent. Add new bus routes.		Very negative	Don't want this and also remove LTHs		Since we have got LTHs we are getting more congestion. Remove them please
a member of the public living outside Oxfordshire	daily	Community health care workers who need to visit multiple locations or travel urgently	I commute to the central permit area by car	Very negative	Very positive	Too high	No	Make buses cheaper for all. Make bus services more frequent. Extend hours of operation for buses		Negative	I drive to Oxford four days a week to park at the hospital where I work, so long as a free permit is available for those who have to commute into Oxford to park and their place of work, then this is a good idea. If I had to pay for a permit or pay the charge then this would be expensive for me. Most hospital workers are unable to use the park and ride services to get in and out of work due to the unreliable timing of shifts, ensuring we get in on time and not wanting to take public transport as it is so unreliable in the dark		
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	No impact	No impact	There should be no charges at all	Yes	Make Park & Ride parking cheaper. Make buses cheaper for all. Make bus services more frequent		Very negative	Every week I have to travel every day. I get stuck in terrible traffic and when there is an accident anywhere in Oxford there is gridlock on the A34 and ring road by passes. Forcing all of Oxford traffic onto this network will make it so much worse. Unless I have some better idea of 4.5 am to 7.30 make commutes can take 1.0 hours.		Not Lethal, you can have and create real cycle lanes - not stickers painted on roads, or strips on roads that stop every few hundred metres, which actually make cycling so dangerous. Provide safe and free bicycle storage areas so people that need to get into the city can store and use a bike.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	Not sure	Other	Reduction in council tax and business rates for businesses impacted by a loss of trade due to the charges	Very negative	The council have no consideration of businesses or residents that live and move in the city centre. Every measure they have implemented so far has negatively impacted small businesses		Remove the restrictions and provide a workable connected public transport system, let people make their own decisions, as we adults are actually very able to do this.
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Neutral	Neutral	Too high	No	Make Park & Ride parking cheaper. Make Park & Ride buses cheaper. Make bus services more frequent. Add new bus routes. Make bus services more frequent. Extend hours of operation for buses		Negative	More traffic will be forced onto the ring roads at peak times, leading to further delays on my already long commute.		Free bus travel in the city and more security for bikes (on the road and off)
a representative of a group or organisation	daily	100 day passes for residents in the Oxford permit area, on days of your choice. 25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make Park & Ride parking cheaper. Make Park & Ride buses cheaper. Make bus services more frequent		Very negative	My name is Nils Love, and I am a resident of Oxfordshire, a member of the Lowland Rescue Team (OxSAR), and the Operations Officer responsible for overseeing all Search & Rescue operations within the wider Oxfordshire County area. My primary focus is on operational activities in and around central Oxford.		
an Oxford resident	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Positive	Very positive	About right	No	Make Park & Ride parking cheaper. Make buses cheaper for all. Make bus services more frequent		Very positive	OxSAR is a team of dedicated volunteer professionals, operating under Memoranda of Understanding with Thames Valley Police, Oxfordshire Fire & Rescue Service, the JR Hospital Resilience Team, and the Oxfordshire Local Resilience Forum. We provide specialised responses 24/7, 365 days a year, supporting these agencies in high-risk, vulnerable situations. Our team comprises 100 volunteers representing various parts of the county, with a small permanent living within the proposed Oxford Permit area.		Sort out cost of school buses
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Neutral	No impact	There should be no charges at all	No	Make bus services more frequent		Negative	It will have limited impact on congestion		Get more people on more buses
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Positive	Positive	There should be no charges at all	No	Make buses cheaper for all		Very negative	You are going to charge low income families to travel around their city. You are going to push all traffic into areas which cannot withstand the rise in cars. Pushing people with families to leave for work earlier. Again punishing those who go out for work rather than those who choose not to work		Look at how other cities do it. You have high traffic areas due to the rules you have put in place. Review and fix the issues already in place.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	About right	Yes	Make Park & Ride buses cheaper. Make bus services more frequent		Positive	I travel from Chipping Norton to the John Radcliffe Hospital for work on 4 - 5 days per week. There is no direct bus and to take 2 buses, this would give travel time of typically 1.0 - 2 hours each way. This would add considerably to the working day and is not a feasible option for consideration.		
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	No impact	No impact	There should be no charges at all	No	Make Park & Ride parking cheaper. Add new bus routes		Negative	My husband works in Wheatley and so we travel together as drops me off at the hospital before travelling to his work place. We travel via Marston Ferry Road and would be impacted by the congestion charge zone. Marsh Lane is usually very busy but with the introduction of Marston Ferry Road charges, this may make Marsh Lane even more congested as traffic will be shifted to other routes not necessarily reduced.		Am sceptical that this 'temporary' charge will be anything but similar and it will remain a permanent requirement.
an Oxford resident	weekly	Blue badge holders	I commute to the central permit area by car	Negative	No impact	There should be no charges at all	Yes	Make Park & Ride parking cheaper. Make Park & Ride buses cheaper. Make bus services more frequent		Very negative	These ever present barriers are making me reconsider my place of work due to the considerable travel burden in getting to Oxford. I would travel twice the distance to other locations.		Remove LTHs as these cause more congestion. These are forcing more traffic on to the already jammed ring road. No longer a convenient way to travel around Oxford. When accidents happen on the A34 the traffic is pushed to the ring road making travel impossible.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Very negative	Very negative	There should be no charges at all	No	Make Park & Ride parking cheaper. Make Park & Ride buses cheaper. Make bus services more frequent		Very negative	You will be charging me to drive around the city I live in. My children have clubs and activities within these areas. My children already cycle to and from school and the clubs are far away in the evenings for them to also cycle to - it's an extra scheme. My mum lives on the other side of Oxford and I take her shopping for her once a week, this scheme is going to add more time onto this activity, when I live and do this around work and the children or cost me more money.		Invest in sport sports facilities for young people in a suitable location not in the centre of town. Like a new ice rink. Honestly with the development of Oxpens and the ridiculous amount of parking spaces that are left you are trying to discourage car when there is not a realistic alternative for getting the ice hockey kids to the rink. We might car park should have been built in the centre and the rink should be moved next to Oxford Parkway. There you got sorted just saved lots of cars costs in the long run.
a resident of Oxfordshire living outside Oxford	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very positive	There should be no charges at all	No	Make bus services more frequent. Add public cycle parking. Other		Very negative	We cannot conduct a business		Dedicated safe cycle ways - extended zero emission zone
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Negative	Too low	Yes	Make Park & Ride parking cheaper. Make Park & Ride buses cheaper. Make bus services more frequent. Extend hours of operation for buses		Very negative	I am the Chair of the Oxford Junior Stars Ice Hockey Club. The congestion charge will destroy ice hockey in Oxford. Our players carry huge kit bags and public transport is not practical.		Charge needs to be higher, but there needs to be more permits for users that have no choice but to enter the area, all ice rink users.
a business	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Negative	Too low	No	Make Park & Ride parking cheaper. Add new bus routes. Extend hours of operation for buses		Very positive	The introduction of the proposed congestion charge will be a 'game changer' for bus services in Oxford, and therefore in Oxfordshire more widely as a large proportion of the Oxfordshire bus network involves serving Oxford for at least part of the journey.		New routes at the weekend. It is the nucleus for mobility of all traffic in central Oxford. Essential at the weekend.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Very negative	Very negative	There should be no charges at all	No	Make bus services more frequent. Extend hours of operation for buses. Other	Your separating the Oxford community from family and friends all of this is a money making scheme at the expense of the Oxford residents inconvenience. It's not wanted or needed. Please spend the money on better services than make our lives miser!	Very negative	It's not needed. A waste of taxpayers money. Separating the Oxford residents from family and friends. Inconvenience to all Oxford residents. Extra unnecessary time added onto journeys. Money making scheme for the council at Oxford residents inconvenience. It's not needed or wanted stop running our city.	Just leave us alone and stop imposing these unnecessary an inconvenient and controversial scheme which will only benefit the council/pocket at the expense and inconvenience of the Oxford residents. We don't want this or need it. Just back off.	
a resident of Oxfordshire living outside Oxford	less than weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I commute to the central permit area by car	Very negative	Negative	There should be no charges at all	No	Make bus services more frequent. Extend hours of operation for buses		Very negative	Limiting residents or charging people for their rights to use the Oxford streets will disrupt lives and incur unnecessary costs. This is about convenience for the council.		Remove the congestion zones set up in recent years which have caused more delays



Survey Response												
I am responding to this survey as	How often do you travel in or around Oxford?	Please tick which of the following free permits and passes you think you may be eligible for	Do you live in, visit a resident by car or commute by car to the nearest central Oxford?	Central Oxford residents' permit to residents in the central Oxford?	Central Oxford permit area residents' permit to non-resident workers/commuters?	We are proposing a single charge of £5 to allow cars without a flex pass, or permit income generated by introducing the proposed temporary congestion charge would be used to lower the extra and operating costs of the scheme	Do you think that charges should vary, with drivers of lower cars, taxis more and...	If other improvement, please state	Taking into account all the information we have provided about the proposal...	Please explain your answer	Do you have any other comments about the proposal for 5 temporary congestion charge locations in Oxford that you have not already shared in this survey?	Do you have any suggestions for other ways to reduce traffic and tackle congestion in and around Oxford?
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 don't	Positive	Negative	About right	No		Positive	I am hoping it will reduce traffic.	I am concerned this, like the fingers, will increase traffic through Old Marston at peak commuter times.	An aerial egg lift being Thornhill Farm - Old Mar Road / JR hospital - Train Centre.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 don't	Neutral	Negative	Too low	Yes		Positive	Could go further, eg restricting hours of access for other vehicles (delivery etc) to outside normal peak times		Reduce the amount of parking currently available with a aim to discourage driving into the centre
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 live in the central Oxford permit area, or visit a resident of the central permit area by car	Positive	Negative	Too low	No		Positive	Make Park & Ride bus cheaper for all. Make bus services more frequent. Make Park & Ride parking cheaper. Make Park & Ride buses cheaper. Make bus services more frequent. Extend hours of operation for buses. Add public cycle parking		restrict larger vehicles such as trucks and vans within certain hours - so not during peak school hours (7:30-9, and 3:30 to 5). This would make cycling with kids safer and more appealing.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	1 don't	No impact	No impact	About right	Not sure		Very positive	Make buses cheaper for all. Add new bus routes. Add public cycle parking		School term times seem to produce the heaviest traffic, finding better ways for children to get to schools (rather than being driven in) and individually could make a big difference. A shift away from the non-uniform 5-6 working hours could also help spread out "rush hours"
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	1 commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	Yes		Very negative	I'm an HR manager working about 24/7, working every day after job planned hours from home, additional commuting time will have negative impact on my service		Look to other medium cities abroad that have put cycling first and see what measures we can adopt. A good example is Uppsala, in Sweden, which is also a medium university town and is almost entirely car free in the centre. Cars should be used for getting into Oxford, and not necessary for getting into or around Oxford.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 don't	No impact	No impact	Too low	Yes		Very positive	It is currently chaotic to cycle in and around the city than to go by bus. The roads should be clearer for people who "need" to use their cars and permit the free flow of traffic. Buses will be quicker, and therefore more appealing to take, and cycling will be safer.		Removing the LTNs in East Oxford would be a great. Have more bus routes that cover the entire city and better connect services to the surrounding villages.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	1 don't	Neutral	Neutral	There should be no charges at all	Yes		Negative	I will have to leave my job at the school where I work part time because the most direct route includes one of the changing routes and it will take me too long to get to work. I can't afford to pay for a car. I would have to give up my car. There is not a good direct service available.		Use the river to provide alternative transportation into Oxford
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 don't	Neutral	Neutral	Too high	No		Negative	Push traffic onto already busy alternate routes already impacted by LTNs		Free bus passes, council has the ability now to run its own bus services due to changes in the law, also bus ticket prices are extortionate for such small journeys and cause issues financially. Park and ride should be free and buses to and from them should be one pound no more, if you want to use Oxford and use services make it cheaper for them to access them.
an Oxford resident	daily	Taxis and private hire vehicles	1 commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Very negative	It's not people that come to Oxford to work and who live locally... Starting Oxford this is a Prison		Free bus passes, council has the ability now to run its own bus services due to changes in the law, also bus ticket prices are extortionate for such small journeys and cause issues financially. Park and ride should be free and buses to and from them should be one pound no more, if you want to use Oxford and use services make it cheaper for them to access them.
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	1 live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Very negative	It's literally a money making scheme. Not everyone falls into the same category of 'you should walk, get a bus or cycle' I live in Abingdon, but I grew up in Cowley, I work in Cowley, my partner works in Cowley, my daughter goes to nursery in Rose Hill, I still have a lot of friends and family in Cowley that I see regularly, usually after work.		Open up the LTN! Simple!
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 live in the central Oxford permit area, or visit a resident of the central permit area by car	Negative	Negative	There should be no charges at all	No	Other	Negative	There is no bus route that will allow me to go to drop off my daughter at nursery, go to work, then to pick up my daughter, and then to visit my family! And I think I would probably double my journey time!		Put your congestion charge in areas where you've voted in Leazes County already! Majority of residents do not want your greedy schemes! You seem to be targeting the poorer areas!
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 live in the central Oxford permit area, or visit a resident of the central permit area by car	Negative	Negative	There should be no charges at all	No	Other	Negative	I cycle to work about 1.5 hrs, but not if I have to do the railway job. I have never ever had a problem getting round Oxford! The majority of families and households live on their own and their own roads. It's not a problem for road users.		Yes you can improve the carriage way on all roads in Oxford to better conditions of the carriage way (potholes, better signs, upgrade road markings). Separate the carriage way so that cyclists are safer in their carriage way as a driver (do not go on their carriage way at all. Get illegal scooters and bikes off the carriage way. More enforcement on delivery vehicles (motorcycles, a bike) using the carriage way to the detriment of others. More enforcement on cyclists (bikes, motorbikes) getting through red lights and not using lights during the dark hours.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 don't	Neutral	Negative	There should be no charges at all	No	Other	Negative	A major source of congestion is parents driving children to city centre schools. It is really noticeable the decrease in traffic during school holidays (it drops off the day the private schools break up). Giving these 2 or 3 car hours 100 days exclusion per driver will cover virtually every school day and they will just pay the extra £5 for the few remaining ones. A better bus service which children are comfortable to use and which is frequently used by school users.		Improve cycle routes further, with particular attention to junctions and start and end points. My daughter isn't cycle Oxford to Headington because she feels scared to cycle Holloway area. We have far too many routes which just end abruptly, under junctions and insufficient space at roundabouts etc.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Very negative	Congestion in Oxford is terrible. It has been bad for a long time, and it is getting worse. Something has to be done, and fiddling around on national and international experience that demand-management schemes are beneficial. It has been long overdue for Oxford.		I cycle whenever I can, but the danger at the Plain discourages me from doing so. I would cycle a lot more if the Plain, as the only direct route into the centre from East Oxford, were safer to cross on a bike. I'm sure it's not alone in this, and obviously the more people who choose to cycle, the more congestion will ease.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 don't	Positive	Positive	Too low	Yes	Other	Very positive	Make buses cheaper for all. Make bus services more frequent. Add new bus routes. Make bus services more frequent. Add public cycle parking		Make the traffic filters (when they come in 24/7) and set the annual amount on a glide path to zero, while also willing down the extended access vehicles to have minimum and introduce a surcharge for heavier vehicles.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 don't	No impact	No impact	There should be no charges at all	No	Other	Very negative	Fix the Botley Road before showing concerns on traffic congestion, when it is an unrealistic situation as cars have to deal with today.		Address Botley Road closure before anything. Reduce LTNs to improve travel options. Actively slow away cars parked when they shouldn't be, particularly school drop-off areas. Ensure car parks have lights when riding at night. And if you're riding at night, make cyclists wear helmets and not have ear phones in.
an Oxford resident	daily	Commonly health or care workers who need to visit multiple locations or travel urgently. Business cars used as goods vehicles	1 commute to the central permit area by car	Negative	Negative	There should be no charges at all	No	Other	Negative	I work in city centre clearing streets for ads. I start work at 4am until 4pm so I need my vehicle to get to and from work		Open his back up all this does is cause more traffic problems!!! It's nothing to do with easing traffic! It's all about discrimination for all car drivers and taken money off the hard working class!!
a resident of Oxfordshire living outside Oxford	daily	100 day passes for residents in the Oxfordshire permit area, on days of your choice	1 commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Very negative	I work in city centre clearing streets for ads. I start work at 4am until 4pm so I need my vehicle to get to and from work		Rail services into Oxford
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Negative	Work in city centre clearing streets for ads. I start work at 4am until 4pm so I need my vehicle to get to and from work		Stop all these traffic schemes you are scamming people, low traffic neighbour hood adds to traffic you have to wait to get past in traffic.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Negative	Work in city centre clearing streets for ads. I start work at 4am until 4pm so I need my vehicle to get to and from work		Get the traffic flowing by upgrading roads for vehicles, place the bus stops on the side of the road so traffic can move around them. Improve all major roads leading to and from Oxford to traffic can flow. Get rid of Councils blocking the roads.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 commute to the central permit area by car	Positive	Positive	There should be no charges at all	Yes	Other	Very negative	Extend hours of operation for buses. Other		Get the traffic flowing by upgrading roads for vehicles, place the bus stops on the side of the road so traffic can move around them. Improve all major roads leading to and from Oxford to traffic can flow. Get rid of Councils blocking the roads.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 commute to the central permit area by car	Very negative	Positive	There should be no charges at all	Not sure	Other	Very negative	Make buses cheaper for all		Get rid of the LTNs the do nothing to reduce congestion as all you have done is move from one place to another and it's had a detrimental effect on a number of local businesses.
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	1 commute to the central permit area by car	Negative	Negative	There should be no charges at all	No	Other	Very negative	Work in city centre clearing streets for ads. I start work at 4am until 4pm so I need my vehicle to get to and from work		Do something radical without charging motorists... make the Banbury Road one-way into St Giles and Woodstock Road one-way out of town!
a resident of Oxfordshire living outside Oxford	daily	100 day passes for residents in the Oxfordshire permit area, on days of your choice	1 live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Neutral	There should be no charges at all	Not sure	Other	Very negative	Make buses cheaper for all		Investigate why so much traffic heads into or through central Oxford, and then assess representatives of the local population and commuters.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 don't	Positive	Very positive	About right	Yes	Other	Very positive	Make Park & Ride bus cheaper, Add new bus routes, Add public cycle parking		Remove the pavement cables so people don't walk in the road, holding up buses. Make cyclists stop at traffic lights & extra crossings.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 commute to the central permit area by car	Negative	Negative	There should be no charges at all	Not sure	Other	Negative	Make buses cheaper for all		Massively invest in cycle infrastructure. Make it SAFE and people will cycle.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 commute to the central permit area by car	Very negative	Negative	There should be no charges at all	Not sure	Other	Very negative	Make buses cheaper for all		No
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 live in the central Oxford permit area, or visit a resident of the central permit area by car	Neutral	Negative	Too low	Yes	Other	Very positive	Make buses cheaper for young people		I am not convinced that the restrictions will be strong enough to reduce the traffic to a level which will make other forms of travel faster, safer and more pleasant. This is a start and maybe we can improve things later.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 don't	Very positive	Neutral	About right	Yes	Other	Positive	Make bus services more frequent. Make Park & Ride parking cheaper. Make Park & Ride buses cheaper. Extend hours of operation for buses.		Please ensure that these filters are on Google Maps and will be able to navigate routes that avoid the filter zones.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 don't	Positive	Neutral	Too low	Yes	Other	Positive	Make bus services more frequent. Make Park & Ride parking cheaper. Make Park & Ride buses cheaper. Extend hours of operation for buses.		Add more roads to enter the ring road from.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 don't	Positive	Neutral	Too low	Yes	Other	Positive	Make bus services more frequent. Make Park & Ride parking cheaper. Make Park & Ride buses cheaper. Extend hours of operation for buses.		Improve the ring road so that it's a continuous flow. What we have now isn't even a ring, it's two bits borrowed from the regional network, with a handful of bypasses and access junctions to join them up.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 don't	Very negative	Very negative	There should be no charges at all	No	Other	Very negative	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make bus services more frequent. Extend hours of operation for buses, Add public cycle parking		Enforce the existing laws about dangerous and inconsiderate driving/parking, so that buses aren't held up behind people ignoring traffic restrictions, and VNU's aren't endangered by motorists who've not looked at a Highway Code since the 1980s.
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	1 don't	Very negative	Very negative	There should be no charges at all	No	Other	Very negative	Remove LTNs		Make park and ride free!!! It is a stupid world construct a tram system.
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	1 don't	Very negative	Very negative	There should be no charges at all	No	Other	Very negative	Remove LTNs		Don't restrict traffic, you have no right to restrict traffic and anyone's right to travel. ALL THIS NONSENSE NEEDS TO STOP.
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	1 commute to the central permit area by car	No impact	Very positive	There should be no charges at all	Not sure	Other	Very negative	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make bus services more frequent. Extend hours of operation for buses, Add public cycle parking		Build a tram system instead like Manchester that is very successful
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 live in the central Oxford permit area, or visit a resident of the central permit area by car	Neutral	Positive	Too high	Yes	Other	Very negative	Add public cycle parking		
a business	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 don't	Negative	Negative	Too low	Yes	Other	Very positive	Make buses cheaper for all. Add new bus routes, Extend hours of operation for buses		
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	1 commute to the central permit area by car	No impact	No impact	There should be no charges at all	No	Other	Very negative	Stop this scheme		I think this would be the death of many businesses in Oxford barely hanging on. Look at the impact Botley road has had, now you want to block more routes. Improve the infrastructure first.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 don't	Positive	Negative	About right	Yes	Other	Very positive	Make buses cheaper for all. Add public cycle parking, Other		Create more segregated cycle lanes, please. Replace delivery vans with cargo bikes for within the ring road and in surrounding residential streets. Substitute cargo bikes for local businesses. There's.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Very negative	Make buses cheaper for all		Create better public transport infrastructure with free or low cost to users
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 don't	Neutral	Very negative	About right	Yes	Other	Very positive	Make bus services more frequent. Add new bus routes, Add public cycle parking		Cycling in Oxford is still very difficult. There is no infrastructure that prioritises cyclists in Oxford, except Marston Ferry Road and parts of the ring road. Everywhere else, cycle lanes are advisory, shared with pedestrians or motor vehicles, very narrow, stop at junction points. We need properly designed mandatory cycle lanes to encourage people away from cars.
a member of the public living outside Oxfordshire	daily	100 day passes for residents in the Oxfordshire permit area, on days of your choice	1 don't	Positive	Very positive	Too low	Yes	Other	Positive	Add new bus routes. Make bus services more frequent. Extend hours of operation for buses		Reduce taxis in and around George Street/Grocer's Green
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 don't	Very positive	Very positive	There should be no charges at all	Not sure	Other	Very negative	Add new bus routes. Make bus services more frequent. Extend hours of operation for buses		Work on the 15 minute neighbourhoods - help people open local businesses. We don't need anyone American charity shops or Waitrose. Make each neighbourhood of Oxford a destination so we don't feel like we need to leave.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Very negative	Add new bus routes		ALSO, no more school! There's never traffic when it's half term (not everyone can be a holiday). People are working from home and more, so so much of the traffic is from the school drop-off and pickups. Bring in school buses, keep the parents home.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	1 don't	No impact	No impact	There should be no charges at all	No	Other	Very negative	Make bus services more frequent. Extend hours of operation for buses. Add public cycle parking		Less restricted roads will allow traffic to flow free.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 live in the central Oxford permit area, or visit a resident of the central permit area by car	Neutral	Negative	About right	Not sure	Other	Negative	Make bus services more frequent. Add new bus routes, Make bus services more frequent. Add public cycle parking		Yes. See above. You should just extend the central Oxford scheme with more 'bus gates', in Longwall Street. This would hugely reduce the car traffic on the plain and in St Clements, and allow buses to keep to timetable better. The MACH system would cost FAR less, and probably have more impact on bus timetables.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Very negative	Make Park & Ride parking cheaper. Make Park & Ride buses cheaper, Make bus services more frequent. Add new bus routes, Make bus services more frequent. Add public cycle parking		Sort out Botley Road Phase 1!
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 live in the central Oxford permit area, or visit a resident of the central permit area by car	Very positive	Positive	Too low	Yes	Other	Very positive	Make Park & Ride parking cheaper		Go on improving cycle experiences in Oxford. Your efforts are appreciated
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 commute to the central permit area by car	Neutral	Negative	About right	Not sure	Other	Negative	Living in Marston, Ferry road is the one road that makes me to everyday to go on a daily basis.		Only that this scheme is another step forward to making city one of the worst in the country.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Very negative	Conduct audit to take away peoples freedom! NOT LISTENING!! SEEKING TO CONTROL PEOPLES LIFE AND DICTATE HOW WE LIVE OUR LIVES BY DAY CONTROL FREIGHT AND LIBERAL DEMOCRATS BUY BODIES!! IT BICYCLE EXTREMISTS!!		NOT TEMPORARY! STEALTH TAX BY MONEY GRABBING SCUM COUNCIL!! JUST ROBBING THE POOR PEOPLE OF OXFORD!! COUNCILORS ARE NOT LISTENING!! ACTION NEEDS TO BE TAKEN AGAINST THESE COUNCILORS!! WITH JUST ONE AGENDA!!
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 live in the central Oxford permit area, or visit a resident of the central permit area by car	Very positive	Positive	Too low	Yes	Other	Very positive	Thames Street is beyond busy at times		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 commute to the central permit area by car	Neutral	Negative	About right	Not sure	Other	Negative	Living in Marston, Ferry road is the one road that makes me to everyday to go on a daily basis.		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Very negative	Conduct audit to take away peoples freedom! NOT LISTENING!! SEEKING TO CONTROL PEOPLES LIFE AND DICTATE HOW WE LIVE OUR LIVES BY DAY CONTROL FREIGHT AND LIBERAL DEMOCRATS BUY BODIES!! IT BICYCLE EXTREMISTS!!		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 live in the central Oxford permit area, or visit a resident of the central permit area by car	Very positive	Positive	Too low	Yes	Other	Very positive	Thames Street is beyond busy at times		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 commute to the central permit area by car	Neutral	Negative	About right	Not sure	Other	Negative	Living in Marston, Ferry road is the one road that makes me to everyday to go on a daily basis.		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Very negative	Conduct audit to take away peoples freedom! NOT LISTENING!! SEEKING TO CONTROL PEOPLES LIFE AND DICTATE HOW WE LIVE OUR LIVES BY DAY CONTROL FREIGHT AND LIBERAL DEMOCRATS BUY BODIES!! IT BICYCLE EXTREMISTS!!		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 live in the central Oxford permit area, or visit a resident of the central permit area by car	Very positive	Positive	Too low	Yes	Other	Very positive	Thames Street is beyond busy at times		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 commute to the central permit area by car	Neutral	Negative	About right	Not sure	Other	Negative	Living in Marston, Ferry road is the one road that makes me to everyday to go on a daily basis.		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Very negative	Conduct audit to take away peoples freedom! NOT LISTENING!! SEEKING TO CONTROL PEOPLES LIFE AND DICTATE HOW WE LIVE OUR LIVES BY DAY CONTROL FREIGHT AND LIBERAL DEMOCRATS BUY BODIES!! IT BICYCLE EXTREMISTS!!		
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an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Very negative	Conduct audit to take away peoples freedom! NOT LISTENING!! SEEKING TO CONTROL PEOPLES LIFE AND DICTATE HOW WE LIVE OUR LIVES BY DAY CONTROL FREIGHT AND LIBERAL DEMOCRATS BUY BODIES!! IT BICYCLE EXTREMISTS!!		
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Survey Response													
I am responding to this survey as	How often do you travel in or around Oxford?	Please tick which of the following free permits and passes you think you may be eligible for	Do you live in, visit a resident by car or commute by car to the proposed central Oxford?	Central Oxford residents' permits is proposed that residents in the central Oxford?	Central Oxford permit area - commuters' permits in non-resident workers' commutes	We are proposing a single charge of £5 to allow cars without a driver, or permit	Do you think that charges should vary, with drivers of lower cars, or more?	Income generated by introducing the proposed temporary congestion charge would be used to lower the education and operating costs of the scheme	If other improvement, please state	Taking into account all the information we have provided about the proposal in	Please explain your answer	Do you have any other comments about the proposal for six temporary congestion charge locations in Oxford that you have not already shared in this survey?	Do you have any suggestions for other ways to reduce traffic and tackle congestion in and around Oxford?
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Positive	Negative	About right	No	Make bus services more frequent		Positive	I am hoping it will reduce traffic.	I am concerned this, like the fingers, will increase traffic through Old Marston at peak commuter times.	An aerial egg lift bringing Thornhill Park + Oaker Road / JR hospital + Train Centre.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Negative	Too low	Yes	Make bus services more frequent		Positive	Could go further, eg restricting hours of access for other vehicles (delivery etc) to outside normal peak times		Reduce the amount of parking currently available with a aim to discourage driving into the centre
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Positive	Negative	Too low	No	Make bus services more frequent		Positive			restrict larger vehicles such as trucks and vans within certain hours - so not during peak school hours (7:30-9 and 3:30 to 5). This would make cycling with kids safer and more appealing.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	About right	Not sure	Make buses cheaper for all, Add new bus routes, Add public cycle parking		Very positive	Would expect to see fewer cars crossing the city centre, so buses would be faster/more timely and walking/cycling would be safer and more pleasant		School term times seem to produce the heaviest traffic, finding better ways for children to get to schools (rather than being driven in and out individually) could make a big difference. A lift away from the near-central 5-6 working hours could also help spread out "rush hours"
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	Yes			Very positive	I'm an NHS manager working about 24/7, working every day after job hours from home, additional commuting time will have negative impact on my service		Look to other medieval cities abroad that have put cycling first and see what measures we can adopt. A good example is Lissieux in Sweden, which is also a medieval university town and is almost entirely car-free in the centre. Cars should be used for getting out of Oxford, and not necessary for getting into or around Oxford.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	Too low	Yes	Add new bus routes, Make bus services more frequent, Add public cycle parking		Very positive	It is currently difficult to cycle in and around the city than to go by bus. The roads should be clearer for people who "need" to use their cars and permit the free flow of traffic. Buses will be quicker, and therefore more appealing to take, and cycling will be safer.		Removing the LTNs in East Oxford would be a good start. Have more bus routes that cover the entire city and better connect services to the surrounding villages.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	There should be no charges at all	Yes	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Negative	I will have to leave my job at the school where I work part time because the most direct route includes one of the charging zones and going the long way would take too long and will use too much petrol. Going there by bus would take ages as it is not a good direct service available.		Use the river to provide alternative transportation into Oxford
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	Too high	No	Make buses cheaper for all		Negative	Push traffic onto already busy alternate routes already impacted by LTNs		Free bus passes, council has the ability now to run its own bus services due to changes in the law, also bus ticket prices are extortionate for such small journeys and cause issues financially. Park and Ride should be free and buses to and from them should be one pound or more, if you want people to use Oxford and use services make it cheaper for them to access them.
an Oxford resident	daily	Taxis and private hire vehicles	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Make BUSES FREE FOR LOCAL PEOPLE BETWEEN WORKING HOURS AND SEE WHAT IMPACT THAT HAS ON TRAFFIC AND SCHOOL RUNS	Very negative	Will hurt people that come to Oxford to work and who live locally. Starting Oxford into a Prison		
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Fix the badly managed roads and roundabouts	Very negative	It's literally a money making scheme. Not everyone falls into the same category of 'you should stop, get a bus or cycle' I live in Abingdon, but I grew up in Cowley, I work in Cowley, my partner works in Cowley, my daughter goes to nursery in Rose Hill, I still have a lot of friends and family in Cowley that I see regularly, usually after work.		Open up the LTNs! Stop!
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	There should be no charges at all	No	Make buses cheaper for all, Make bus services more frequent		Negative	There is no bus route that will allow me to drop off my daughter at nursery, go to work, then to pick up my daughter, and then to visit my family! And I have a toddler probably double my journey time!		Put your congestion charge in areas where you've voted if Leavis Cowley aligned! Majority of residents do not want your greedy schemes! You seem to be targeting the poorer areas!
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	There should be no charges at all	No	Make buses cheaper for all, Make bus services more frequent		Negative	I cycle to work when I can, but I don't have to do the nursery run. I have never ever had a problem cycling round Oxford! The majority of families and households who live in these areas do not have their own cars. However, this is a revenue fund! People dropping children off at the Swan school or Chertsey school will even further block up each end of the Marston Ferry Road affecting residents in Marston and Summertown. This road is a key link for Marston people who use Summertown as their main shopping hub. The ring road (a possible alternative) is already over congested at the Barbury & Woodstock Road roundabouts and especially so since this is currently a route to Botley for people from north-east Oxford.		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I commute to the central permit area by car	Positive	Positive	There should be no charges at all	No	Make buses cheaper for all, Make bus services more frequent, Extend hours of operation for buses		Very negative	A temporary congestion charge in Oxford could be terrible because it may unfairly impact local residents and small businesses without providing long-term improvements. Short-term measures can cause confusion, increase administrative costs, and push traffic into surrounding areas, worsening congestion there. Without lasting infrastructure changes, the disruption may not justify the limited benefits.		Remove the LTNs.
a member of the public living outside Oxfordshire	weekly	100 day passes for residents in the Oxford permit area, on days of your choice, 25 day passes for residents in the Oxfordshire permit area, on days of your choice, Blue badge holders, Disability benefit claimants, Disabled tax cars, School students with special educational needs, Unpaid carers, Community health or care workers who need to visit multiple locations or travel urgently, Frequent hospital patients, Emergency service vehicles, Firefighters, Registered car clubs, Drivers instructors	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Other	There should be no surplus as the private should be budgeted accordingly. Any surplus means the charges are too high	Very negative	You're creating admin that will break at some point. This will create false charges and will be handed in a timely manner, penalising people financially at a time when money is scarce.		Why not invest in infrastructure and services outside of Oxford. Then there will be less traffic in Oxford originally. As long as people need to get there, there will be congestion.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very positive	Neutral	About right	Yes	Make Park & Ride parking cheaper, Make buses cheaper for all, Add public cycle parking		Positive	Less traffic, less pollution, buses will be more reliable		Some restrictions for electric scooters and bikes which are de-restricted. Need enforcement
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I commute to the central permit area by car	Very positive	Very positive	About right	Yes	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all		Positive	There is a serious need to reduce congestion in the centre to make journey's easier and improve air quality. I think this would be even stronger if more universities only more services were introduced.		The whole transport infrastructure of the city needs to be reviewed. This is a good stop gap but not a permanent solution. A Transit hub in Oxfordshire would be a great first infrastructure investment.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I commute to the central permit area by car	Very negative	Neutral	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Add public cycle parking		Very negative	With fewer cars able to access the Westgate car park the shops will suffer. The members of the real Tennis club in Marston street will not be able to access it. Whether I can get to Central Oxford requires a long walk and then another bus to get to the other side of Oxford (Abingdon Road to Barbury Road for example) There are no "through buses". Anyone who cannot walk is forced to take a taxi. My mother has to take a taxi for eight weeks to get from the Abingdon Road to Fairford car park. She is not eligible for a blue badge as she doesn't have a named "condition" and being "old" (60) does not give her a reason for a blue badge. The blue badge system is completely corrupt. The buses do not go from north to south and one has to walk to St Aldelms, through Cowley and onto Magdalen Street. The rich can afford to pay the congestion fee and still continue to have access and those that can't pay work. This is discriminatory. I live in the Abingdon Road but outside the proposed start of the zone. To visit my parents at Fairford cars have to leave to take a significantly longer distance and it will take about 4 times the time as everyone will be forced onto the ring road. There will be more pollution as people's car journeys will be longer. Those living around the ring road will have significantly more pollution.		Sort out the roads leading to the Westgate car park. There is a nearly empty car park right next to it. Only buses and taxis use it and it is needed space. The old Westgate car park has a new system which worked very well.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice, Personal cars used as goods vehicles for business purposes	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make Park & Ride parking cheaper, Add new bus routes, Make bus services more frequent		Very negative	Reduce customer or visitors to my business		Traffic is a bit less now except the ring road, so why add further restrictions!
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	Too low	Yes	Make Park & Ride parking cheaper, Make buses cheaper for all, Add public cycle parking		Very positive			More park and ride in east Oxford
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Positive	Positive	About right	Yes	Make bus services more frequent, Extend hours of operation for buses, Add public cycle parking		Positive	Using funds from the congestion charge to help boost active transportation and public transport sounds like a great way to be more sustainable and to help the environment as healthy as possible for all.		I think for larger cars - people who need those cars for medical reasons, because they have multiple children, or for other necessary situations like work, the cost should be the same as a smaller car so as not to burden them.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Neutral	There should be no charges at all	Not sure	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Negative	Negative impact on local residents and businesses. Current unreliable buses have been real issues.		
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make bus services more frequent		Very negative	Fragment the city and make it impossible to travel in and around. The ring road will set up even more and moving from one side to the other impossible. Public transport is very clunky if you have to connect several different routes and cycling and walking is not possible for many people.		Public transport is the key, more frequent buses and connectivity.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very positive	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make bus services more frequent		Very negative	In the Marston Between 7am and 8:30am cars pass through the village, add the cars taken on the Ferry link road and this will almost double or more the volume of cars in the Headington roundabout and Headington road Oxford. All cars that use the key ring road from north Oxford are going into the city centre or up Heading Way. Has a survey been done to ask where the cars are going and when?		More park and ride car parks. Ask the people who drive into Oxford where they are going and where they have come from. More cars in one way system. AONK bus/cycle routes.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice, Blue badge holders, Unpaid carers	I don't	Neutral	Neutral	There should be no charges at all	No	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Negative	It is currently unclear how the permit system will work, but it is clear that it will generate more admin for me. As I understand your proposals, I would be eligible for a resident's 100 passes permit based on where I live, but I would also be eligible for a blue badge permit for my father, who is disabled, and an unpaid carer's permit given that his primary carer will need to apply for it (I have parents separated) I have not visited an unpaid carer's permit I don't qualify for my own, although I do have much time and admin will this cost? Which permits will I need to use e.g. I'm driving across town to pick my father up to take him to a doctor's appointment, but he's in the car with me so I don't always myself back home again after I've dropped him back in his house? If I'm doing chores for him but again he's in the car? If I have to drive into work because I need my car to take him to an appointment later in the day. Will such journeys be covered by the unpaid carer's permit or will they get deducted from my 100 residents' passes? Do the blue badge and unpaid carer's permits allow unlimited journeys per year? Will I have to register someone every time I make a car journey under the relevant permit so I don't get charged? I have all the same questions about the traffic filters proposed, which causes similar confusion. All the more I think about it, the more I think that both proposals would make things harder and more complicated than they already are for myself and for other residents.		Instead of continuously introducing punitive charges and blocking off roads, the council should focus on creating genuine, positive alternatives and improving the existing infrastructure.
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Very positive	Very positive	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make bus services more frequent		Very negative	My response is "Very negative" because this proposal introduces yet another financial penalty for residents who are already struggling with a high cost of living. This £5 daily charge feels like a genuine traffic solution and more like a way to finance the public for extra revenue. This scheme will not solve congestion, it will worsen it. The existing Low Traffic Neighbourhoods (LTNs) have already proven to be highly unpopular and counterproductive. Sending traffic onto a few main arterial roads and causing gridlock. Adding a congestion charge on top of the fished system will only intensify the problem, creating longer journey times, more pollution from idling cars, and immense frustration for drivers. With thousands of new homes planned for the area, it is illegal to systematically cut off the city's main transport arteries. This proposal fails to consider the wider context and will inevitably clog the major roads that are left, penalising residents, commuters, and local businesses who have no alternative but to drive.		Invest in Public Transport First! Before charging drivers, make public transport a genuinely attractive option. This means significantly lower fares, more frequent and reliable services that cover all communities (including new housing developments), and better integration between bus and rail services. Make the Park & Ride facilities free or substantially cheaper to incentivise their use.
a resident of Oxfordshire living outside Oxford	daily	100 day passes for residents in the Oxford permit area, on days of your choice, 25 day passes for residents in the Oxfordshire permit area, on days of your choice, Business cars used as goods vehicles for business purposes	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	I actually feel there should be no charges and it's downright disgrace as council you are doing this an other disgrace	Very negative	I think it's a backward step and council will not listen to local businesses or people. I think it's a utter disgrace. People should be free to make choices that what we pay taxes for!	yes it should not happen ever!	It's not that bad in my opinion and it's only an extra term that it's heavy no think about school buses being more accessible for families - in the holidays there is no issue with traffic.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	There should be no charges at all	No	Make bus services more frequent		Very negative	I would resent paying a charge to drive through my local area. If I don't pay I'll contribute to increased pollution by driving through the ring road to get to where I want to go, increasing my journey times considerably. Bus services are not good or reliable enough, so I would be more likely to use a taxi rather than a car.		The LTNs in my opinion are a disaster. There was less congestion in Oxford before than there is now. St Clements being the prime example of a continuously congested area, closely followed by Cowley and Fyfe Road. Remove the LTNs and improve the bus services.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Negative	Negative	There should be no charges at all	No	Make Park & Ride parking cheaper, Add public cycle parking		Very negative	The plans are vindictive and thought out. The Botley Road railway bridge closure is causing enough chaos without anything else being added.		Make the ring road passes into fast-flowing traffic offering vehicles a viable alternative to driving through the city. Don't build houses next to them arterial roads and don't keep adding more restrictions (traffic lights, speed restrictions etc.) that make these routes slow and undesirable.
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Very negative	Very negative	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper for all		Very negative	Will stop going into Oxford, shop elsewhere with a negative impact on an already failing city centre		Improve the road, do away with the enforced and totally illegal road closures which necessitate much longer journey times, add speed services, and unnecessary heavy routes from A to B!
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Add new bus routes		Very negative	The Council know perfectly well what the existing LTN schemes have done to mess up the traffic. It knows but it persists in its fascist scheme to keep us all in 15 minute buses.		Get more buses - but you already know that!
a resident of Oxfordshire living outside Oxford	daily	Community health or care workers who need to visit multiple locations or travel urgently	I commute to the central permit area by car	Neutral	Positive	There should be no charges at all	No	Make buses cheaper for all, Make bus services more frequent, Extend hours of operation for buses		Very negative	The proposed congestion charges is an absolute joke. I currently drive to work on Cowley Road, I work for a mental health charity and the work we do helps prevent hospital admissions, which saves the NHS millions every year. I'm able to drive to work with a journey time of approx 30 minutes there and 45 min back home. If these charges come into place and I continue to drive I would mean I'll cost an extra £100 just to drive my own car. If I drive around the ring road I'll be highly congested as everybody will be going that way instead. If I go on the bus parking and bus tickets will be much more than petrol costs and travel time will be double. The above will have a negative impact on my mental health. We don't all have the luxury of being able to cycle and/or expenses of paying the congestion fee or bus expenses. Most people are against it and the council never listen.		Get rid of the LTNs! I have been in my job on Cowley Road since 2021, before LTNs were in place. Traffic was free flowing. Ever since they've been introduced traffic at all standards often and I've created the traffic. Now you're trying to make money of the public for YOUR income.
a parish, town, district or county councillor	less than weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Very negative	Very positive	There should be no charges at all	No	Add new bus routes, Make bus services more frequent, Extend hours of operation for buses		Very negative	We oppose the congestion charge. It would be very expensive for many of our residents who have no alternative but to use their cars to get into Oxford. If you want reduce traffic in Oxford then you must first offer alternatives. There are not too many alternatives. We need buses from 7am to 12 midnight with stops available for all our residents. We need a way to separate cycleways. There are none. Many of our parishes work in Oxford and have to take their cars as there is little alternative. There is one bus which does not cover the hours the congestion charge would operate and many cannot access it as it takes 20 minutes each way to the bus stop for many. It has been suggested that we should use the Park and Ride. All the long journeys from Botley village to the Headington roundabout is 20-45 minutes, then we would have to come round the Headington roundabout again into Oxford by bus. It would take hours to get into Oxford. Commuters without cars, car parking spaces in the central zone of Oxford, voluntary workers and children attending school in Oxford would have to pay £5 each to get into Oxford. Many cannot afford this. Commuters including school health and care workers live in our area and would not be eligible for permits. Many would not go into Oxford for education, culture or entertainment.		We haven't been asked about the location of the charging points. The Marston Ferry Road charging point siting would cause terrible traffic queues for those wanting to get to the John Radcliffe Hospital. It would block Marsh Lane and increase journey times significantly for both staff and patients and visitors. It would also push much more traffic onto the ring road and the traffic resulting from this is completely unacceptably and incorrect. Traffic on the ring road and parking and journey times would be increased significantly. There is absolutely no reason that should not 7 days per week, 8 days in bad weather. Running until 7pm in the evening would also stop people going to the theatre, restaurants etc. It is targeted only at people who are living outside Oxford. Vans, HGVs and Oxford residents make up the majority of the road traffic, but the Congestion Charge excludes them and there is no encouragement for them to use alternatives to cars or use their cars less. What about those with disabilities or other people who cannot walk far, or people who are either acutely or chronically?



Survey Response												
I am responding to this survey as	How often do you travel in or around Oxford?	Please tick which of the following free permits and passes you think you may be eligible for	Do you live in, visit a resident by car or commute by car to the proposed central Oxford?	Central Oxford residents' permits is proposed that residents in the central Oxford?	Central Oxford permit area commutes' permits is proposed to non-resident workers, commuters?	We are proposing a single charge of £5 to allow cars without a driver, or permit?	Do you think that charges should vary, with drivers of lower cars, taxis more and income generated by introducing the proposed temporary congestion charge would be used to lower the admin and operating costs of the scheme?	If other improvement, please state	Taking into account all the information we have provided about the proposal...	Please explain your answer	Do you have any other comments about the proposal for six temporary congestion charge locations in Oxford that you have not already shared in this survey?	Do you have any suggestions for other ways to reduce traffic and tackle congestion in and around Oxford?
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 don't	Positive	Negative	About right	No	Make buses cheaper for all. Make bus services more frequent. Add public cycle parking.	Positive	I am hoping it will reduce traffic.	I am concerned this, like the fingers, will increase traffic through Oxford at peak commuter times.	An aerial egp lift bringing Thorntree Park - Oaker Road / JR hospital - Train Centre.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 don't	Neutral	Negative	Too low	Yes	Make Park & Ride buses cheaper. Make bus services more frequent. Add public cycle parking.	Positive	Could go further, eg restricting hours of access for other vehicles (delivery etc) to outside normal peak times	Reduce the amount of parking currently available with a aim to discourage driving into the centre	restrict larger vehicles such as trucks and vans within certain hours - so not during peak school hours (7:30-9, and 3:30 to 5). This would make cycling with kids safer and more appealing.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 live in the central Oxford permit area, or visit a resident of the central permit area by car	Positive	Negative	Too low	No	Make buses cheaper for all. Add new bus routes. Add public cycle parking.	Positive	Would expect to see fewer cars crossing the city centre, so buses would be faster home timely and walking/cycling would be safer and more pleasant.	Seems like a good way to test out the traffic filter ideas before going into the full proper	School term times seem to produce the heaviest traffic, finding better ways for children to get to schools (rather than being driven in and out individually) could make a big difference. A shift away from the near-universal 8.5 working hours could also help spread out "rush hours".
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	1 commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	Yes	Add new bus routes. Make bus services more frequent. Add public cycle parking.	Very negative	It is currently quicker to cycle in and around the city than to go by bus. The roads should be clearer for people who "need" to use their cars and permit the free flow of traffic. Buses will be quicker, and therefore more appealing to take, and cycling will be safer.	Charging to the wrong of occasions, therefore needs to be provided for access to the car park, whether that is by improving bus services or adjusting the congestion charge for users. Otherwise, training would be affected to such an extent that competitive riders will need to move to other risks, such as Sweden, which are further away, which will affect the risk's ability to operate and remain competitive.	Look to other medieval cities abroad that have put cycling first and see what measures we can adopt. A good example is Ljubljana, in Slovenia, which is also a medieval university town and is almost entirely car-free in the centre. Cars should be used for getting out of Oxford, and not necessary for getting into or around Oxford.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	1 don't	No impact	No impact	Too low	Yes	Make bus services more frequent. Add public cycle parking.	Very positive	I will have to leave my job at the school where I work part time because the most direct route includes one of the changing zones and getting the long way would take too long and will use too much petrol. Going there by bus would save ages as there is not a good direct service available.	They are not a good idea because the risk can afford to pay and will continue congesting the road, but those on lower income cannot afford to pay.	Removing the LTNs in East Oxford would be a good start. Have more bus routes that cover the entire city and better connection services to the surrounding villages.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 don't	Neutral	Neutral	Too high	No	Make buses cheaper for all	Negative	Push traffic onto already busy alternate routes already impacted by LTNs	Use the river to provide alternative transportation into Oxford	Free bus passes, council has the ability now to run its own bus services due to changes in the law, also bus ticket prices are increasing and such small journeys and cause issues for users. Park and Ride should be free and buses to and from them should be one pound or more, if you want people to use Oxford and use services make it cheaper for them to access them.
an Oxford resident	daily	Taxis and private hire vehicles	1 commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Very negative	It'll hurt people that come to Oxford to work and who live locally. ... turning Oxford into a Prison	All the surrounding road will be impacted massively, there won't a congestion problem before that LTNs went in... SUMMERTOWN IS THE WORST FOR PEOPLE THAT DON'T LIVE LOCALLY	Free bus passes, council has the ability now to run its own bus services due to changes in the law, also bus ticket prices are increasing and such small journeys and cause issues for users. Park and Ride should be free and buses to and from them should be one pound or more, if you want people to use Oxford and use services make it cheaper for them to access them.
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	1 live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Very negative	It's literally a money making scheme. Not everyone falls into the same category of 'they should walk, get a bus or cycle' I live in Abingdon, but I grew up in Cowley, I work in Cowley, my partner works in Cowley, my daughter goes to nursery in Rose Hill, I still have a lot of friends and family in Cowley that I see regularly, usually after work.	You as a council are not listening to residents. Just look at the petition with over 10,000 signatures against! Look at the comments!	Open up the LTN! Stupid!
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 don't	Neutral	Neutral	Too high	No	Make buses cheaper for all	Very negative	There is no bus route that will allow me to go to drop off my daughter at nursery, go to work, then to pick up my daughter, and then to visit my family! And I think it would probably double my journey time!	Put your congestion charge in areas where you were voted in! Leave Cowley alone! Majority of residents do not want your greedy schemes! You seem to be targeting the poorer areas!	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 commute to the central permit area by car	No impact	Very positive	There should be no charges at all	No	Add new bus routes. Make bus services more frequent	Very negative	I would add too that also no longer cycle in Oxford, and will not allow my children to cycle, as I have dealt with the aggression of drivers and poorly maintained roads and cycle paths too often. After coming off my bike twice, this is no longer a viable option.	If you really want it, then open up some of the LTNs so that the traffic can flow freely!	Improve bus services first - more frequency, more reliable (with penalties for bus companies who repeatedly let down customers), and maintain roads and cycle paths in order to make cycling safer. Only once this has happened should be permissible to introduce what feels like a punitive measure for drivers.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 don't	Neutral	Neutral	About right	Yes	Make buses cheaper for all	Positive	I cycle to the bus into town.	My daughter teaches yoga in central Oxford schools and will have no choice to drive as she has to take equipment to each school. She hardly makes any profit and lives in Eynsham so will likely go if business as a result, assume you don't care about this.	
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	1 commute to the central permit area by car	Neutral	Neutral	There should be no charges at all	No	Make buses cheaper for all. Add new bus routes. Make bus services more frequent. Extend hours of operation for buses	Very negative	It's simply another money making council scam. Councils are supposed to work for their own constituents do no Lib Dem councillors outside Oxford should have any day in this matter when Abingdon has worse congestion.	Free buses. Allow genuine people to drive for work without threats of fines and charges	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	Too high	No	Make buses cheaper for all. Add new bus routes. Make bus services more frequent. Extend hours of operation for buses	Very negative	I would be able to travel around Oxford using this.	The information provided is not clear and insufficient.	
an Oxford resident	daily	100 day passes for residents in the Oxfordshire permit area, on days of your choice	1 don't	Neutral	Neutral	About right	Yes	Make Park & Ride buses cheaper. Add public cycle parking.	Positive	As a bus user in central Oxford from Headington, I hope that the the charge will reduce traffic at certain times of day and improve the service.	Although I broadly support the proposal as a way of dealing with the traffic problem, especially for bus users, I understand the reactive reaction because of the times - no hint of it will be believe until after the local elections in May 25.	That's a tough one! Nothing that has not already been thought of.
a resident of Oxfordshire living outside Oxford	less than weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	1 don't	Negative	Negative	There should be no charges at all	Yes	Make Park & Ride buses cheaper. Add public cycle parking.	Negative	I sometimes stop or eat/drug to the cinema in Oxford but would be probably go somewhere else	I will have an impact on an equality. It will be annoying. I will make Oxford less attractive for visiting.	
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	1 don't	Positive	Positive	About right	Yes	Make bus services more frequent. Extend hours of operation for buses	Positive	Hopefully it will be enough of a nudge to get people out of their cars	Much harder in rural areas	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 commute to the central permit area by car	Negative	Negative	There should be no charges at all	No	Other	Very negative	You've already ruined Oxford traffic flow. You're about to make it worse.	Learn from your mistakes. You forced LTNs on an area that did not want it. You went against your consultation results to serve your own needs. It has been a disaster because you did not listen to people who could have provided a much better traffic flow management system. The DASH is my way system for more signal and sees the system that local residents had been discussing for years - long before you put your 10 kids in! Have you even bothered to notice the amount of disability resident deaths?	Listen to the overwhelming majority of residents instead of pandering to the few. You have not taken into account that the gentrification of Cowley is continuing at a rapid pace and is completely changing the reality of the way the majority of people live in this area. We do not all work from our laptops at home or sitting outside trendy cafes, with our ridiculously priced coffees or ride big expensive cargo bikes that you can fit your 10 kids in! Have you even bothered to notice the amount of disability resident deaths?
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	1 don't	Positive	Positive	Too low	Yes	Make Park & Ride buses cheaper. Add public cycle parking.	Very positive	We need to do something. Thank you for being bold and doing something to make Oxford easier to travel around. I think you're the best person to do this.	Please keep incentivising the alternatives to driving in making cycle lanes maintained and segregated like on the Slade.	Bigger cars pay more.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice. Disability benefit car users. Frequent hospital patients. Business cars used as goods vehicles	1 don't	Very negative	Very negative	There should be no charges at all	No	Other	Very negative	who should residents pay for bus services such as this	DON'T DO IT people pay enough to get driving in making cycle lanes maintained and segregated like on the Slade.	Many endorsement of about making cycle lanes better than bus lanes.
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	1 commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Very negative	I visit friends, business for work and pleasure. If I cannot drive I will no longer come because as I'm afraid, I will not use any public transport as they are not reliable & I do not like being around lots of people because of social anxiety on public transport. So I will be forced by this to come and see my friends. My friends that visit are also looking at moving out of Oxford because of this!	Understand the need for 'urban air' but this is not the way!	Beside FREE & reliable public transport like they do in Perth and other areas abroad I'm not sure you'll ever reduce it. Punishing people for visiting and live a functioning town (however you wish to dress it up) is NOT the way! You WILL lose businesses because of this.
an Oxford resident	less than weekly	100 day passes for residents in the Oxford permit area, on days of your choice	1 don't	No impact	No impact	There should be no charges at all	No	Make Park & Ride buses cheaper. Add public cycle parking.	Very negative	At the moment for a family if we, which we are, who live inside the ring road it costs us less to drive into Oxford and park at the Westgate than it does to take the bus. We only do this maybe once a month but these charges will have a real impact on us. Again it's unclear whether the residents voucher covers this travel. I would like to see the introduction of cheaper bus fares for those who live inside the ring road making it viable for us to take the bus into Oxford rather than driving in. It makes no sense for us to drive to a park and ride to get the bus in!	Make bus services much cheaper than they are especially for those living inside the ring road.	
a resident of Oxfordshire living outside Oxford	less than weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice. Blue badge holders. Disability benefit claimants. Disabled tax cars. School students with special educational needs. Unpaid carers. Community health or care workers who need to visit multiple locations or travel urgently. Frequent hospital patients. Emergency service vehicles. Firefighters. Taxis and private hire vehicles. Registered car clubs. Heavies and funeral cars.	1 don't	Neutral	Neutral	There should be no charges at all	No	Make Park & Ride buses cheaper. Add public cycle parking.	Very negative	eg buses between London rd Headington and Squireway Lane Summertown/Squireway Lane are inconvenient. Car is needed to reach North Oxford.	improving bus routes will reduce car travel	Be more selective on the sites. My wife has her doctors surgery in holloway cowley. How will she visit them on a regular basis?
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	1 don't	Neutral	Neutral	There should be no charges at all	No	Make Park & Ride buses cheaper. Add public cycle parking.	Very positive	Less cars will make my bus journey more reliable and my cycle commutes more pleasant and safer	Enforcing the cycling lanes on Connaught street and cyclists running red light laws, would give cyclists a better reputation and may encourage more people to try it rather than thinking they are a bunch of buskers/bikes.	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 don't	Very negative	Very negative	About right	Yes	Make Park & Ride buses cheaper. Add public cycle parking.	Very positive	Less cars will make my bus journey more reliable and my cycle commutes more pleasant and safer	I know you don't directly enforce the laws but there are never any police on Connaught street and no cyclists are ever fined for running red lights or cycling on the pavement.	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 don't	Very positive	Very positive	Too low	No	Make Park & Ride buses cheaper. Add public cycle parking.	Very positive	I cycle to work most days but in winter months I can get a bit depressed so I use the car. I avoid through Oxford to get to the Barbury Road. If I can't drive through Oxford then I get to go along the A34 and through north Oxford which is where everyone will be going adding hours of my journey time to work and the traffic will be extreme. I have a hybrid car so the moment that parking is to do I'll electric so my car will be more convenient for full electric cars to go through without being charged!	Why can't you change the times so at least commuters can get to work without being impacted by charges and then it would be less the traffic flowing rather than just queuing everywhere and causing respect of pollution in other areas of Oxford. I live in a place where there is one bus route and that is every 30 minutes if it arrives on time so this proposal will cause tremendous anxiety and stress trying to get to work and, but having to leave hours before I would have to if I drove the car.	Allow full electric vehicles to go through these points without a charge. Maybe be a little more lenient on the hours that you are trying to do.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 don't	Positive	Negative	Too low	No	Make Park & Ride buses cheaper. Add new bus routes. Make bus services more frequent	Very positive	Reduced car traffic into central Oxford will make all my journeys quicker and safer. Car, bus and cycling.	Add a park and ride service to East Oxford. Remove all parking on Cowley Road. Strictly enforce parking restrictions throughout the city.	
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	1 don't	Neutral	Neutral	There should be no charges at all	No	Make bus services more frequent	Very negative	I think this is a really bad idea and fear that exactly as was the case with the implementation of the East Oxford LTNs, this scheme is likely to be introduced in spite of traffic, commercial and public opinion data being strongly against it. I do understand the need to reduce the number of cars and traffic pollution in Oxford but neither the LTNs nor traffic filters / congestion charging will achieve this. People drive either because they have to or because there are no appealing alternatives. Buses are too expensive, unreliable and services unreliable. Buses and cycling need to be actively promoted and made more appealing than driving in a positive, not punitive way. All the congestion charge will do is push traffic out on the ring road, causing additional congestion and pollution on other roads. It will also cause further damage to businesses and communities in Oxford and I find it quite chilling that, if the LTNs are anything to go by, it's likely to be introduced when the results of the survey come in.	As above	Yes - scrap the LTNs and abandon the traffic filter / congestion charging plans. This will immediately reduce traffic and pollution. Then put some genuine thought and resources in to improving bus services and encouraging cycling and walking so that people are able to walk or cycle find these options preferable to driving.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	1 live in the central Oxford permit area, or visit a resident of the central permit area by car	Positive	Neutral	There should be no charges at all	Yes	Make buses cheaper for all	Very negative	It will be difficult for business for example people who want to visit local shops and restaurants in the Westgate and in east Oxford eg Cowley Road and Jericho.	This was not mentioned before the local elections so it was not possible to vote for. You have gone against your word of not introducing charges until the Barbury Road has been completed. It is not our fault that the Barbury Road is taking far longer than anticipated.	Not everyone can cycle who does not have a blue badge. Bus fares are far too expensive.
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	1 commute to the central permit area by car	Very negative	Very negative	Too high	Yes	Add new bus routes. Make bus services more frequent. Other	Very negative	I need to drop my kid in nursery in barbary road and then go to Churchil hospital. This means I need to use the Marston Ferry Road once a week. 25 free passes a year is not enough. Avoiding that road would not work for me and my big commute. And I already made adjustments on my working hours because of the commute time.	The buses in Oxford/Oxfordshire are not good enough. I travel on number 2, 2a and 700 on a daily basis. My commute to work takes me 1h 30 at least, if no traffic, it will cover one hour (most days), each way, everyday. Even when it's summer, there is no school, it takes 1 hour because the buses stop at the stops to follow the schedule. Driving only takes 20-30 minutes on average (only 7 miles). Also the buses are not regular or reliable. Often I wait 30 minutes for a bus and it does not turn up. I use the buses only on a daily basis for 5 years. It is too stressful, often getting late to work and getting home late. There is no encouragement to use the buses. Making it cheaper is not a solution. We need regular and reliable buses! I will be driving very soon because commute on a bus is too stressful, having an impact at work and family too.	1. Park and ride buses only - the service 2 and 2a (for example) from city centre to Parkway Park and ride takes about one hour (only 5 miles). If there is a Park and ride bus only, it becomes quicker for those who just want to get to park and ride (about 30 min stop on the way). If there is a Park and ride bus only, it becomes quicker for the other passengers. More routes for those who travel from Headington to Churchill hospital. There is only 700 at the moment which makes only late in a hour (if it turns up). It is not enough!
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 don't	No impact	No impact	Too low	Yes	Make Park & Ride buses cheaper. Add new bus routes.	Positive	I am a frequent user of both Ryley Road and St Clements - reducing the car traffic on both roads (as I believe the St Cross church building would strongly affect the Ryley Road traffic) would improve my days greatly.	I would like to reiterate that I feel the income from the car traffic on both roads is being used for other things (possibly buses) and more available.	Consider new bus routes that link other hub areas in Oxford (eg. Summertown shops, Headington Shops, Cowley Centre) with each other and with the Park and Ride carparks without needing to go via the city centre - the current hub-and-spoke bus routes from outside into the most congested areas and then onwards elsewhere will be an unimproved area.
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	1 don't	Positive	Negative	About right	No	Make Park & Ride parking cheaper. Make bus services more frequent. Add public cycle parking.	Negative	Though I in principle support this, my commute takes me down Woodstock Road on the bus. There is no charge on this route and my big commute that traffic will divert to use this more	Coming in from the North is going to be a major challenge particularly as these routes only have limited bus lanes. More consideration needs to be given to this possible impact.	The biggest issue around north Oxford is people travelling in to access the private schools. This is only an issue from 7am to 9am but perhaps should be reviewed. There is an immediate traffic improvement when private schools leave up. Could there be a drop off at the park and ride perhaps to save all the cars coming in.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 don't	No impact	No impact	About right	No	Other	Very positive	Streets will be safer for cycling	Segregated cycle lanes	
an Oxford resident	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	1 don't	Very negative	Very negative	There should be no charges at all	Yes	Make bus services more frequent. Extend hours of operation for buses	Very negative	You aim (publicly) is to reduce pollution and congestion in the city? So explain why no gates on either Woodstock or Barbury roads, but of the main thoroughfares into the city centre, yet (1) one on the Marston ferry road which people could use to avoid going through the city, and for swimming pool access for people in Marston, while reducing traffic build up on bypass to Barbury (if roundabout) (2) a gate on Holloway, confirms near the centre? If I was about keeping traffic out of centre, then gates, if you insisted, as usual, against the demands and right of citizens, then gates on Ryley and Cowley road at the plan would have made sense but as Ryley rd contains affluent households as does the main Cowley area they are exempt from the threat. Existing proposal shows a cash gap against the less affluent areas. How is going through Holloway "ENTERING THE CITY"? It's in COWLEY! Similarly the "Ferry link road" is in the middle of nowhere.	More bus and more cheaper tickets.	
a parish, town, district or county councillor	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 don't	Very positive	Negative	About right	Yes	Make buses cheaper for young people. Add new bus routes. Add public cycle parking.	Very positive	As with the traffic filter scheme, you are penalising residents over short term visitors and school parents - who should be obliged to use park & ride schemes or else pay a bit more money to come into Oxford on the access roads. Eg. Woodstock and Barbury road, along road, and road etc. You should not penalise residents by still allowing outsiders to come in and out of Oxford and making residents pay for driving across town. Furthermore you have made no provisions for the chaos of a traffic snarl on the ring road which I fully expect to be debilitating for residents of Oxford. Let alone for the air quality of people that live along the ring road. Use Marston Ferry all the time as it takes 15 mins of my journey to and from work (over the A40) rather than queuing on the ring road to enter and exit the ring road. I shall probably buy a van to get around your rules. Many resident members see beyond the common view.	I am not sure the Marston Ferry Road location is required on a Saturday.	Free bus passes for children during term time to reduce congestion associated with school travel. Provide cargo bikes to hire for visitors/residents within the city. Improve cycle parking for residents who have no garden to securely park their bikes in (e.g. bike hangers and Sheffield stands in residential neighbourhoods), and provide bikes to hire at park and ride sites.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 don't	Very negative	Negative	About right	Yes	Make Park & Ride parking cheaper. Make Park & Ride buses cheaper. Add public cycle parking.	Very negative	As with the traffic filter scheme, you are penalising residents over short term visitors and school parents - who should be obliged to use park & ride schemes or else pay a bit more money to come into Oxford on the access roads. Eg. Woodstock and Barbury road, along road, and road etc. You should not penalise residents by still allowing outsiders to come in and out of Oxford and making residents pay for driving across town. Furthermore you have made no provisions for the chaos of a traffic snarl on the ring road which I fully expect to be debilitating for residents of Oxford. Let alone for the air quality of people that live along the ring road. Use Marston Ferry all the time as it takes 15 mins of my journey to and from work (over the A40) rather than queuing on the ring road to enter and exit the ring road. I shall probably buy a van to get around your rules. Many resident members see beyond the common view.	Yes - stop people coming into Oxford in their cars by leaving the filters on the access roads not inside the centre of town which largely impacts residents, not school traffic and short term visitors. Residents should clearly be allowed to enter and leave Oxford for no fee at all - if you have resident parking, you drive anywhere.	
a member of the public living outside Oxfordshire	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	1 don't	Neutral	Neutral	There should be no charges at all	Yes	Add public cycle parking	Very positive	Anything that dissuades people from bringing their cars to Oxford is a good idea and traffic is useful and not necessary as public park and rides.	What will you do for students (temporary residents) visiting parents?	no. The only way to prevent people getting in their cars is charge them.
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	1 don't	Neutral	Neutral	There should be no charges at all	Yes	Make buses cheaper for young people	Negative	I am required to supply professional presentation equipment to rehearsals and concerts in venues in the central Oxford area on up to 50-60 days each year, as a voluntary, not commercial, basis. I live in Kensington so would apparently be entitled to only 25 passes per year.	Many Kensington residents work in Oxford and so should be entitled to the Oxford rather than Oxfordshire permit entitlement.	
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	1 commute to the central permit area by car	No impact	Very positive	There should be no charges at all	No	Make Park & Ride parking cheaper. Make Park & Ride buses cheaper. Make buses cheaper for all	Very negative	Make bus services more frequent	with the poor old of city shopping experience available, the proposal will encourage shopping to seek alternative areas, like Headington, and Milton Keynes, personally I would Oxford shopping and this will make consider if I want to use Oxford for better parking and building of a out of city shopping experience, such as other cities.	
a resident of Oxfordshire living outside Oxford	less than weekly	Community health or care workers who need to visit multiple locations or travel urgently	1 commute to the central permit area by car	No impact	No impact	There should be no charges at all	No	Make bus services more frequent	Very negative	It will cause concern to many people travelling around Oxford and it is too complicated to understand where and who has to pay.	It is not clear what the SEN children permit would include, as we have two children with SEN.	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 don't	Very negative	Very negative	Too high	Yes	Make bus services more frequent	Very negative	I will limit our options for taking children to out of school activities, where it is too far or bring to cycle afterwards. It will also deter elderly residents and family from visiting if they are restricted by car.	if only applies to cars, won't people just buy more vehicles? Why would those well off enough to live in central Oxford get the free permits when they are at the centre of all the bus routes? If reducing traffic around and into Oxford, why does this also propose supporting walking/parking in the city? This is Oxford's residential nucleus, not a rural traffic connection between bus and cycle travel.	Reducing commuters' and residents' parking in the centre, for better bus routes between secondary schools and peripheral locations around the ring road, no workplace parking in town.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make bus services more frequent	Very negative	This proposal charge will force drivers onto the ring road, and when combined with existing LTN restrictions, it will worsen congestion in and around the Headington area. This is counterproductive, as it may improve traffic in one area only to make it worse elsewhere.	This will have impact on local business and local residents and community as a whole	Improve urban mobility and reducing reliance on private cars requires a multi-faceted approach. This includes enhancing cycle and bus routes, increasing the frequency of bus services, and encouraging and incentivising people to choose active travel and public transport options.

Survey Response													
I am responding to this survey as	How often do you travel in or around Oxford?	Please tick which of the following free permits and passes you think you may be eligible for	Do you live in, visit a resident by car or commute by car to the proposed central Oxford?	Central Oxford residents' permits is proposed that residents in the central Oxford?	Central Oxford permit area commutes' permits to non-resident workers, commuters?	We are proposing a single charge of £5 to allow cars without a blue badge, or exempt?	Do you think that charges should vary, with drivers of lower cars, taxis more and...	Income generated by introducing the proposed temporary congestion charge would be used to lower the rate and operating costs of the scheme.	If other improvement, please state	Taking into account all the information we have provided about the proposal in...	Please explain your answer	Do you have any other comments about the proposal for six temporary congestion charge locations in Oxford that you have not already shared in this survey?	Do you have any suggestions for other ways to reduce traffic and tackle congestion in and around Oxford?
an Oxford resident	daily	100 days passes for residents in the Oxford permit area, on days of your choice	1.dont	Positive	Negative	About right	No	Make buses cheeper for all. Make bus services more frequent. Add public cycle parking		Positive	I am hoping it will reduce traffic.	I am concerned this, like the fingers, will increase traffic through Old Marston at peak commuter times.	An aerial egg lift bringing Thornhill Park + Oxler Road / JR hospital + Train Centre.
an Oxford resident	daily	100 days passes for residents in the Oxford permit area, on days of your choice	1.dont	Neutral	Negative	Too low	Yes	Make Park & Ride buses cheeper. Make bus services more frequent. Add public cycle parking		Positive	Could go further, eg restricting hours of access for "other" vehicles (delivery etc) to outside normal peak times	Reduce the amount of parking currently available with a aim to discourage driving into the centre	
an Oxford resident	daily	100 days passes for residents in the Oxford permit area, on days of your choice	1 live in the central Oxford permit area, or visit a resident of the central permit area by car	Positive	Negative	Too low	No	Make bus services more frequent. Add public cycle parking		Positive		restrict larger vehicles such as trucks and vans within certain hours - so not during peak school hours (7.30-9, and 3.30 to 5). This would make cycling with kids safer and more appealing.	
a resident of Oxfordshire living outside Oxford	weekly	100 days passes for residents in the Oxford permit area, on days of your choice	1.dont	No impact	No impact	About right	Not sure	Make buses cheeper for all. Add new bus routes. Add public cycle parking		Very positive	Would expect to see fewer cars crossing the city centre, so buses would be faster/more timely and walking/cycling would be safer and more pleasant	Seems like a good way to test out the traffic filter ideas before going into the full project	School term times seem to produce the heaviest traffic, finding better ways for children to get to schools (rather than being driven in and/or individually) could make a big difference. A shift away from the near-universal 9.5 working hours could also help spread out "rush hours"
an Oxford resident	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	1 commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	Yes	Make bus services more frequent. Add public cycle parking		Very negative	It is currently quicker to cycle in and around the city than to go by bus. The roads should be clearer for people who "need" to use their cars and permit the free flow of traffic. Buses will be quicker, and therefore more appealing to take, and cycling will be safer.	Charging to bring in cars, there needs to be provision for access to the low risk, whether that be by improving bus services or adjusting the congestion charge for users. Otherwise, training would be affected to such an extent that competitive riders will need to move to other risks, such as Swindon, which are further away, which will affect the risk's ability to operate and remain competitive.	Look to other medieval cities abroad that have put cycling first and see what measures we can adopt. A good example is Lignano in Bavaria, which is also a medieval university town and is almost entirely car-free in the centre. Cars should be used for getting out of Oxford, and not necessary for getting into or around Oxford.
an Oxford resident	weekly	100 days passes for residents in the Oxford permit area, on days of your choice	1.dont	Neutral	No impact	Too low	Yes	Make bus services more frequent. Add public cycle parking		Negative	I will have to leave my job at the school where I work part time because the most direct route includes one of the changing zones and going the long way would take too long and will use too much petrol. Going there by bus would save again as there is not a good direct service available.	They are not a good idea because the rich can afford to pay and will continue congesting the road, but those on lower income will struggle.	Removing the LTNs in East Oxford would be a good start. Have more bus routes that cover the entire city and better connection services to the surrounding villages.
an Oxford resident	daily	100 days passes for residents in the Oxford permit area, on days of your choice	1.dont	Neutral	Neutral	Too high	No	Make buses cheeper for all	Make BUSES FREE FOR LOCAL PEOPLE BETWEEN WORKING HOURS AND SEE WHAT IMPACT THAT HAS ON TRAFFIC AND SCHOOL RUSH	Negative	Push traffic onto already busy alternate routes already impacted by LTNs	Use the river to provide alternative transportation into Oxford	
an Oxford resident	daily	Taxis and private hire vehicles	1 commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other		Very negative	It'll hurt people that come to Oxford to work and who live locally. ... turning Oxford into a Prison	All the surrounding roads will be impacted massively, there wasn't a congestion problem before that LTNs went in... SUMMERTOWN IS THE WORST FOR PEOPLE THAT DON'T LIVE LOCALLY	Free bus passes, council has the ability now to run its own bus services due to changes in the law, also bus ticket prices are extortionate for such small journeys and cause issues financially. Park and Ride should be free and buses to and from there should be one pound or more, if you want people to use Oxford and to use services it is cheaper for them to access them.
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	1 live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Fix the badly managed roads and roundabouts	Very negative	It's literally a money making scheme. Not everyone falls into the same category of 'they should walk, get a bus or cycle' I live in Abingdon, but grew up in Cowley, I work in Cowley, my partner works in Cowley, my daughter goes to nursery in Rose Hill, I still have a bit of friends and family in Cowley that I see regularly, usually after work. You have already made that difficult with LTNs, I have to sit in a bit more traffic now than I ever did before. People will stop driving 'We pay for our cars, our insurance, our tax, and you want to charge us more just for the privilege of driving in our own city. There is no bus route that will allow me to go to drop off my daughter at nursery, go to work, then to pick up my daughter, and then to visit my family. And I have to stand probably double my journey time!	You've never spoke about this pre election as you knew you would struggle to get voted if you have named Cowley with your LTNs already. As a council are not listening to residents. Just look at the petition with over 10,000 signatures against! Look at the comments!	Open up the LTN! Simple!
an Oxford resident	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	1 commute to the central permit area by car	Neutral	Very negative	There should be no charges at all	No	Make bus services more frequent		Very negative	I might work what I can, but if I have to do the majority, I have never ever had a problem getting round Oxford! The roads are full of taxis and taxis are not the problem, it's the cars that are the problem! I have never ever had a problem getting round Oxford! I understand if there are any only allowing passes for max 3 adults in the household? What if you have four adults and two cats?	If you really want it, then open up some of the LTNs so that the traffic can flow freely!	
an Oxford resident	daily	100 days passes for residents in the Oxford permit area, on days of your choice	1.dont	No impact	No impact	There should be no charges at all	Not sure	Make bus services more frequent. Add public cycle parking		Very negative	The look like an absurd plan that will create chaos in the city, especially with the Bletley Road continues to be closed. The cost of administration costs are significant, and for such a temporary measure. I believe that it will only dig up the over busy ring road even more. City businesses will suffer an customers will go to other towns and cities for their shopping and entertainment. And we are none of the 'temporary' scheme available either. The LTN project has become permanent by default without any further consultation or survey.	You will do the same as you always do... bring it in even if the general consensus is against it, same as the LTNs	More bus lanes; and better bus services in the roads that will have the filters.
a resident of Oxfordshire living outside Oxford	daily	100 days passes for residents in the Oxfordshire permit area, on days of your choice	1 commute to the central permit area by car	Very negative	Neutral	There should be no charges at all	Not sure	Make Park & Ride parking cheeper. Make bus services more frequent. Add public cycle parking		Very negative	I think it will push traffic elsewhere. I don't see any point in introducing ultra transport services can be dramatically improved to make it appealing.	More frequent buses to villages. I live in Woodstock and there is not an easy way to get into Oxford at all times. Also, getting to the John Radcliffe, my workplace, is difficult because the park and ride times do not suit shift work, and paying to park as well as buying a bus ticket is expensive. I know there is no incentive at the moment for staff members to give up permits to take the bus for free but I don't think that is the option long term as there may be days that you require your car i.e. to pick children up or appointments.	This congestion charge will increase the traffic on the surrounding roads around Oxford not resolving the problem.
other	less than weekly	Community health or care workers who need to visit multiple locations or travel urgently. Emergency service vehicles	1.dont	Neutral	Neutral	About right	No	Make Park & Ride parking cheeper. Make Park & Ride buses cheeper. Make bus services more frequent. Add public cycle parking		Negative	As a GoodSAM Responder I'm less likely to take a life saving call in Oxford if I have to pay.	Keep a list of Community First Responders and GoodSAM Responders vehicles on a database and exempt them the charge.	
an Oxford resident	daily	100 days passes for residents in the Oxford permit area, on days of your choice	1.dont	Neutral	Neutral	Too low	Yes	Make bus services more frequent. Add public cycle parking		Very positive	As a cyclist and frequent commuter to central Oxford, the traffic is an ongoing issue, this seems a fair and useful way to improve everyone's lives. I also occasionally drive into the city and the permit allocation is fair and will greatly improve the experience. The present plans are discriminatory. Currently each bus can only accommodate one pushchair or one wheelchair. This means that if multiple wheelchair users or multiple pushchair users need to use the same route, many users will be forced to wait significant lengths of time. Current buses in Oxford provision are inadequate to service an increase in the number of these types of user that will result from the proposed scheme. While wheelchair users may have access to blue badge holder exemptions, the same is not true of parents who need to use a pushchair. This will have a disproportionate impact on women, and on child users.	Charge bus passes would help, as an unrealistic goal, a team running into the city would be great. Larger cycle lanes with a barrier from the road would also be nice. Adding a separate cycle lane along the tow path on the river may be a not dangerous for pedestrians/cyclists can move faster	
an Oxford resident	daily	100 days passes for residents in the Oxford permit area, on days of your choice	1.dont	Very negative	Very negative	Too low	Yes	Make bus services more frequent. Add public cycle parking		Very negative	Similarly, the current scheme does not make sufficient accommodation for hidden disability, specifically pregnancy. Pregnant women often need to travel frequently to hospital or doctor appointments, and will face other mobility challenges, and this need is not factored into the scheme. Most are also unable to cycle due to increased risk to them and their pregnancy. This generates. Risk of isolation is a major risk factor for other dangers faced by pregnant women, such as domestic abuse, birth complications, and post-partum mental health issues and other pregnancy.	Invest significantly more in accessible public transit routes, especially buses and smaller public transport vehicles such as accessibility buses.	
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	1 commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	Not sure	Other	Reintroduce rural buses to allow residents in outlying villages to travel to Oxford without using cars	Very negative	To avoid the above forms of discrimination and threats to NHS capacity being perpetuated, the scheme should provide permits to pregnant women, and families with children under the age of 4.	What impact assessment or study has been undertaken? Publish the details, factory not statement. The impact on businesses of other schemes has been ignored and become realistic.	Create rural bus routes to allow rural residents get into Oxford without using cars.
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	1.dont	Neutral	Positive	There should be no charges at all	No	Other	Don't introduce any charges and open Oxford up again	Very negative	To ensure negative impacts on NHS services and the wellbeing of NHS staff are mitigated, additional permits should be provided for NHS staff working to commute through the proposed scheme. It is a life and an added layer of impacts on the community. It's making Oxford an increasingly unattractive place to ship and visit. I have lived in Oxfordshire all of my life. I should not have any restrictions forced upon me. I do not believe there is anything temporary about this restriction.	Yes. Forget the idea, it is little short of a hate crime against the people of Oxfordshire being imposed by the creators of the problem it is proposing to 'solve'.	Yes, open up all the closed roads and let the people and the businesses prosper.
an Oxford resident	daily	100 days passes for residents in the Oxford permit area, on days of your choice	1.dont	Negative	Very negative	There should be no charges at all	Yes	Add new bus routes. Make bus services more frequent. Extend hours of operation for buses. Add public cycle parking		Very negative	All the traffic will filter to the ring road and will turn Oxford into a gridlock. I already cycle to work but I have to take my car to do the shops and I will get stuck in for much traffic, last to get out.	There is a very clear divide between East Oxford and North Oxford/Jericho area. The congestion charge locations mostly affect people in East Oxford.	LTNS and congestion charge locations are fine, just make that only for PM/AM TIME and not for ALL THE TIME. I do not think buses made to drive round the ring road in the middle of the hour is needed for anyone.
an Oxford resident	daily	100 days passes for residents in the Oxford permit area, on days of your choice	1.dont	Neutral	Neutral	Too low	Yes	Make bus services more frequent. Add public cycle parking		Very positive	Too many cars in Oxford - the more congestion charging the better	Better enforcement of car drivers parking on the pavement. More pedestrianised areas. Cycle lanes in North Oxford that are actually on the road, not some tokenised old pavement. Less parking spaces available to discourage people from driving into town.	
an Oxford resident	daily	100 days passes for residents in the Oxford permit area, on days of your choice	1 live in the central Oxford permit area, or visit a resident of the central permit area by car	Very positive	Very positive	Too low	Yes	Make Park & Ride parking cheeper. Make bus services more frequent. Add public cycle parking		Very positive	Oxford traffic is only getting worse and worse. The only solution at this point is to do as much as possible to take cars off the road for people who do not need to make the journey via car. This is in turn would make the journey for cyclists, buses, goods vehicles, and blue badge holders easier.	There are a bit of affluent people in and around Oxfordshire for whom a £5 congestion charge would not be a disincentive to drive in to the centre. Therefore a solution around this could be to be the congestion charge to something such as vehicle tax/handwrittenSP. Therefore more expensive cars are required to pay more and this could alleviate the matter of this being a regressive tax.	Increase prices of car parks within Oxford, charge more for larger cars, and have incentives for car share schemes.
a resident of Oxfordshire living outside Oxford	less than weekly	Emergency service vehicles	1.dont	Very negative	Very negative	There should be no charges at all	Other	Other		Very negative	Concert policies are really unrealistic and just make life more difficult for people. You need to accept that the vast majority of people want to use their cars and do not need to be facilitated this. This notion dream that everyone will cycle and that is not going to happen. Skip restrictions because more.	Comments above.	
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	1.dont	No impact	No impact	About right	No	Make Park & Ride parking cheeper. Make Park & Ride buses cheeper. Make bus services more frequent. Add public cycle parking		Neutral	I want to commute around the Oxford ring road and that is still a horrendous journey whenever I have to drive at peak times. I can see the proposal improving that situation. I already usually use the park and ride to get into central Oxford and if that service becomes quicker that would be a positive. When I work on the business park and visited occasionally to go into Oxford with my family I would like if there was a congestion charge in those circumstances my friends and I wouldn't bother going into central Oxford at all which might concern the business owners.	Overall I agree that something radical needs to be done about the Oxford traffic situation and supporting a congestion charge. The cost of travel into Oxford on public transport is a significant issue though - see for my the cost of train plus parking from Cherbury, my destination, to Oxford!	Improve the alternatives to driving in terms of cost and convenience. A train route to Cowley business park for example might reduce the numbers going around the ring road.
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	1.dont	Very negative	Negative	There should be no charges at all	No	Extend hours of operation for buses		Very negative	I drive into Oxford to help the emergency services and am a Blue Light card holder. As an emergency services volunteer I use my own car and therefore am not to be thought given to free transportation and search and rescue - how can we afford 'emissions'?	I recently followed to the Power Broker podcast from 89 percent invisible and the points made about New York traffic could apply to Oxford - the more you create infrastructure to support cars the more cars you get and congestion still gets worse.	
a resident of Oxfordshire living outside Oxford	less than weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	1.dont	No impact	No impact	There should be no charges at all	No	Other		Very negative	As a volunteer to Lewisham Rescue Oxfordshire, I volunteer my time to support Thames Valley Police in the search for vulnerable missing people. I provide this voluntarily with no payment or recompense for costs incurred. In the last few years I have been involved in multiple protected searches in excess of £50 during the last 2 years. As a volunteer this is something I would struggle to afford on top of the costs I already cover. I would have to seriously consider whether I could continue to provide the volunteer services I do now while the new scheme is in place.	Maybe force Network Rail and Kier to re-open Botley Road?	
a resident of Oxfordshire living outside Oxford	weekly	Emergency service vehicles	1.dont	Very positive	Very positive	About right	No	Make Park & Ride parking cheeper		Neutral	As an operational member of Lewisham Rescue Oxfordshire, I am on-call 24/7 to provide Emergency Search and Rescue services to Thames Valley Police, Oxfords, Oxford County Council/Rescue and JH residents. All members are volunteers and receive no financial payments or expenses when on duty. May I please ask that our organisation is considered for an exemption pass to allow access to the Oxford city area whilst we're on duty?	Open more park and ride facilities as currently there are not sufficient in operation to allow efficient transport to and from the city centre.	
an Oxford resident	daily	100 days passes for residents in the Oxford permit area, on days of your choice. Blue badge holders, Disability benefit claimants, Unpaid carers, Community health or care workers who need to visit multiple locations or travel urgently. Frequent hospital patients	1 live in the central Oxford permit area, or visit a resident of the central permit area by car	Neutral	Neutral	There should be no charges at all	No	Make Park & Ride parking cheeper. Make Park & Ride buses cheeper. Make bus services more frequent. Add public cycle parking		Very negative	I think it will make the traffic much worse on the roads without the charges, including the ring road. This will make the bus services worse. I don't have a car and wouldn't be eligible for permits. There is no provision for visitor permits so people would have to pay to visit me and see me etc.	Get rid of LTNs.	
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	1 commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make Park & Ride buses cheeper. Make bus services more frequent. Add public cycle parking		Very negative	As the roads leading to these areas are already congested due to the LTN which has forced the cars onto the arterial roads for example the Cowley roads and the heading hospital.	Open new proposed rail stations with Oxford and Cowley	
an Oxford resident	weekly	100 days passes for residents in the Oxford permit area, on days of your choice. Frequent hospital patients	1.dont	Positive	Positive	There should be no charges at all	No	Make bus services more frequent. Add public cycle parking		Very negative	This will push higher congestion to other roads. The proposal does not specify any reasonable success criteria. The bus routes and public transport can be improved with no dependency on the congestion charge.	Travel by car is not easy because of the LTN introduced have provided congestion on the remaining roads. The public transport is only focused on city centre and does not allow people from one peripheral neighbourhood to go to another peripheral one without passing by the centre. Commuters from adjacent villages spend too much time in the buses because of the routes and the existing LTN restrictions. remove LTNs, increase bus routes, reduce the bus ticket. £2 for few hundred meters is ridiculous	
an Oxford resident	daily	100 days passes for residents in the Oxford permit area, on days of your choice	1.dont	No impact	No impact	Too low	Yes	Make bus services more frequent. Add public cycle parking		Very positive	Make bus services more frequent. Add public cycle parking	everywhere is a growing community - I am a sibling of 5 brothers... all now old enough to drive, population is growing but the city isn't.	
a resident of Oxfordshire living outside Oxford	less than weekly	Blue badge holders, Disability benefit claimants, Unpaid carers	1 live in the central Oxford permit area, or visit a resident of the central permit area by car	Negative	Negative	Too high	Not sure	Make Park & Ride parking cheeper. Make Park & Ride buses cheeper. Make bus services more frequent. Add public cycle parking		Neutral	you will be diverting transport routes from 6 areas into on main area which will cause more traffic, higher pollution and higher risk for pedestrians in that area		
an Oxford resident	weekly	100 days passes for residents in the Oxford permit area, on days of your choice	1 live in the central Oxford permit area, or visit a resident of the central permit area by car	Positive	Positive	There should be no charges at all	No	Make bus services more frequent. Add public cycle parking		Very positive	Make bus services more frequent. Add public cycle parking		
a representative of a group or organisation	less than weekly	Emergency service vehicles	1.dont	Negative	Negative	About right	No	Make Park & Ride parking cheeper. Make Park & Ride buses cheeper. Make bus services more frequent		Negative	The charge is likely to impact key workers (including those on low and minimum wage) who live in the rural areas of Vale of White Horse who may not be able to afford or have access to alternative modes of travel. For example, an individual who transports children to school on the way to Oxford for work or additional time, and cost elsewhere, to after their travel behaviour to transfer from car to public transport. Potentially lengthy travel arrangements to work or study in Oxford may be made more difficult for residents in Vale through implementing the scheme, particularly when noting the greater traffic demand on the new road and associated roads.	Please see our written feedback sent via email.	Please see our written feedback sent via email.
a representative of a group or organisation	less than weekly	Emergency service vehicles	1.dont	Negative	Negative	About right	No	Make Park & Ride parking cheeper. Make Park & Ride buses cheeper. Make bus services more frequent		Negative	The charge is likely to impact key workers (including those on low and minimum wage) who live in the rural areas of Vale of White Horse who may not be able to afford or have access to alternative modes of travel. For example, an individual who travels along the A4124 is not provided with an opportunity to transfer mode anywhere near their journey into Oxford from South Oxfordshire. Potentially lengthy travel arrangements to work or study in Oxford may be made more difficult for residents in South through implementing the scheme, particularly when noting the greater traffic demand on the ring road and associated roads connective to it.	Please see our written feedback sent via email.	Please see our written feedback sent via email.
an Oxford resident	daily	100 days passes for residents in the Oxford permit area, on days of your choice	1 live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make bus services more frequent. Add public cycle parking		Very negative	I think it's very unnecessary to introduce this new rule and I feel it's just a way for the council to take money and control the residents of Oxford in a way that they have no right to. It's another scheme to create fees and steal from the public who have every right to travel and live in THEIR home town as they want to. I truly don't understand the need and it's another waste of time and resources just as the LTN proposals/heights too.	I believe that opening the roads that have been built to be used would make sense. This would reduce the traffic on the major roads that are now needing a bit of work due to the increase of traffic flow. It's shocking that it takes me 40 minutes to get into the city centre from where I live on the bus due to traffic all around the clock. This used to be a 15 minute journey. It's a joke	
an Oxford resident	daily	100 days passes for residents in the Oxford permit area, on days of your choice	1.dont	Very negative	Very negative	There should be no charges at all	No	Make bus services more frequent. Add public cycle parking		Very negative	There are far more pressing issues within Oxfordshire such as the state of the broken roads, the traffic build up everywhere due to the LTN scheme, the loss of children at risk on the roads and drug activity. Having worked with children and vulnerable individuals, this has been a pressing issue that needs addressing particularly in Oxford. Instead of finding another avenue to fill people and their money, especially during the difficulties of cost of living, I believe this scheme will also deter people from visiting Oxford as it is just becoming a hassle and no longer enjoyable to visit or even live here anymore. This is due to the poor and pointless decisions made by the council.		
a resident of Oxfordshire living outside Oxford	weekly	Community health or care workers who need to visit multiple locations or travel urgently. Emergency service vehicles	1 commute to the central permit area by car	Negative	Negative	There should be no charges at all	Not sure	Make Park & Ride parking cheeper. Make Park & Ride buses cheeper. Make bus services more frequent. Add public cycle parking		Negative	The exemptions need to be expanded to include Community First Responders, who normally use their own vehicles to attend emergency calls on behalf of SCAS. Also members of Lowland Rescue should be exempt from any charges when responding to a call as directed by TYP.	One above on the carriageway and side. Also, why do so much at once? Why not try limiting traffic on one road at the same time as improving bus service on that road to show people how it could work?	

Survey Response													
I am responding to this survey as	How often do you travel in or around Oxford?	Please tick which of the following free permits and passes you think you may be eligible for	Do you live in, visit a resident by car or commute by car to the non-central Oxford?	Central Oxford residents' permits is proposed that residents in the central Oxford?	Central Oxford permit area commuters' permits to non-central workers' commutes?	We are proposing a single charge of £5 to allow cars without a driver, or permit	Do you think that charges should vary, with drivers of lower cars, taxis more and...	Income generated by introducing the proposed temporary congestion charge would be used to lower the station and operating costs of the scheme	If other improvement, please state	Taking into account all the information we have provided about the non-central in	Please explain your answer	Do you have any other comments about the proposal for six temporary congestion charge locations in Oxford that you have not already shared in this survey?	Do you have any suggestions for other ways to reduce traffic and tackle congestion in and around Oxford?
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Positive	Negative	About right	No	Make bus services more frequent		Positive	I am hoping it will reduce traffic.	I am concerned this, like the fingers, will increase traffic through Old Marston at peak commuter times.	An aerial egg lift being Thornhill Park + Oxler Road / JR hospital + Train Centre.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Negative	Too low	Yes	Make bus services more frequent		Positive	Could go further, eg restricting hours of access for "other" vehicles (delivery etc) to outside normal peak times		Reduce the amount of parking currently available with a aim to discourage driving into the centre
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Positive	Negative	Too low	No	Make bus services more frequent		Positive			restrict larger vehicles such as trucks and vans within certain hours - so not during peak school hours (7:30-9, and 3:30 to 5). This would make cycling with kids safer and more appealing.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	About right	Not sure	Make buses cheaper for all. Add new bus routes. Add public cycle parking		Very positive	Would expect to see fewer cars crossing the city centre, so buses would be faster/more timely and walking/cycling would be safer and more pleasant		School term times seem to produce the heaviest traffic, finding better ways for children to get to schools (rather than being driven in and out individually) could make a big difference. A lift away from the near-central 5-6 working hours could also help spread out "rush hours"
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	Yes			Very negative	I'm an HR manager, working about 24/7, working every day after job planned hours from home, additional commuting time will have negative impact on my service		Seems like a good way to test out the traffic filter ideas before going into the full program
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	Too low	Yes	Add new bus routes. Make bus services more frequent. Add public cycle parking		Very positive	It is currently quicker to cycle in and around the city than to go by bus. The roads should be clearer for people who "need" to use their cars and permit the free flow of traffic. Buses will be quicker, and therefore more appealing to take, and cycling will be safer.		Charging to the bring of congestion, there needs to be provision for access to the car park, whether that is by improving bus services or adjusting the congestion charge for users. Otherwise, training would be affected to such an extent that competitive riders will need to move to other risks, such as Sweden, which are further away, which will affect the risk's ability to operate and remain competitive.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	There should be no charges at all	Yes	Make bus services more frequent		Negative	I will have to leave my job at the school where I work part time because the most direct route includes one of the charging zones and going the long way would take too long and will cost too much petrol. Going there by bus would take ages as there is not a good direct service available.		Removing the LTNS in East Oxford would be a good start. Have more bus routes that cover the entire city and better connection services to the surrounding villages.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	Too high	No	Make buses cheaper for all		Negative	Push traffic onto already busy alternate routes already impacted by LTNS		Use the river to provide alternative transportation into Oxford
an Oxford resident	daily	Taxis and private hire vehicles	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Make BUSES FREE FOR LOCAL PEOPLE BETWEEN WOODSTOCK AND WESTGATE. WHAT IMPACT THAT HAS ON TRAFFIC AND SCHOOL RUNS	Very negative	Will hurt those that come to Oxford to work and who live locally. ...Sunning Oxford into a Prison		All the surrounding road will be impacted massively, there wasn't a congestion problem before that LTNS went in... SUMMERTOWN IS THE WORST FOR PEOPLE THAT DON'T LIVE LOCALLY
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Fix the badly managed roads and roundabouts	Very negative	It's literally a money making scheme. Not everyone falls into the same category of 'they should work, get a bus or cycle' I live in Abingdon, but I grew up in Cowley, I work in Cowley, my partner works in Cowley, my daughter goes to nursery in Rose Hill, I still have a lot of friends and family in Cowley that I see regularly, usually after work.		You never spoke about this pre election as you knew you would struggle to get voted if you have named Cowley with your LTNS already
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Fix the badly managed roads and roundabouts	Very negative	You have already made that difficult with LTNS, I have to sit in a lot more traffic now than I ever did before. People will not stop driving! We pay for our cars, our insurance, our tax, and you want to charge us more for the privilege of driving in our own city?		As a council are not listening to residents. Just look at the petition with over 10,000 signatures against! Look at the comments!
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	increase speed limits, allow people car pooling to use bus lanes	Very negative	There is no bus route that will allow me to go to drop off my daughter at nursery, go to work, then to pick up my daughter, and then to visit my family! And if there is, it would probably double my journey time!		Put your congestion charge in areas where you've voted in! Leave Cowley alone! Majority of residents do not want your greedy schemes! You seem to be targeting the poorer areas!
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	increase speed limits, allow people car pooling to use bus lanes	Very negative	I cycle to work about 1000m, but not if I have to do the nursery run. I have never over had a problem getting round Oxford. The majority of families and households just on these cars to go about their daily business! Run down to the river!		If you really want it, then open up some of the LTNS so that the traffic can flow better!
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very positive	Positive	Too low	Yes	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all		Positive	Any reduction in the volume of cars entering or passing through central Oxford will be a positive as it will mean less time for me and my family spent in queues of traffic, particularly the queues caused by traffic trying to enter or leave the Woodstock car park. It will also reduce the level of pollution that we experience due to car exhaust fumes while they are sat in traffic queues in central Oxford.		I think the daily charge should be £10 not £5 as I think that £5 is not a sufficient deterrent to driving into central Oxford.
a resident of Oxfordshire living outside Oxford	daily	100 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Neutral	Neutral	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make bus services more frequent		Very negative	If the permit to commute is for all and for everyday it might work but this is incredibly stressful for myself and my colleagues. The bus service is not good enough from where I live and I should not be penalised because of where my job is.		
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Very positive	Positive	About right	Yes	Add new bus routes. Make bus services more frequent		Very positive	If this reduces traffic and leads to faster bus times, I would be more likely to take the bus during busy hours. At present, the buses are often stuck in traffic and can take substantially longer than people walking the same distance.		
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Very positive	Positive	About right	No	Make buses cheaper for all		Very negative	There has already been a large amount of public money wasted on LTNS, now this scheme which consists to be a variety project concocted by the Oxford councilors can have the glory of the first round outside London to take these measures. I would rather see resources to use public transport for free for under 16's and over 65's in London. I do not much rather you give the line and money to keep the roads in a good condition. I live in a very good condition. People have to travel but if we keep building large amounts of housing we also have to expect more cars on the roads.		I am absolutely against it. I am also against public money being spent on a new walking rp of Oxford when one already exists.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	About right	Yes	Make Park & Ride parking cheaper, Make buses cheaper for non-central, Add new bus routes		Positive	I mostly use buses and I expect the buses to be faster and more reliable.		Exemptions too generous so benefit of traffic restrictions will be fairly minimal.
an Oxford resident	less than weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I commute to the central permit area by car	Neutral	Neutral	There should be no charges at all	No	Make Park & Ride parking cheaper		Very negative	Oxford is already seen as hate the car. We need to support business/shopping etc and encourage people to come in and stop wasting huge sums of money on petrol, vans and cabbalones that add nothing to ease the situation.		Another waste of council time And money that could be better spent elsewhere
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	About right	No	Make Park & Ride parking cheaper, Make bus services more frequent, Extend hours of operation for buses		Neutral			Find a way to increase parking charges at Westgate.
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Sort out botley, stop blocking more car parks, fix the poor state of roads	Very negative	Families and elderly will be badly affected, as well as workers on minimum wage		No more money making schemes please. Please fix road network.
a resident of Oxfordshire living outside Oxford	less than weekly	Community health or care workers who need to visit multiple locations or travel urgently	I commute to the central permit area by car	No impact	Very positive	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper for all		Very negative	I volunteer for Lewisham Respite Oxfordshire, when we are called out it is a matter of saving lives/death. As we work for the Police we need to be able to enter the city without charge.		Improve taxes
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	I'm self employed and lots of my customers are in Oxford. I won't be going into Oxford anymore if I get charged. It's going to kill businesses.	Very negative	You will kill business in Oxford and the surrounding area and you are going to make living in Oxford even more expensive		Make buses free in and out of Oxford
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Positive	Positive	About right	Yes	Make buses cheaper for all. Make bus services more frequent. Add public cycle parking		Positive			
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	No impact	No impact	There should be no charges at all	Not sure	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make bus services more frequent		Very negative	The proposed changes will make commuting to work untenable for me as I will experience a longer commute due to traffic on the ring road and will be unable to park at my designated workplace car park. As a result I will not have enough time to the morning I get my son to nursery in the morning before I begin my commute. Neither can I afford the proposed charges. I will be forced to leave my job if this scheme goes ahead.		Incentivise or enforce schools in North Oxford and around the city to lay on school buses for all their pupils. The traffic is significantly better outside of term time and this is largely due to the fact there are no cars with just one child and one parent in it. School buses made up the majority of those commuting for school there would be very little traffic in the city.
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	No impact	No impact	There should be no charges at all	Not sure	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make bus services more frequent		Very negative	Unfortunately the organizers of this scheme have not considered the impact of this on people living outside the city who rely on commuting into the city for work. Oxfordshire is a rural county with fewer work opportunities outside of the city. The infrastructure and public transport services are sadly not affordable, reliable or easily accessible for people living in rural areas. People who do rely on using my car to get to work safely and reliably. I had to jump the bus when I had to start my job and was constantly late for work. The annual season ticket also cost me £5,000 which is far more than the cost of owning a car (tax, insurance, fuel).		Just don't understand how this congestion zone and the traffic filters will take their place with all they have to offer. People who don't work in the city but who do work in the city. Regulation which has no strong public backing and a huge amount of opposition. The affected roads are not roads that receive heavy traffic any way. It's acknowledged in your own report that this only reduces traffic on roads in the city 2-5% while these are the areas with the heaviest traffic. There are very few people that actually commute through the centre of Oxford as it is and those that do are arguably wealthy enough to pay the £5 charge on the fine when the traffic filters are in place. Unfortunately this system simply penalises the people who are already struggling to get by.
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	No impact	No impact	There should be no charges at all	Not sure	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make bus services more frequent		Very negative	People aren't going to change their commuting habits because for a lot of people it isn't a choice. It's about the doing the only thing that fits the inescapable limits of their personal living situation - their children's needs with strict rules on nursery drop off and pick up, their rural neighbourhood with no bus or train link, etc. You are expecting if you think everyone is going to simply adjust. By making people's commutes longer, harder and more costly the city will lose the people who are already working so hard to simply make it into work on time. This needs to be seriously thought before it goes ahead.		
a resident of Oxfordshire living outside Oxford	weekly	100 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Negative	Negative	There should be no charges at all	No	Make buses cheaper for all. Make bus services more frequent		Negative	You need to improve roads and open up routes. Encourage people into Oxford not deter them.		Build separate cycle routes and allow traffic to flow better. Enforce laws to cyclists and delivery bikes who constantly flood the law and make them have insurance.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very positive	Positive	There should be no charges at all	No	Make bus services more frequent		Very negative	This will only push traffic onto other, already busy roads. As a resident who lives on a busy road which is often used for passing travel but isn't one of the proposed congestion zones, I worry this will push even more traffic onto my road.		Buses need to be cheaper and more reliable. The east Oxford LTNS needs to be abolished. This has made traffic in other parts of Oxford so much worse.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Negative	Negative	There should be no charges at all	No	Add public cycle parking		Very negative	Increased traffic on Woodstock Road and Barbury Road and all side roads around them.		Make cycle lanes separate from vehicle traffic with physical separation eg bollards. Make all roads in Oxford two way for buses.
a resident of Oxfordshire living outside Oxford	less than weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Positive	Positive	Too high	Not sure	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make bus services more frequent		Negative	I would have to pay to stop in Oxford at Westgate and when visiting there. Parking sometimes fills up at park and rides		City centre up to downing bridge and up to saint elements
a resident of Oxfordshire living outside Oxford	less than weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Very negative	Positive	There should be no charges at all	No	Make buses cheaper for all. Add new bus routes, Extend hours of operation for buses		Negative	The permit scheme would cause more hassle in terms of remembering to renew or obtain it, remembering which roads to use and diversions when there are roadworks (which seem to be affecting half of central Oxford these days).		What we need is improvements to public transport services if we are to get people to switch modes. Oxford city council out the only local route to save Ancher (route 17) a few years ago. This needs to be reintroduced for local access
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Positive	Very positive	About right	Yes	Make buses cheaper for all. Add new bus routes, Other		Neutral	I don't drive.		This is a solid plan for a temporary fix.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very positive	Very positive	There should be no charges at all	Not sure	Make buses cheaper for all. Add new bus routes, Make bus services more frequent		Very negative	The initiative, unless central Oxford area residents receive free permits would make living here be very difficult.		This city needs more investment in public transport. All buses should be brought under public ownership, where the council can manage timetables, play drivers a fair wage, and define the routes based on the needs of the community. There should be incentives for cycling to work across Oxford, and personal vehicles should be viewed as an absolute last resort for usage in the city.
a resident of Oxfordshire living outside Oxford	less than weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Positive	Positive	Too high	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper		Negative	I am involved with an emergency response charity. In the last 12 months I deployed on site 100+ occasions on the waterways and parks contained within this zone. Provision needs to be made to make use of these charges or provide free passage. I am not formally representing the charity but feel strongly it is an unfair move for the local authority to penalise the very people who travel from across the Southwest to carry out search and rescue in the city centre.		Provision needs to be made to provide free access or travel arrangements for emergency response charities operating in the city centre for the benefit of the local communities. Oxfordshire Search & Rescue as well as other regular providing water rescue and recovery services in the centre of town deploying multiple resources over long periods. The charity has no ability to fund this additional cost. A provision must be made to reimburse, or remove the cost of this travel for the volunteers who are providing this service.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice. Taxis and private hire vehicles	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Neutral	There should be no charges at all	No	Make bus services more frequent, Extend hours of operation for buses		Negative	Stop finding new ways to tax the hard working common folk all the time!		Perhaps ask HMRC a tax to the insanely rich instead.
a business	less than weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Negative	Negative	There should be no charges at all	No	Make buses cheaper for all. Make bus services more frequent, Extend hours of operation for buses		Very negative	More frequent bus services! I live in Copse lane and a bus goes to the centre every hour only and is always late! It's a shame!		That's!
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very positive	There should be no charges at all	No	Other		Very negative	Stop finding new ways to tax the hard working common folk all the time!		More frequent bus services! I live in Copse lane and a bus goes to the centre every hour only and is always late! It's a shame!
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	Too low	Yes	Add public cycle parking		Positive	Reduced congestion will make living inside the Oxford city centre a much more pleasant and less polluted environment		Reduce the number of lanes on roads where there are more pedestrians than cars. This way space becomes available for wider sidewalks and maybe a cycling path if needed. Looking at long street on a regular day it's ridiculous how many people are stranded on the sidewalks while a handful of cars and buses get to use a four lane street they really don't need.
an Oxford resident	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make buses cheaper for all. Make bus services more frequent, Extend hours of operation for buses		Very negative	I think this is an awful idea and will certainly make me consider if Oxford is worth the visit. I'd rather spend some time for shopping, whether by myself or with my family.		For smaller roads, such as Holywell, these could be made one way streets which would also increase space available to pedestrians.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Positive	Neutral	About right	No	Make bus services more frequent		Very positive	For days I work in the Oxford office I feel these changes will only make the situation worse. The bus system is awful and costs far too much.		Make buses extremely cheap
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Positive	Neutral	About right	No	Make bus services more frequent		Very positive	I live in St Clements. For about two years the traffic has been awful because of the suburban policy of keeping the LTNS without the traffic gate system. It is not worth leaving by car between 4pm and 6pm and the air quality has greatly deteriorated because of idling vehicles. I could not believe the LTNS were not removed (on a temporary basis). This has been totally incompetent policy making and implementation. Thank you therefore for proposing this new congestion charge. It will make a positive impact. It is a shame you did not do this two years ago.		You asked a question about possible higher charge for larger cars. My opinion is that the key point is number of people in a car. The higher the number, the better. If you have technology to reduce the charge, even to zero, if there are four people in a car, then this would be sensible.
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Very negative	Positive	About right	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper		Negative	High expectations of elderly residents in these areas being able to apply for residents' permits for visitors - over reliance on having someone do it on their behalf (formal or informal car).		Badly, yet another biased OCS survey presenting questions that are not open questions. Your 'plan' is already set.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Do not implement it, it's scary 5 pounds	Very negative	It is curving freedom... one day permit is needed to take a walk on public road in whole oxygen.		Do not approve new housing developments... have bus service to every part of the city from park in ride it should be valid on all the buses.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	About right	Not sure	Add public cycle parking		Positive			
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Very negative	Negative	There should be no charges at all	No	Other		Very negative	I'm speaking for the congestion charge on Holywell as the others won't affect me. Leave the eastern by pass daily to go to work and the gym. It is not realistic to use public transport as I live in Burin. There is no direct bus route to either both would result in my having to take a minimum of two buses. The 15 minute journey to the gym would take nearly an hour on the bus and to get to work in Oxford would be looking at nearly 2 hours. Using the eastern bypass I have experienced that when there is an accident traffic is directed towards Holywell. If the eastern bypass is closed traffic gets directed towards Holywell. Would there be exceptional circumstances and the charge by road closed is not fair if it is the only method of getting home.		Give people the option to buy passes. Whether that is one cost for the year and you can drive through as many times as you want 100 passes that only cover a day and a half and you take out someone who works full time who cannot use public transport due to the location of their job as there are roughly 200 working days a year taking away the passes that person could be paying £200 a year to go to work. That's not for an Oxford resident who lives in and around these areas but works within Oxfordshire.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Very negative	Very negative	There should be no charges at all	Yes	Make bus services more frequent, Extend hours of operation for buses, Add public cycle parking		Very negative	It was always agreed that congestion charges were not an option for Oxford but that either road improvements or a traffic filter approach would be tested.		Concern that the temporary approach could become permanent.
a resident of Oxfordshire living outside Oxford	less than weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Very negative	Neutral	There should be no charges at all	No	Make Park & Ride parking cheaper, Make buses cheaper for all. Make bus services more frequent		No impact	I won't travel while in place		Better traffic lights (poor compared with UK cities) and cycle routes. Improve the bollards on Mansfield road which damage cyclists. Fix potholes generally, paint road markings rather than letting them fade, improve cycle routes, stop the dangerous scooter schemes which are hazardous for cyclists and pedestrians. Total traffic filter option rather than congestion charges which were democratically agreed. Clean and sweep roads and pavements which are dirty and dusty compared with other UK historic cities.
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	No impact	Very positive	About right	No	Make bus services more frequent		Very negative	Currently there aren't any excellent alternatives to travelling by public transport. We are north of Oxford and REDACTED.		You would really need to get the new alternatives up and running before the congestion charge began.
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very positive	There should be no charges at all	No	Other	Open up Eynsham park and ride. The fact you're proposing to charge those outside of Oxford especially west Oxford when you can't seem to open a route to go park and ride	Very negative	My wife is a nurse at the JR who works 6 days of the week pretty much and has to pass one of these zones. The council and out are being disrespectful to those nurses and other staff at the JR who work long hours as it is and you want them to catch buses instead. Make them exempt from it.		Answer put in number 12.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	There should be no charges at all	Not sure	Add new bus routes, Other		Very negative	The bus and cycle paths are already within Oxford, new regular bus routes to, you don't need to Calson Science centre would be good. The extra charge and will push working people like out of Oxford, as regularly use these routes to commute to work.		Think about the workers this will affect most parking for staff for the JR. They do not deserve to hit by this awful thing. Also someone comes into Oxford to do work and therefore money in the city and so on.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	There should be no charges at all	Not sure	Add new bus routes, Other		Very negative			If this cannot be avoided, give people in the Oxford region a free permit to use these roads all year, same as the central Oxford region. Also add more buses that run frequently from each area in relation to the source centres. Use Calson and Harwell, where a lot of people work.



Survey Response													
I am responding to this survey as	How often do you travel in or around Oxford?	Please tick which of the following free permits and passes you think you may be eligible for	Do you live in, visit a resident by car or commute by car to the nearest central Oxford?	Central Oxford residents' permit to residents in the central Oxford?	Central Oxford permit area - non-resident workers, commuters	We are proposing a single charge of £5 to allow cars without a driver, or permit	Do you think that charges should vary, with drivers of lower cars, less than more and	Income generated by introducing the proposed temporary congestion charge would be used to lower the deficit and operating costs of the scheme	If other improvement, please state	Taking into account all the information we have provided about the proposal	Please explain your answer	Do you have any other comments about the proposal for six temporary congestion charge locations in Oxford that you have not already shared in this survey?	Do you have any suggestions for other ways to reduce traffic and tackle congestion in and around Oxford?
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Positive	Negative	About right	No	Make buses cheaper for all. Make bus services more frequent. Add public cycle parking	Positive	I am hoping it will reduce traffic.	I am concerned this, like the fingers, will reduce traffic through Old Marston at peak commuter times.	An aerial egg lift bringing Thornhill F&R + Osler Road / JR hospital + Train Centre.	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Negative	Too low	Yes	Make buses cheaper for all. Make bus services more frequent. Add public cycle parking	Positive	Could go further, eg restricting hours of access for other vehicles (delivery etc) to outside normal peak times		Reduce the amount of parking currently available with a aim to discourage driving into the centre	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Positive	Negative	Too low	No	Make buses cheaper for all. Add new bus routes. Add public cycle parking	Positive		I think 3 cars for commuting is excessive	restrict larger vehicles such as trucks and vans within certain hours - so not during peak school hours (7.30-9. and 3.30 to 5). This would make cycling with kids safer and more appealing.	
a resident of Oxfordshire living outside Oxford	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I commute to the central permit area by car	No impact	No impact	About right	Not sure	Make buses cheaper for all. Add new bus routes. Add public cycle parking	Very positive	Would expect to see fewer cars crossing the city centre, so buses would be faster/more timely and walking/cycling would be safer and more pleasant	It is an odd message, waiting about 24/7, working every day after job finished hours from home, additional commuting time will have negative impact on my service	Seems like a good way to test out the traffic filter ideas before going into the full proper	School term times seem to produce the heaviest traffic, finding better ways for children to get to schools (rather than being driven in and out individually) could make a big difference. A lift away from the non-universal 8.5 working hours could also help spread out "rush hours"
an Oxford resident	daily	25 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	Too low	Yes	Add new bus routes. Make bus services more frequent. Add public cycle parking	Very positive	It is currently quicker to cycle in and around the city than to go by bus. The roads should be clearer for people who "need" to use their cars and permit the free flow of traffic. Buses will be quicker, and therefore more appealing to use, and cycling will be safer.	Charging to bring in cars, there needs to be provision for access to the car park, whether that is by improving bus services or adjusting the congestion charge for users. Otherwise, training would be affected to such an extent that competitive standards will need to move to other risks, such as Sweden, which are further away, which will affect the risk's ability to operate and remain competitive.	Look to other medieval cities abroad that have put cycling first and see what measures we can adopt. A good example is Ljubljana, in Slovenia, which is also a medieval university town and is almost entirely car-free in the centre. Cars should be used for getting out of Oxford, and not necessary for getting into or around Oxford.	
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	There should be no charges at all	Yes	Make buses cheaper for all. Add new bus routes. Make bus services more frequent	Negative	I will have to leave my job at the school where I work part time because the most direct route includes one of the charging points and getting the long way would take too long and will use too much petrol. Going there by bus would take ages as there is not a good direct service available	They are not a good idea because the risk can afford to pay and will continue congesting the road, but those on lower income will struggle.	Removing the LTNs in East Oxford would be a good start. Have more buses that cover the entire city and better connection services to the surrounding villages.	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	Too high	No	Make buses cheaper for all	Negative	Push traffic onto already busy alternate routes already impacted by LTNs		Use the river to provide alternative transportation into Oxford	
an Oxford resident	daily	Taxis and private hire vehicles	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Very negative	Make BUSES FREE FOR LOCAL PEOPLE BETWEEN WORKING HOURS AND SEE WHAT IMPACT THAT HAS ON TRAFFIC AND SCHOOL RUSHES	Free bus passes, council has the ability now to run its own bus services due to changes in the law, also bus ticket prices are extortionate for such small journeys and cause issues financially. Park and Ride should be free and buses to and from there should be one pound or more, if you want people to use Oxford and use services make it cheaper for them to access them.		
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Very negative	Fix the badly managed roads and roundabouts	You never spoke with this pre election as you knew you would struggle to get voted in! You have named Cooley with your LTNs already!	Open up the LTN! Simple!	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I commute to the central permit area by car	Negative	Neutral	There should be no charges at all	No	Make Park & Ride parking cheaper. Make buses cheaper for all. Make bus services more frequent	Negative	It's literally a money making scheme. Not everyone falls into the same category of 'they should walk, get a bus or cycle' I live in Kingsdon, but grew up in Cooley, I work in Cooley, my partner works in Cooley, my daughter goes to nursery in Rose Hill, I still have a bit of friends and family in Cooley that I see regularly, usually after work.	Yes, everybody knows that once you impose a "temporary" congestion charge for the next 2 years, it will remain in charge for ever longer and eventually with more and higher charges.	Cheaper park and ride parking, more buses, more cycling zones, cycling paths, and overall better infrastructure.	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I commute to the central permit area by car	Very negative	Positive	There should be no charges at all	No	Other	Very negative	What a load of rubbish we should not be charged at all I work in Oxford I can't afford to drive to work and home again at these prices I've never heard anything so stupid in my life bus is meant to be a free country what a load of crap it's ridiculous	Take the LTNs down that causes congestion and scrap this idea of permit charging get rid of the people that are thinking this crap up	GET RID OF THE LTNs and the people on this council it's a load of REDACTED	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Positive	Positive	There should be no charges at all	Not sure	Make Park & Ride parking cheaper. Make buses cheaper for all. Make bus services more frequent	Neutral	There is not much congestion in Oxford except during rush hour. These proposals would drive traffic up the Woodstock and Barbary Roads which are bad now at peak times.		Do away with the LTNs. There was a stop charge in how bad congestion it when they were introduced. It is madness to funnel so much traffic into choke points when there are obviously much more direct and efficient routes available but are now blocked off by LTNs.	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Very negative	Very negative	There should be no charges at all	No	Make Park & Ride parking cheaper. Make Park & Ride buses cheaper. Make buses cheaper for all	Negative	The scheme will have a very negative impact on the whole city and not necessary.		Why should be goal to reduce traffic? Each journey is made because someone wants to move around the city and represents "a common good" for the people of Oxford. It is congestion that needs to be reduced. So open more routes through the city, make more use of one way roads so that narrow roads can handle more traffic more quickly and easily. Stop halting bus services when Oxford infrastructure is not over	
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Neutral	Very negative	Too low	Yes	Make Park & Ride parking cheaper	Neutral	I live on Curzon Hill. I fully expect long tailbacks at Curzon Hill from Westgate bound traffic coming from the west and south and traffic heading for Saucourt Park & Ride as a result of the congestion charges and the filters. The charge should be £10.		1) Many LTNs for buses, buses stopping picking up passengers block the flow of traffic and this includes other buses, but badly for every bus stop. This will greatly increase the flow of traffic. 2) change the phase of the traffic light at Sten to that it forces the flow of traffic over the city, this includes to it to add an extra 15 seconds to the light sequence for the exiting traffic, this costs virtually nothing. 3) In Germany people buy the tickets using an app before hand, so people just get on the bus and then it drives off, so the time it stops is less than a minute for picking up 20 passengers, whereas in Oxford that would take 10 minutes, that would increase the bus time table rather than removing money from people pockets	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't			There should be no charges at all	No	Other	Very negative	This will reduce movement around Oxford and thus be bad for residents and businesses. The damaging aspects and alternatives don't seem to have been considered. It feels very much like a LiDAM and car carnage using congestion as an excuse.	The locations are obviously chosen to be most damaging to travel around Oxford. I am 67 and have cycled my whole life in Oxford but the feeling is increasingly difficult and really resent the idea of being charged to drive around my own city. I live in Marston but frequently shop in Summertown. If these charges are introduced I will need to have to drive round the ring road trying the length of my journey, trying my CO2 and other polluting emissions, journeying up the ring road (as well as inevitably happen) and just being a total pain in the neck. I used to be a LiDAM voter and member of the party. In fact I regularly used to be of nominees for the local parliamentary candidate. I will never again vote LiDAM or either local or national level as long as the party remains so anti car.		
an Oxford resident	daily	Business cars used as goods vehicles	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Very negative	Make lay by for buses to pick up passengers rather than them sitting in the road blocking traffic. This is reason why Oxford has a "traffic revolt". Buses stopping in the road cause traffic problems.	The cost of the financial burden of the congestion charge will disproportionately impact lower income households who rely on their vehicles for commuting or essential travel. Public transport alternatives are not always viable, particularly for those living in rural areas surrounding Oxford and those with irregular or variable work schedules. This risks isolating residents and reducing their access to employment, education, and healthcare. Secondly, the charge could harm local businesses that depend on customers traveling into the city by car. Small retailers and service providers may experience a drop in footfall as people choose to shop online or travel to out-of-town retail parks where parking is free and access is simpler. Delivery and logistics costs may also rise as independent and supply vehicles are forced to absorb additional charges. Finally, many residents feel that the public has not been sufficiently consulted on the scheme, and that the full social and economic implications have not been thoroughly assessed. A more collaborative approach, which includes investment in public transport infrastructure and incentives for cleaner vehicles, may prove more effective and equitable in the long term. I respectfully urge the council to reconsider the current proposal and explore alternative strategies that balance environmental goals with the needs and realities of local communities.		
a resident of Oxfordshire living outside Oxford	less than weekly		I commute to the central permit area by car	No impact	No impact	There should be no charges at all	No	Make buses cheaper for all. Make bus services more frequent	Very negative	I will drive people out of the city centre. Not enough buses already and not enough parking spaces make Oxford a difficult place to shop or eat. If you had to make a list of purchases how on you take these into an overpriced bus services in use by tourist or language school students?	Don't do it. Oxford is already becoming difficult to negotiate. The Botley Road closure has divided the city, if you are of limited movement or disabled it may restrict the city bus unviable due to the walking route from the station. Buses are still limited to park periods and parking for a bus when the ring roads are prohibited. The already planned going into the city centre for entertainment preferring neighbouring counties with adequate parking facilities. Pretty soon all the old will visit will be restricted anymore to non-peak times eg before 7am and this also adversely affects the flow of traffic.	There is no solution unless you introduce more frequent buses or trams for locals with reduced fares. It's a complicated one way system that prohibits all transport at peak periods, an accident on any of the major ring roads brings chaos and stands still.	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't			There should be no charges at all	No	Other	Very negative	I have recently had two strokes that mean it is difficult for me to get around. I had blue badge which expired in June but I can now walk 100m unaided and am not eligible for a renewed. Travel by car is really important to my quality of life and these charges will make my life more difficult and more expensive. It is really quite difficult to get a blue badge, at least if one is bonded outside the degree of disability and although I longer qualify I still find it difficult to get around without help. I use buses but they are slow and long. I really feel that I am being discriminated against by these charges which will not impact able bodied people to the same extent. As a volunteer with Oxfordshire Search and rescue we can be called out by Thames Valley Police or Oxfordshire Fire and Rescue in a case that could be within the charging area. As these searches are an emergency, we should have free access to the areas without having to worry about our charges. The majority of us travel in personal vehicles, although the organisation does have 3 hired vehicles. I don't think the car to go into Oxford as we can walk or use public transport. At the times I do choose to use the car the number of permits I get as a resident is adequate so I won't need to change my route.		Do away with the LTNs. They are utterly counterproductive.	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	There should be no charges at all	No	Make Park & Ride parking cheaper. Make Park & Ride buses cheaper. Make bus services more frequent	Very negative	Unless viable alternative options to transit the centre are created, reducing options or extracting money from people seems ill conceived.	Perhaps the county council should focus on projects that will actually improve the lives of people, not just the residents in the centre of Oxford. I will back further (planning) of certain areas of Oxford will result in great difficulty trying to get to the main hospitals if you live in East Oxford. A return long journey costs approximately £17 during the day. Other options to reduce traffic, such as banning Oxford Brookes and University students bringing cars to Oxford (this used to apply in Oxford University) have not been explored. The number of buses coming down the Cowley Road daily is absurd. Usually they travel in a convoy of 4-5. This adds to traffic congestion. Vehicles undertaking to supply goods do not appear to be restricted anymore to non-peak times eg before 7am and this also adversely affects the flow of traffic.	Make sensible bike paths instead of painting some signs on the main road. Reducing motor vehicle lane size to accommodate cycle lanes makes roads more dangerous for everyone.	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make buses cheaper for all. Add new bus routes. Make bus services more frequent	Very negative	In these difficult economic times, this is just another penalty for those on low incomes. It will not reduce car usage; merely add to the joblessness, inflation, frustration and increased costs to the residents.	These changes will not reduce traffic but make traffic worse around the routes with tolls and on the ring road which is already extremely full of traffic.	See above.	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Neutral	There should be no charges at all	Yes	Make buses cheaper for all. Add new bus routes. Make bus services more frequent	Very negative	I am a TA on extremely low income with 3 children. I am suffering from inflation with no pay rise. I am currently allowed to pay £5 each day for travelling into Oxford as I will need a permit 365 days a year, not 100 days a year. You do many things to pay me as a need to pay my bills to clubs each day. There are no buses for these trips. Buses would make my kids miss their clubs. I would have to stop these clubs which are very valuable and my kids will miss out. I oppose these charges because they benefit high income families. This is completely unfair!	These changes have nothing to do with a green agenda. They serve ultra rich technocrats like members of the WEF who eventually want to stop all car from driving, except themselves.	Boosting reliable bus services: investing in efficient, affordable public transport to fewer people need to drive. Improving cycling routes and making them safer (not to be shared with taxis nor buses) everywhere in the city and improving road access to all across the city also.	
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very positive	There should be no charges at all	No	Other	Very negative	I will have to pay to get to work. Either £5 congestion fee per day or £5 (currently £3 each way) which will mean I have to leave home earlier to drive to my nearest park and ride in Bicester and then get home later in the evening. Plus I will have a 15 minute walk to work from the bus centre and then back to the bus park for the homebound journey. With winter coming up this charge brings to me mean getting very wet on occasion and cold. I have a parking space provided by my employer at work. Seems like just another way of funneling money from working people to city council, without real impact of congestion, or quality of public transport. These who could reduce these public transport already do so. These who can't, often sell employed professionals will pay the price again. Those who can't help anyone, except the council and I do not welcome the idea even though I do not drive every day. But just like with the LTNs, even if majority of affected residents will agree it is known that the council will do what it had already planned, which is to introduce the charge. I work for a property agent. I manage a very busy short let department and need my car to travel between properties. If you go to work when I work I won't be able to get to work.	These people have many advantages and privileges already being exempt from paying taxes and immunity in court, showing the unfairness of the whole system they are trying to impose top down. We must resist these plans. These plans need to be stopped otherwise the public will own nothing (abus Schaefer previous head of WEF) as everything will be taken from them.	Change the times from 8am - 4pm and add restrictions to un-logs's vans otherwise people will change to small vans and get away with the charge but add to the congestion of traffic.	
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I commute to the central permit area by car	Negative	Neutral	There should be no charges at all	No	Make Park & Ride parking cheaper. Make Park & Ride buses cheaper. Make bus services more frequent	Very negative	Seems like just another way of funneling money from working people to city council, without real impact of congestion, or quality of public transport. These who could reduce these public transport already do so. These who can't, often sell employed professionals will pay the price again. Those who can't help anyone, except the council and I do not welcome the idea even though I do not drive every day. But just like with the LTNs, even if majority of affected residents will agree it is known that the council will do what it had already planned, which is to introduce the charge. I work for a property agent. I manage a very busy short let department and need my car to travel between properties. If you go to work when I work I won't be able to get to work.	Removing the LTNs will solve all the congestion issues. No one wants them!	Removing the LTNs will solve all the congestion issues. No one wants them!	
a resident of Oxfordshire living outside Oxford	daily	Personal cars used as goods vehicles for business purposes	I commute to the central permit area by car	No impact	Very negative	There should be no charges at all	No	Make Park & Ride parking cheaper. Make Park & Ride buses cheaper. Make bus services more frequent	Very negative	Make Park & Ride parking cheaper. Make Park & Ride buses cheaper. Make bus services more frequent		More (and enforced) parking restrictions city wide. Increase prices of parking and decrease prices of buses. LTNs are not a solution unless you introduce more frequent buses or trams for locals with reduced fares. It's a complicated one way system that prohibits all transport at peak periods, an accident on any of the major ring roads brings chaos and stands still.	
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Very negative	Very negative	There should be no charges at all	No	Add new bus routes. Make bus services more frequent. Extend hours of operation for buses	Very negative	So let me get this right, I pay council tax, which pay for services around Oxford and I cannot then use the roads that I pay for. This central permit area idea would affect non residents who live inside the circle road and the council has paid little consideration to the gap between the introduction of the congestion charge and the "improved" improvements to the bus services around the city, which will benefit the public bus services.	At the minimum, the central permit area should be extended to the wider Oxford area for this scheme to be viable in my opinion.	Improve bus services first. The poor service to get to anywhere apart from the city centre make bus travel a nonsense option to get to where you need to go.	
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Negative	Very negative	About right	Yes	Add new bus routes. Make bus services more frequent. Add public cycle parking	Very negative	As an emergency service volunteer I would introduce a personal cost to responding to emergencies. We are volunteers and already self fund much of our operational equipment and fuel. As a husband who has to collect his wife from work during unsociable hours where public transport may not be running, I will be greatly penalised. Additionally, as a volunteer Licensed Search Technician for Lowland Rescue Oxfordshire, an emergency service providing search and rescue in support of Thames Valley Police and Oxfordshire Fire and Rescue Service, I may be penalised for responding to emergency calls.	A good idea but it has not taken volunteers for emergency services into consideration	Improve park and ride	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Negative	Too low	Yes	Make buses cheaper for all. Add new bus routes. Make bus services more frequent	Positive	Faster buses to and from Headington into town. Decrease air pollution around London Road. Hopefully less chaos at the bus stop in Headington (London Road/West End/High Street).		Boosting reliable bus services: investing in efficient, affordable public transport to fewer people need to drive. Improving cycling routes and making them safer (not to be shared with taxis nor buses) everywhere in the city and improving road access to all across the city also.	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	No impact	No impact	Too high	No	Make buses cheaper for all. Add new bus routes. Make bus services more frequent. Add public cycle parking	Very negative	We can't move freely within our own areas. The roads in Oxford are already poorly used the time taken for the Botley Road to be built should be a world record. The proposal will only block up roads like the Ring road even further increasing the already bad congestion problem.	You put this in place at least give residents more permits / make buses significantly cheaper / wait until after the botley road is complete and fix the already existing problem.	Invest in transport infrastructure and cycle paths	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I commute to the central permit area by car	Very negative	Positive	Too high	Yes	Make Park & Ride parking cheaper. Make Park & Ride buses cheaper. Make bus services more frequent. Add public cycle parking	Very negative	Why should I pay to drive AN ELECTRIC CAR AROUND OXFORD? Also I have to drive to central Oxford because of the LTN network making it impossible to navigate around Oxford.	Scrap the idea! You will stop a lot of people visiting central Oxford for shopping etc why should they pay to drive into Oxford then pay to park their cars.		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Very positive	Negative	About right	Yes	Make buses cheaper for all	Very positive	Reducing traffic in Oxford will likely increase cycling and walking which would be very positive.			
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Negative	There should be no charges at all	No	Make buses cheaper for all	Very negative	I am happy to be able to travel through the congestion zone more than 100 times a year as a father and collect a daughter from Church Crofton Cathedral at least 4 times a week. Why should I have to pay for this. I don't think the traffic warrants this. The Marston Ferry road congestion charge is ridiculous, what about people coming to Summertown to shop and parents dropping off their children at the Swan school or attending the hospital. I commute to the JR hospital from Didcot. The park and ride would add an extra 45 minutes to my journey each way to get to an out-of-town car park. The congestion charge will just push all the traffic to the ring road and make it worse than it is now.			
a resident of Oxfordshire living outside Oxford	less than weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Very negative	Very negative	About right	Yes	Make Park & Ride parking cheaper. Make Park & Ride buses cheaper for all. Make bus services more frequent	Very negative	Make Park & Ride parking cheaper. Make Park & Ride buses cheaper for all. Make bus services more frequent			
a resident of Oxfordshire living outside Oxford	less than weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Very negative	Positive	There should be no charges at all	Yes	Make buses cheaper for all. Add new bus routes. Make bus services more frequent. Add public cycle parking	Very negative	I travel to JR work. Research and training of staff in the NHS (particularly Oxford) is at an all time low and with the congestion charge will only make this worse. I am seriously considering leaving my job at OUP after 30 years because of this. I have been brought up in Oxford city and would love to move back but property prices make this impossible so I am forced to live further out and commute.	Will never feel safe cycling in Oxford. Sometimes need to use a very quick go visit a bank as local branches anymore	Make public transport more affordable and reliable. Trains are dreadful always delayed cancelled and they cannot blame this on congestion on roads! Buses are just as bad.	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	Very positive	There should be no charges at all	No	Make Park & Ride parking cheaper. Make Park & Ride buses cheaper. Make bus services more frequent	Very negative	Less congestion and pollution, quicker bus journeys			
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Negative	Negative	There should be no charges at all	Not sure	Add new bus routes. Make bus services more frequent. Extend hours of operation for buses. Add public cycle parking	Very negative	Remove LTN	Remove LTN	Remove LTN	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Very negative	No impact	There should be no charges at all	No	Make buses cheaper for all	Negative	I live near the ring road, off Horspath Road. My doctor is in Jericho & my dental in Summertown. Neither location is easily reachable by bus, & if I'm unable to pick an appointment at a time when the charge does not apply I shall be paying my money elsewhere.	The additional traffic this will bring to the ring road, which is very close to where I live, will add to the already heavy pollution we experience in the Horspath Road area.	Better, cheaper bus services. It's two buses to reach the station with no combined ticket, & takes around an hour even when there's no traffic.	
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make Park & Ride parking cheaper. Make Park & Ride buses cheaper. Make bus services more frequent	Very negative	I normally travel to Oxford in non rush hours and the congestion charge will put me out completely and I will choose to spend my money elsewhere.		Yes, make roads better, traffic lights more efficient.	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Negative	Negative	There should be no charges at all	Not sure	Add new bus routes. Make bus services more frequent. Extend hours of operation for buses. Add public cycle parking	Very negative	It makes life so much more complicated as I often have to travel between several different locations around Oxford. I always miss my bus when I'm going into meetings and dropping stuff off in not practical at all times.	The closure of Botley Road makes this worse so should think some effect when that opens. Also you currently do not enforce parking on my road so you are not using the levers already in place to prevent drivers coming in to the city. Fund better enforcement of existing measures.	Make park and ride parking free for 2 hours and have free 24 hour bus services Monday to Saturday every 15 mins only between FR&R locations and the city centre. This will encourage more people to utilise these services than park in the city centre and pay.	
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make Park & Ride parking cheaper. Make Park & Ride buses cheaper. Make bus services more frequent	Very negative	Significant impact to residents operating in Oxford city centre. Many visitors will be dissuaded from even entering Oxford for shopping or other things which would choke local economy making it rely near solely on cheap tourists. Visitors would rather go to Reading or Milton Keynes which already offer better value of retail stores and better parking.		Bring in driverless cars that drastically reduces the number of cars on roads as everyone sharing. Cities like San Francisco already have them.	
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice. Registered car clubs	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make Park & Ride parking cheaper. Make Park & Ride buses cheaper. Make bus services more frequent	Very negative			Bring in driverless cars that drastically reduces the number of cars on roads as everyone sharing. Cities like San Francisco already have them.	







Survey Response																
I am responding to this survey as	How often do you travel in or around Oxford?	Please tick which of the following free permits and passes you think you may be eligible for	Do you live in, visit a resident by car or commute by car to the proposed central Oxford?	Central Oxford residents' permits is proposed that residents in the central Oxford?	Central Oxford permit area commuters' permits in proposed workers' commutes?	We are proposing a single charge of £5 to allow cars without a driver, or permit	Do you think that charges should vary, with drivers of lower cars, or more and	Income generated by introducing the proposed temporary congestion charge would be used to lower the rate and improve the quality of the scheme	If other improvement, please state	Taking into account all the information we have provided about the proposal in	Please explain your answer	Do you have any other comments about the proposal for ways to reduce traffic and tackle congestion in and around Oxford that you have not already shared in this survey?	Do you have any suggestions for other ways to reduce traffic and tackle congestion in and around Oxford?			
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 don't	Positive	Negative	About right	No	Make bus services more frequent, Add public cycle parking		Positive	I am hoping it will reduce traffic.	I am concerned this, like the fingers, will increase traffic through Old Marston at peak commuter times.	An aerial egg lift being Thornhill Park + Oxler Road / JR hospital + Train Centre.			
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 don't	Neutral	Negative	Too low	Yes	Make bus services more frequent, Add public cycle parking		Positive	Could go further, eg restricting hours of access for other vehicles (delivery etc) to outside normal peak times		Reduce the amount of parking currently available with a aim to discourage driving into the centre			
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 live in the central Oxford permit area, or visit a resident of the central permit area by car	Positive	Negative	Too low	No	Make bus services more frequent, Add public cycle parking		Positive		I think 3 cars for commuting is excessive	restrict larger vehicles such as trucks and vans with certain hours - so not during peak school hours (7:30-9 and 3:30 to 5). This would make cycling with kids safer and more appealing.			
a resident of Oxfordshire living outside Oxford	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	1 don't	No impact	No impact	About right	No sure	Make bus services more frequent, Add public cycle parking		Very positive	Would expect to see fewer cars crossing the city centre, so buses would be faster/more timely and walking/cycling would be safer and more pleasant		School term times seem to produce the heaviest traffic, finding better ways for children to get to schools (rather than being driven in and out individually) could make a big difference. A shift away from the non-converted 6-8 working hours could also help spread out "rush hours"			
an Oxford resident	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	1 commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	Yes			Very negative	It's an awful message - working about 24/7, working every day after planned hours from home, additional commuting time will have realistic impact on my service		Looking to the timing of sessions, there needs to be provision for access to the car park, whether that is by ignoring that session or adjusting the congestion charge for users. Otherwise, training would be affected to such an extent that competitive students will need to move to other cities, such as Sweden, which are further away, which will affect the risk's ability to operate and re-evaluate			
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 don't	No impact	No impact	Too low	Yes	Add new bus routes. Make bus services more frequent, Add public cycle parking		Very positive	It is currently quicker to cycle in and around the city than to go by bus. The roads should be clearer for people who "need" to use their cars and permit the free flow of traffic. Buses will be quicker, and therefore more appealing to use, and cycling will be safer.		Look to other medieval cities abroad that have put cycling first and see what measures we can adopt. A good example is Ljubljana, which is also a medieval university town and is almost entirely car-free in the centre. Cars should be used for getting out of Oxford, and not necessary for getting into or around Oxford.			
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	1 don't	Neutral	Neutral	There should be no charges at all	Yes	Make bus services more frequent, Add public cycle parking		Negative	I will have to leave my job at the school where I work part time because the most direct route includes one of the changing routes and going the long way would take too long and use too much petrol. Going there by bus would take ages as there is not a good direct service available		Removing the LTHs in East Oxford would be a good start. Have more bus routes that cover the entire city and better connect services to the surrounding villages.			
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 don't	Neutral	Neutral	Too high	No	Make buses cheaper for all		Negative	Push traffic onto already busy alternate routes already impacted by LTHs		Use the river to provide alternative transportation into Oxford			
an Oxford resident	daily	Taxis and private hire vehicles	1 commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Make BUSES FREE FOR LOCAL PEOPLE BETWEEN WORKING HOURS AND SEE WHAT IMPACT THAT HAS ON TRAFFIC AND SCHOOL RUSH	Very negative	Will hurt people that come to Oxford to work and who live locally. - Starting Oxford this is a Prison		Free bus passes, council has the ability now to run its own bus services due to changes in the law, also bus ticket prices are extortionate for such short journeys and cause issues financially. Park and Ride should be free and buses to and from them should be one pound or no, if you want people to use Oxford and use of services make it cheaper for them to access them.			
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	1 live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Fix the badly managed roads and roundabouts	Very negative	It's literally a money making scheme. Not everyone falls into the same category of 'they should walk, get a bus or cycle' I live in Abingdon, but I grew up in Cowley, I work in Cowley, my partner works in Cowley, my daughter goes to nursery in Rose Hill, I still have a lot of friends and family in Cowley that I see regularly, usually after work.		Open up the LTHs! Simple!			
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 live in the central Oxford permit area, or visit a resident of the central permit area by car	Very positive	Neutral	About right	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper		Very negative	locking down East Oxford/Cowley is not the solution to reducing congestion.		I would like to see the Oxford Tube and Avon coaches operating from Thornhill Park and Ride, this would reduce congestion, and provide quicker journeys to the destinations.			
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 live in the central Oxford permit area, or visit a resident of the central permit area by car	Very positive	No impact	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Add public cycle parking		Very negative	We should be able to travel in our own roads. As we are getting older we need hospital visit and need to use our roads freely and in the shortest route not adding to the congestion on the ring road		Make cyclists take a test and observe the rules of the roads like car drivers have to			
a resident of Oxfordshire living outside Oxford	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 commute to the central permit area by car	No impact	No impact	There should be no charges at all	No	Make bus services more frequent, Extend hours of operation for buses, Add public cycle parking		Very negative	I would normally travel into Oxford by bus, but cannot now do so because the railway bridge was used to make bus stops before Central Oxford and I have a disability (after the passing of the Equality Act) that makes it too painful to walk from there into town. I now have to travel by car and park in town. Unfortunately, the criteria for obtaining a disability blue badge are extremely tough and, although it prevents me from using a car, it does not currently enable me to obtain a blue badge. The Bodley Road Flyer does not run at the times I need to run to make a viable alternative to travelling by car.		Yes, take much greater account of people who live in Botley and Cumnor and provide them with an exemption to the congestion charge. Provide a wider exemption to the congestion charge to people who have disabilities that are sufficient to make using public transport not a viable option, but who do not qualify for a blue badge.			
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	1 don't	No impact	No impact	About right	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Add public cycle parking		Very positive	As an Oxfordshire resident, I have found public transport to be "good enough", albeit not ideal, but we need to invest in our public transport, as users as well, although that might mean we end up putting in more time on the road waiting for buses, etc. but more public transport is the only way we can get the city cleaned up from the mess of vehicular pollution and congestion.		Private schools should do more to bus their children in to central areas.			
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 don't	Very negative	Negative	Too low	Yes	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Add new bus routes		Very negative	Living just west of the railway station (Mill Street/Barnett Street, we feel that the central area should be extended to the river in Blackford Lys, if this old county boundary. Most residents here have their doctor's surgery in Jericho. This means a ridiculous detour around the A44 to reach our doctor. Bad for the climate in terms of emissions and traffic volumes. A West Oxford to Jericho bus service would be welcome. Because of our central location, most of our commutes, 100 commutes will not be sufficient.		Reduce the reasons people need them for - The supermarkets in the centre of Oxford have become 'convenience versions of themselves. And if the Tesco on the Cowley road is anything to go by, the prices can be as much as 20% higher than their stores off the road. Previously, I was able to cycle to my groceries, now I'm forced to get in the car and go out along the ring road. There needs to be a fundamental re-planting of the bus service to get people to where they need to go. It shouldn't solely be left up to the private bus company.			
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 live in the central Oxford permit area, or visit a resident of the central permit area by car	Negative	No impact	There should be no charges at all	Yes	Make buses cheaper for all, Add new bus routes, Make bus services more frequent, Extend hours of operation for buses		Negative	The bureaucratic complexity of the scheme will create time-wasting strategising about when to apply for or use permits already granted.		I would just observe that cycling is hardly likely to be safer for people of 75 or older, and walking has been a nightmare by the apparently well-meaning and dangerous ways of cyclists who never use hand-signals, bells or lights and consider themselves entitled to cycle freely on any footpath or roadway that does not explicitly ban cycles (30 mph).			
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	1 commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No			Very negative	I think it's absolutely disgusting and completely unacceptable that people are going to be charged for going to work, to attend the many hospitals in the area. This is what our current buses are already supposed to be for, and the local council's inability to correctly manage the apparently expanding Botley works and congestion in the area is their own problem. Why this is being out on the public, during a cost of living crisis no less, I have no idea.		You need to make using the public transport system easier, more attractive, cheaper, and more reliable. If you want people to use this instead of driving, I would like nothing more than to get the bus to work but this is not practical given they don't turn up 100% of the time.			
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	1 live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	Too high	Yes	Make bus services more frequent, Add public cycle parking		Very negative	I have long noted, and whereas I don't have a disability badge, I have limited amount of energy to cycle or travel on indirect, inefficient, time consuming public transport. It would be a cause of stress/worrying about falling foul of the regulations and restrict my ability to see to my needs and visit family and friends.		Reduce the reasons people need them for - The supermarkets in the centre of Oxford have become 'convenience versions of themselves. And if the Tesco on the Cowley road is anything to go by, the prices can be as much as 20% higher than their stores off the road. Previously, I was able to cycle to my groceries, now I'm forced to get in the car and go out along the ring road. There needs to be a fundamental re-planting of the bus service to get people to where they need to go. It shouldn't solely be left up to the private bus company.			
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	Yes	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make bus services more frequent, Extend hours of operation for buses, Add public cycle parking		Very negative	This is ridiculous like I live in OX4 and I drop my wife 2-3 times a week to the Oxford station at 6:30. I use Lysney Road and that is in Blackford Lys. If this is implemented 100 passes would not be enough for me and I will end up paying more than £200 just to get from place A to B in Oxford, especially during hours when the bus service frequency cannot be treated.		Public transport just needs to be cheap and frequent to encourage people out of their cars, less traffic will make cycling safer and encourage more people onto buses. Cycling is an efficient way of getting around Oxford and keeps the cyclists fit.			
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 don't	Very positive	No impact	Too low	Yes	Make Park & Ride parking cheaper, Make bus services more frequent, Add public cycle parking		Positive	lower levels of traffic making it safer to cycle and bus travel faster		Get rid of LTHs, invest more in buses and public transport.			
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 live in the central Oxford permit area, or visit a resident of the central permit area by car	Neutral	Neutral	There should be no charges at all	No	Make buses cheaper for all, Add new bus routes		Very negative	The council never listens so why do I think my answers are going to make an impact. Does the council not realise that due to restricted roads with LTHs and other restrictions that traffic has increased, where before it was in the car and drive in and out and always has been, have they listened to the residents?		Disabled people can't ride bikes. Disabled people might not be able to get to bus stop or on and off bus. Subsidised Cheaper taxis and cheaper buses may help			
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make buses cheaper for all		Very negative	My son works in a college already on low pay due to a disability and would cost him a lot more		Free park and ride.			
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 don't	No impact	No impact	About right	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make bus services more frequent		Negative	Commuter to workplace, Church hospital in Headington, via Marston Ferry Road after taking children to school.		Regular and frequent North to South and East to West of Oxford public transport service with priority over all other traffic (including Headington and Cumnor). Tram system or similar. With those systems in place, cars can be banned from the city and HGV deliveries can happen at night.			
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Add new bus routes. Make bus services more frequent, Extend hours of operation for buses		Very negative	My husband and I work as doctors in Oxford and rely on our cars to take our children to school then drive to work. Due to our different responsibilities we can't share transport. Our village does not have any public transport options, so to navigate a way of taking our children to school then getting to work. Therefore we have to drive, this will add £10 a day to our commute. The commute is long due to traffic on the ring road, this will only increase and mean more cars are on the ring road for longer due to the lack of available other routes with the congestion charge. This will increase the pollution, increase commuting times and will make being and working in Oxford uncomfortable in any other way of getting there. Families cannot move their kids to children in school plus unaffordable housing in central Oxford. Our child has a meningococcal issue due to being an expensive place to live, adding more cost to daily commutes will not help.		More buses serving villages and parking on areas. Free parking shuttle buses to Oxf hospitals. A train service through Oxford would be ideal.			
an Oxford resident	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	1 commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	there should be no congestion charge at all. It is a wealth tax.	Very positive			I think the road from St Clement into Oxford centre should be closed, this would allow commuters to use this side of the city to get to the hospital, it would be better for patients and workers alike and allow people like me to see relatives than be charged for the privilege of driving on a normal road.			
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 don't	Neutral	Negative	Too low	Yes	Make Park & Ride parking cheaper, Make bus services more frequent, Add public cycle parking		Positive	We do not know what we're trying to do, we need careful monitoring and modelling in the light of experience. Something to be done to reduce the volume of Oxford vehicular traffic (mainly cars but also HGVs)		Yes, Tramways or Coventry-style light rail (long-term solution). Better use of Park & Ride with priority (P&R & return bus journey) than congestion charge. More buses + opening up parking process. Workplace parking levies + reduced carpark at work			
a resident of Oxfordshire living outside Oxford	daily	100 day passes for residents in the Oxfordshire permit area, on days of your choice	1 commute to the central permit area by car	Negative	Negative	There should be no charges at all	Yes	Add new bus routes. Make bus services more frequent, Extend hours of operation for buses, Add public cycle parking		Very negative	I drive through it daily and will have significant financial and psychological impact. I probably have to move and stop sending my mind to social classes.		Remove LTHs, Expelise roadworks, More bus service during peak hours around school opening and closing hours			
an Oxford resident	daily	Personal cars used as goods vehicles for business purposes	1 live in the central Oxford permit area, or visit a resident of the central permit area by car	Neutral	Neutral	There should be no charges at all	Yes	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make bus services more frequent, Extend hours of operation for buses, Add public cycle parking		Very negative	The congestion charge will reduce the number of vehicles on the street. It would be only make diverting the traffic somewhere else and will cause congestion on those routes. The congestion charge will improve my family's journey around Oxford by bus, it will also make walking and cycling safer and more appealing to use our car traffic.		Implement the overwhelming recommendation of the Citizens' Assembly for a car-free city centre, as an immediate priority.			
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	Yes	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make bus services more frequent, Add public cycle parking		Very positive	I work around that area and often need to get to work.		Need to accept that a lot of the traffic on the A40 from West Oxfordshire is going past Oxford to London or accessing A54. The development of Woodstock roundabout is yet another obstacle to accessing Oxford, MAO, A44 and P&R. The impact on West Oxfordshire residents who have to commute is awful. P&R at Snytham would need bus lane along the way to Woodstock roundabout and all the way out to Eynsham to make it viable. The route from Eynsham to Botley needs a proper cycle path. There is no direct bus from the train station to JR which seems crazy. The bus from Parkway to the JR should be an express bus and the parking should be free otherwise people will continue to use the JR. The bus park at Chantry and Harborough are not big enough and so train option is not available without tax or lift (no bus link up available).			
a resident of Oxfordshire living outside Oxford	less than weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	1 don't	No impact	No impact	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make bus services more frequent		Negative	We visit Oxford to work, usually late afternoon/evening as the A40 from West Oxfordshire is congested earlier in the day. At the time, parking at Westgate as a car of 4 is quick and good value. P&R would be approx £10, train 645 to £10 parking fee to get to JR. We would be charged for going through the centre when the traffic is relatively light and the parking is free for parking.		Work with communities to encourage cycling, etc. Reduce bus levy to do so already. And enforce speed limits, e.g. along Bling Road to help cyclists feel safe. Push bus that cycle both across Dintonshire that's been proposed for West!			
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 don't	No impact	No impact	About right	No	Make buses cheaper for all		Positive	I don't own a car but cycle - so might be better with less traffic in parts of the city. But I'd also have to organise permits for anyone outside to go on their own work.		Perhaps talk to schools maybe have designated minutes to take children to school instead of all these individual driving. Do a park and ride scheme for kids and get more cars of the road in the morning so people can get to work on time.			
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 don't	Neutral	Neutral	About right	Yes	Make Park & Ride parking cheaper, Make bus services more frequent, Add public cycle parking		Neutral	I don't see why we need this charge at all. The car parks are too expensive anyway so this alone must deter people from coming to town in the first place just like the park and ride we have. If it is not charging people who have a reason to be in the city centre that long list of exemptions who you actually charging? Just visitors and people who make limited visits. How does that help traffic, cut so many are exempt? All this will do is make people go somewhere else. If on an odd occasion I want to bring my car in I should not be charged more than my car park fees are enough. If there is no money available for this scheme then don't do it.		Entertainment, you introduced LTHs to create congestion and now you want to charge people driving in the city!			
a resident of Oxfordshire living outside Oxford	weekly	100 day passes for residents in the Oxfordshire permit area, on days of your choice	1 commute to the central permit area by car	No impact	Positive	There should be no charges at all	No	Make bus services more frequent		Very negative			Suggestion for reducing traffic, remove LTHs. I am not opposed to having time restrictions on LTHs to manage traffic.			
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Negative	There should be no charges at all	No	Other	Misleading question, I am against generating any sort of income	Very negative						
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 don't	Negative	Negative	There should be no charges at all	No	Make bus services more frequent		Very negative	We live close to city centre. Working public hour house at least outside the city and travel to work by car. The filters and congestion charge mean we have to significantly extend car commute journey each day to now go around the ring road. We expect this will add approximately 20 minutes to each commute (40 minutes per day), and significantly increase our petrol and discharge of pollutants into the Oxford environment.		Extend network on street parking (to free parking bays) further out from city centre - will reduce some traffic coming to park in free bays just outside city centre. Improve the network of parking enforcement - for example at bus stop junctions where LTH barriers are located. These are often used as impromptu parking bays with vehicles protruding into carriages which cause blockages and bottlenecks with resultant significant congestion issues for traffic and dangerous and unsafe conditions for pedestrians and cyclists.			
a member of the public living outside Oxfordshire	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	1 don't	Negative	Negative	There should be no charges at all	No	Make bus services more frequent, Add public cycle parking		Very negative	From a healthcare perspective, I can already foresee a number of challenges this would bring to both patients and staff. Many of our patients are elderly to attend appointments but many are not, which not only affects their care but makes it very difficult for us to reschedule those slots. Others may arrive late due to remaining, causing delays and reducing the time clinicians have available, not to mention the added stress for both patients and staff. We also anticipate a significant increase in injuries from patients seeking advice on how to avoid the charge zones, affecting the safety of our administrative teams. In our services, we see elderly families rather than individuals, and many of our patients travel long distances to attend - this added barrier could make it harder for them to access care. While I understand the push behind the congestion charge, I respectfully feel this approach is disproportionately affecting vulnerable, remote and/or essential services, like the bus! I am a single father of young children, one of whom is too young to cycle on public transport. We have no choice other than to drive through St Clement road at least twice a week.		Very negative	I have to drive my daughter to college in Coates Road, via Hythe Bridge Street, 3 days a week. She is autistic and suffers with extreme anxiety, I have tried going by train with her, but it costs a fortune and is a struggle to drive. It is also much quicker to drive once you are in the walking route to the train home. Even with the extra £5 charge, it would still be cheaper to drive, and quicker. I will cost me an extra £15 a week which I can ill afford, though. Also, on a separate note, this charge will kill the mall store car park, and shopping centre. All in, it's a stupid idea.		While I understand traffic is a challenge in Oxford, restricting roads is not the answer. We should be opening up more routes and creating alternatives, not limiting them. A significant contributor to congestion appears to be school drop-offs. Traffic levels reduce considerably during school holidays, suggesting this is a key area for intervention. If safety is the reason parents rely on cars, then perhaps more attention should be given to improving safety. Dedicated school buses could also help reduce the number of cars on the road during peak hours. Cycling infrastructure also needs to be addressed. Cyclists should be held accountable just like other road users - with registration, insurance, and mandatory road safety training. The often used buses and even ambulances delayed by cyclists refusing to use available cycle lanes. There must be a way to register these incidents and enforce responsible cycling. I've often met across all with the problem, not solve it. A more balanced and rational approach is needed. Make cycle lanes SAFER! Invest in cycling away from traffic. Simply painting a white line down the road does not protect cyclists. I am off out of this due to this reason.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 live in the central Oxford permit area, or visit a resident of the central permit area by car	Very positive	No impact	There should be no charges at all	No	Make bus services more frequent		Very negative	I commute everyday to work at 3 hospitals in Oxford and it's going to make the traffic worse on the other roads it's an awful idea		Everyone needs to use their cars			
a resident of Oxfordshire living outside Oxford	weekly	School students with special educational needs	1 don't	Very negative	No impact	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make bus services more frequent		Very negative			Fix the train line debacle that has been going on for so long			
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 don't	No impact	No impact	Too low	Yes	Make Park & Ride parking cheaper, Make bus services more frequent, Add public cycle parking		Very positive						

Survey Response													
I am responding to this survey as	How often do you travel in or around Oxford?	Please tick which of the following free permits and passes you think you may be eligible for	Do you live in, visit a resident by car or accessible by car to the proposed central Oxford?	Central Oxford residents' permit is proposed that residents in the central Oxford	Central Oxford permit area - comment/ permit is proposed for non-resident workers' comment	We are proposing a single charge of £5 to allow cars without a tax, pass, or permit	Do you think that charges should vary, with drivers of lower cars, less than more and	Income generated by introducing the proposed temporary congestion charge would be used to lower the tax and operating costs of the scheme	If other improvement, please state	Taking into account all the information we have provided about the proposal in	Please explain your answer	Do you have any other comments about the proposal for six temporary congestion charge locations in Oxford that you have not already shared in this survey?	Do you have any suggestions for other ways to reduce traffic and tackle congestion in and around Oxford?
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Positive	Negative	About right	No	Make buses cheaper for all. Make bus services more frequent. Add public cycle parking		Positive	I am hoping it will reduce traffic.	I am concerned this, like the fingers, will increase traffic through Old Marston at peak commuter times.	An aerial eye lift bringing Thornhill Park & Ride Road / JR hospital > Train Centre.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Negative	Too low	Yes	Make bus services more frequent. Make Park & Ride parking cheaper. Make Park & Ride buses cheaper. Make buses cheaper for all. Add new bus routes. Make bus services more frequent. Extend hours of operation for buses. Add public cycle parking		Positive	Could go further, eg restricting hours of access for "other" vehicles (delivery etc) to outside normal peak times		Reduce the amount of parking currently available with an aim to discourage driving into the centre
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Positive	Negative	Too low	No	Make buses cheaper for all. Add new bus routes. Add public cycle parking		Positive		I think 3 cars for commuting is excessive	restrict larger vehicles such as trucks and vans within certain hours - so not during peak school hours (7:30-9, and 3:30 to 5). This would make cycling with kids safer and more appealing.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	About right	Not sure	Make buses cheaper for all. Add new bus routes. Add public cycle parking		Very positive	Would expect to see fewer cars crossing the city centre, so buses would be faster/ more timely and walking/cycling would be safer and more pleasant	Seems like a good way to test out the traffic filter ideas before going into the full proper	School term times seem to produce the heaviest traffic. Finding better ways for children to get to schools (rather than being driven in and out) and individual/cost make a big difference. A lift away from the near-universal 5's working hours could also help spread out "rush hours"
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	Yes			Very negative	It's an NHS manager working about 24/7, working every day after job planned hours from home, additional commuting time will have realistic impact on my service		Improve Park & Ride: increase capacity, lower fares, run services more frequently and later into the evening to make a viable alternative
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	Too low	Yes	Add new bus routes. Make bus services more frequent. Add public cycle parking		Very positive	It is currently quicker to cycle in and around the city than to go by bus. The roads should be clearer for people who "need" to use their cars and permit the free flow of traffic. Buses will be quicker, and therefore more appealing to take, and cycling will be safer.		Look to other medieval cities abroad that have put cycling first and see what measures we can adopt. A good example is Ljubljana, in Slovenia, which is also a medieval university town and is almost entirely car-free in the centre. Cars should be used for getting out of Oxford, and not necessary for getting into or around Oxford.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	There should be no charges at all	Yes	Make buses cheaper for all. Add new bus routes. Make bus services more frequent		Negative	I will have to leave my job at the school where I work part time because the most direct route includes one of the changing zones and going the long way would take too long and will use too much petrol. Going there by bus would take ages as there is not a good direct service available.		Removing the LTNs in East Oxford would be a great. Have more bus routes that cover the entire city and better connect services to the surrounding villages.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	Too high	No	Make buses cheaper for all		Negative	Push traffic onto already busy alternate routes already impacted by LTNs		Use the river to provide alternative transportation into Oxford
an Oxford resident	daily	Taxis and private hire vehicles	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Make BUSES FREE FOR LOCAL PEOPLE BETWEEN WORKING HOURS AND SEE WHAT IMPACT THAT HAS ON TRAFFIC AND SCHOOL RUNS	Very negative	Will hurt people that come to Oxford to work and who live locally. Starting Oxford this a Prison		Free bus passes, council has the ability now to run its own bus services due to changes in the law, also bus ticket prices are reasonable for such small journeys and cause issues financially. Park and Ride should be free and buses to and from there should be one pound no more, if you want people to use Oxford and use its services make it cheaper for them to access them.
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Fix the badly managed roads and roundabouts	Very negative	It's literally a money making scheme. Not everyone falls into the same category of "they should walk, get a bus or cycle" I live in Abingdon, but I grew up in Cowley, I work in Cowley, my partner works in Cowley, my daughter goes to nursery in Rose Hill, I still have a lot of friends and family in Cowley that I see regularly, usually after work. You have already made it difficult with LTNs, I have to sit in a bit more traffic now than I ever did before. People will not stop driving! We pay for our cars, our insurance, our tax, and you want to charge us more just for the privilege of driving in our own city. There is no bus route that will allow me to go to drop off my daughter at nursery, go to work, then to pick up my daughter, and then to visit my family! And if there was, it would probably double my journey time! I cycle to work when I can, but I don't have to do the nursery run. I have never over had a problem getting round Oxford. The majority of families and households who live there even in the outer areas have a car.		Open up the LTNs! Stop!
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	As I'm opposed to the scheme, if it goes ahead, council funds should improve road conditions and public parking. Fix junctions and expanding parking supports residents and local businesses more than penalising drivers with short-term charges.	Very negative	This proposal is deeply flawed and unfair to residents. It will not meaningfully reduce congestion but will instead shift traffic and pollution to other areas of Oxford. Residents like myself are being treated as a source of revenue rather than partners in solving transport issues. The passes are not a solution - it is still a financial burden and does not account for daily life needs, such as visitors, deliveries, or essential car services. Rather than implementing temporary congestion charges, the council should focus on fixing the existing road network, improving public transport reliability, and creating better public parking options. This scheme feels rushed, ill-considered, and aimed at raising money rather than improving Oxford's transport system or environment.	Put your congestion charge in areas where you've voted in Leavis Cowley already! Majority of residents do not want your greedy schemes! You seem to be targeting the poorer areas! If you really want it, then open up some of the LTNs so that the traffic can flow freely!	Free bus passes, council has the ability now to run its own bus services due to changes in the law, also bus ticket prices are reasonable for such small journeys and cause issues financially. Park and Ride should be free and buses to and from there should be one pound no more, if you want people to use Oxford and use its services make it cheaper for them to access them.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	As I'm opposed to the scheme, if it goes ahead, council funds should improve road conditions and public parking. Fix junctions and expanding parking supports residents and local businesses more than penalising drivers with short-term charges.	Very negative	This proposal is deeply flawed and unfair to residents. It will not meaningfully reduce congestion but will instead shift traffic and pollution to other areas of Oxford. Residents like myself are being treated as a source of revenue rather than partners in solving transport issues. The passes are not a solution - it is still a financial burden and does not account for daily life needs, such as visitors, deliveries, or essential car services. Rather than implementing temporary congestion charges, the council should focus on fixing the existing road network, improving public transport reliability, and creating better public parking options. This scheme feels rushed, ill-considered, and aimed at raising money rather than improving Oxford's transport system or environment.	Free bus passes, council has the ability now to run its own bus services due to changes in the law, also bus ticket prices are reasonable for such small journeys and cause issues financially. Park and Ride should be free and buses to and from there should be one pound no more, if you want people to use Oxford and use its services make it cheaper for them to access them.	Rather than penalising everyday drivers, focus on smarter, faster solutions: Improve Park & Ride: increase capacity, lower fares, run services more frequently and later into the evening to make a viable alternative. Fix existing road infrastructure: Resurface damaged roads, improve signage, and optimise traffic signals to improve flow without forcing road shift. Target problem behaviours: Enforce illegal parking, idling, and blocking of junctions which often cause unnecessary congestion. Create delivery and service windows: Restrict certain areas to commercial deliveries during off-peak hours to reduce peak traffic build-up. Promote remote working and flexible hours: Encourage employers to adopt flexible working schedules to reduce peak hour congestion. Build safe cycling infrastructure where it's actually needed: Not just painted lanes, but protected, connected routes that feel safe to use. Review public transport routes: Some areas lack adequate service. Extend routes and hours before asking people to abandon their cars. Offer genuine exemptions and access solutions for priority groups like carers, healthcare workers, and tradespeople. Reducing traffic is a good goal - but it must be done equitably, with genuinely low-cost and viable alternatives in place first.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Negative	Neutral	There should be no charges at all	No	Make Park & Ride parking cheaper. Make buses cheaper for young people. Other	Repair the roads, particularly potholes	Neutral	My 100 passes should cover any travel I need to make through Oxford, when I cannot use the bus.		The East Oxford LTNs have greatly increased traffic and journey times on the Heyley and Cowley roads. Because of this, increasingly contractors are refusing to carry out work because of the additional time involved in getting to a job. As in parts of London, the LTNs should only operate morning and evening and be open from 8 o'clock to 3 o'clock to allow access for contractors and delivery vehicles. The East Oxford area has never been particularly busy during these hours and the children are at school.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	Too high	No	Make buses cheaper for all. Add new bus routes. Make bus services more frequent		Very negative	I use my car to go to work and take my husband to work and my two kids to school. The fact of having to pay £5 to go to work and school is absolutely ridiculous.		I think this measurement will reduce traffic ONLY in the congestion locations, but will increase the traffic in other areas like the Ring Road and surrounding areas/housing estates as more people will use that way to get in Oxford. I think this is unfair for people who live in these areas, as they will have an increase on the pollution concentration, and therefore very unfair for families who live there that are also normally low income families that in the end nobody cares. I don't think there is a short term solution to reduce traffic in Oxford, and I don't think people that come to Oxford to work should pay for it. Oxford has 2 hospitals, 2 Universities located in the city, so hundreds of people go to work and study there every day. Houses in Oxford are affordable for rental service, so families need to be able to afford to live in Oxford.
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Very negative	Very negative	There should be no charges at all	No	Other	Have an integrated fast transport system, trams or trolley buses. More frequent, cheaper. Offer more than just parking. Offer more than just parking. Offer more than just parking. Why parking doesn't get here access and low parking cars get here	Very negative	You still allow polluting tourist coaches and delivery vans. The worst offenders whilst penalising ordinary people. Ideology not genuine care for constituents.		There is not really much of a problem in central. Create a really good system, then implement a punitive system but not before. Make better parking vehicles free. Charge diesel buses and diesel vans. More carnot, less stick unless you are a polluter.
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice. Frequent hospital outpatients	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make Park & Ride parking cheaper. Make Park & Ride buses cheaper. Extend hours of operation for buses		Very negative	It's not fair we have to pay to leave where we live. 100 is not enough for the household, we need to buy groceries and go to appointments and we have to pay to leave. My dad suffers from prostate cancer and I suffer with arthritis. It is not fair that we have to pay just to leave our houses to go to an appointment in the car. I suffer from severe anxiety and not able to go on the bus when I'm in the car. It is unbearable.		no ideas! It's just unbearable to take our ability to use our car to leave our houses
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make buses cheaper for all. Add new bus routes. Make bus services more frequent. Extend hours of operation for buses		Very negative	I cycle everywhere (I can and my only car is electric. Why am I being charged to use it at all? We don't need charges. We need electric public transport (buses)		Buses
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	Not sure	Other	Have an integrated fast transport system, trams or trolley buses. More frequent, cheaper. Offer more than just parking. Offer more than just parking. Offer more than just parking. Why parking doesn't get here access and low parking cars get here	Very negative	You still allow polluting tourist coaches and delivery vans. The worst offenders whilst penalising ordinary people. Ideology not genuine care for constituents.		Make buses more frequent and cheaper or free
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Negative	There should be no charges at all	Not sure	Make buses cheaper for all. Add new bus routes. Make bus services more frequent. Extend hours of operation for buses		Very negative	It's not fair we have to pay to leave where we live. 100 is not enough for the household, we need to buy groceries and go to appointments and we have to pay to leave. My dad suffers from prostate cancer and I suffer with arthritis. It is not fair that we have to pay just to leave our houses to go to an appointment in the car. I suffer from severe anxiety and not able to go on the bus when I'm in the car. It is unbearable.		no ideas! It's just unbearable to take our ability to use our car to leave our houses
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make buses cheaper for all. Add new bus routes. Make bus services more frequent. Extend hours of operation for buses		Very negative	I cycle everywhere (I can and my only car is electric. Why am I being charged to use it at all? We don't need charges. We need electric public transport (buses)		Buses
an Oxford resident	weekly	Blue badge holders	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	Not sure	Make buses cheaper for all. Add new bus routes. Make bus services more frequent		Very negative	I have a disabled sister who is dependent on me and a disabled grandchild who I support		Make buses more frequent and cheaper or free
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	Yes	Make buses cheaper for all. Add new bus routes		Very negative	I believe introducing congestion charge zones in our area would have a negative impact on many residents, including myself. Both my boyfriend and I rely on our car to get to work, and public transport is not a viable option for us - there are no bus routes that go to his workplace at all. In addition, I regularly care for my elderly nan and need my car to visit and support her. Implementing a congestion charge would place an unfair financial burden on people like us who have no practical alternative to driving. It could also affect other jobs who rely on their vehicles for work, commuting, or essential travel, making daily life more difficult and expensive without addressing the lack of public transport options.		Have more cycle parking in central Oxford. Have secure cycle parking. Improve cycle paths and roadways so cycling is less dangerous. Improve city bus services so there is a viable alternative. Make bus travel cheaper so it's a more affordable option. Upgrade our car with regular buses for business purposes as their mothers safe to park them - and certainly not for e-bikes, which is the only viable option for transporting large amounts of stock.
a business	daily	Personal cars used as goods vehicles for business purposes	I don't	Very negative	Very negative	There should be no charges at all	Yes	Make buses cheaper for all. Add new bus routes. Add public cycle parking		Very negative	I understand traffic issues within Oxford, but this will disproportionately impact women (who make more 'family car' journeys across towns because of children's other commitments - read Invisible Women for more) and also small local businesses who need to be able to transport stock or their shops unless they have a van. That penalises those trying to be more sustainable by using private transport.		Remove LTNs to allow free flow. Improve the bus links so that's a real option. Make the centre of Oxford feel safer at night so women on their own feel comfortable to wait for a bus.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make buses cheaper for all. Add new bus routes. Make bus services more frequent		Very negative	Totally against this proposal. Oxford is doing a high quality job of the public realm as based on their personal opinion. No evidence based data used. Instead we have state centred dictating how many times we can enter the city and at what time of day. No consideration for business (no surprise there) costs and lost time. Oxford be just a Disneyland tourist destination where one who will never leave.		Remove LTNs to allow free flow. Improve the bus links so that's a real option. Make the centre of Oxford feel safer at night so women on their own feel comfortable to wait for a bus.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Negative	Negative	There should be no charges at all	Yes	Make Park & Ride buses cheaper. Make buses cheaper for young people		Very negative	11. We live close to city centre. The buses and congestion charge mean we will have to extend car journeys to go around the ring road. This will significantly increase our petrol use and discharge of pollutants into the Oxford environment.		Make buses more reliable first and people will use them more. Better routes, bus lanes and cheaper tickets
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	Yes	Make Park & Ride parking cheaper. Make Park & Ride buses cheaper. Make bus services more frequent		Very negative	Not being able to travel freely around my city is barbaric, it would affect mental health being watched like a police state. It is removing choice and I fear the ring road is not going to cope with the extra traffic and this will cause so many issues		Make buses more reliable first and people will use them more. Better routes, bus lanes and cheaper tickets
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Negative	Negative	There should be no charges at all	No	Make Park & Ride buses cheaper. Add new bus routes. Make bus services more frequent		Very negative	I am still recovering from cancer and chemotherapy and attend exercise classes to recover my health. In winter this congestion charge will drive me to walking along the canal in the dark. Quite a worry. And a taxing walk. Having been told that we had a duty to support the NHS, I thought a hybrid in order to do my job. Now it is clear that the council ignores the contribution made by owners of electric or hybrid cars. We are lumped in with huge lorries and so called taxis. Generally ignored and dismissed. So much for a residents effort to contribute to the good of the city.		Make buses more reliable first and people will use them more. Better routes, bus lanes and cheaper tickets
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Stop stealth taxing us all, by all your nasty ways of doing so. Council tax, CDFI new!	Very negative	The idea is slipping to free and affordable movement. Green R&D communism. Lucky cars are an IDIOCY. Ask BMW, which has stopped making 'em here. Cheers to our romantic councils bot!		Stop ALL councilors from using private transport, and sell-off their car parks for housing instead.
a resident of Oxfordshire living outside Oxford	daily		I don't	No impact	No impact	There should be no charges at all	No	Make buses cheaper for young people. Add new bus routes. Make bus services more frequent		Very negative	I live around the Oxford ring road from Abingdon to Princes Risborough. Under the current traffic schemes in Oxford, both morning and evening I am held up in traffic queues. This was not the case prior to these schemes being implemented, introducing congestion charging will push traffic out, increasing the load on the ring road.		Improve the bus services first so that it is an attract option to get around the city rather than the other way around
an Oxford resident	daily		I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	Not sure	Add new bus routes. Make bus services more frequent. Extend hours of operation for buses		Very negative	I don't support public movement, workers, people visit relatives and friends, going for shopping, people going for any purpose business or personal. It makes Oxford residents life difficult to live freely in Oxford.		Improve park and ride services. Reduce the cost of public transport and the range of services that are available. Encourage car share schemes.
a resident of Oxfordshire living outside Oxford	weekly		I don't	No impact	No impact	There should be no charges at all	Yes	Other	Fix pothole around Oxford	Very negative	I object to any congestion charge		Improve road network by passing Oxford, off road cycle paths
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice. Blue badge holders	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very positive	Neutral	Too high	Not sure	Make Park & Ride parking cheaper. Make Park & Ride buses cheaper		Very negative	I think the way just now the congestion to other arterial roads like Abingdon, Heyley and Cowley! Cause issues for the residents who live there.		As above
a business	daily	Personal cars used as goods vehicles for business purposes	I don't	Neutral	Neutral	There should be no charges at all	No	Make Park & Ride parking cheaper		Very negative	I have a business in the city centre. The city centre is already avoided by the vast majority of the wider Oxfordshire area. We do have tourists but lots of them drive, already find navigating the city horrendous and many get charged due to ending up in the wrong place. This will just increase this and will be the last nail in the coffin for those who still buy and get there.		Make the park and ride free, get rid of the Westgate carpark, which you built incidentally, get rid of the LTNs to improve flow
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice. Community health or care workers who need to visit multiple locations or travel urgently	I don't	Negative	No impact	About right	No	Add new bus routes. Add public cycle parking. Other		Very negative	You must focus on making park and ride safer places for our bicycles and vehicles left! I have ongoing issues with bikes being stolen or parts of it from Thornhill Park and Ride		Please see above. Please make better and safer parking for bicycles at park and ride and increase bus routes and make parking cheaper.
a member of the public living outside Oxfordshire	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Negative	Negative	There should be no charges at all	No	Make buses cheaper for all		Negative			
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice. Personal cars used as goods vehicles for business purposes	I don't	Very negative	Very negative	There should be no charges at all	No	Make Park & Ride parking cheaper. Make Park & Ride buses cheaper. Make bus services more frequent. Extend hours of operation for buses. Add public cycle parking		Very negative	I have a business in central Oxford. I drive there approximately 3-4 times a week. Paying £5 for using the road is ridiculous idea.		Improve park and ride services. Reduce the cost of public transport and the range of services that are available. Encourage car share schemes.
a member of the public living outside Oxfordshire	less than weekly		I don't	Negative	Negative	There should be no charges at all	No	Other	Improve motorway to encourage people to use a park and ride rather than to reduce car use	Negative	Private motor cars are a legitimate and necessary form of transport. Despite being promoted heavily, public transport is often not used or appropriate, eg shift workers, areas not served by public transport, infrequent services, safety concerns etc. There should be no restrictions on use of cars.		Congestion charges, LTNs and other restrictions to the use of private motor cars are wholly negative and restrict people's ability to do about their business, and travel properly. They are also undemocratic. The council should be actively looking at easing traffic flow through measures such as road layout and capacity, traffic light phasing, rather than deliberately making things worse by reducing road capacity, lane restrictions and deliberately 'oversaturation' traffic light phasing.
a resident of Oxfordshire living outside Oxford	daily	Frequent hospital patients	I commute to the central permit area by car	Negative	Negative	There should be no charges at all	Yes	Make Park & Ride parking cheaper		Very negative	This is claimed to be a temporary scheme to alleviate problems caused by Botley Road works overruns. We all know that ANPR cameras and the signage, road marking and all associated admin processes are significant outlay for an already struggling local authority. If the scheme is temporary the cost will never be recovered. So if this is not an outright piece of classic discrimination it's an expenditure that should in no way be approved. If it is approved one can only assume that the plan is actually to introduce the measures then once roadworks are completed, actually point out this expenditure and that it is not being recovered yet. Just phasing the continuation will which costs are not some substantial loss in the future. Then all that point introduce it permanently. First 2. By this measure the Council is directly penalising the public who have to work in Oxford and keep the city vibrant by their roles in their day jobs. It seems ludicrous that these people should be the ones to pay for contractors cost and time overruns. If this is to be used to ease congestion during this work being completed surely the contractors should be paying it financially and not the struggling ordinary people who have had to live with the effects of this for what seems like three years so far all whilst suffering the effects of horrendous inflation over the last couple of years. It's seems even enabler. It cannot be right morally nor by any other measure to impose financial penalties like this when the perpetrators of the real problems continue to dole out with billions! Real seemingly powerless to get them to resolve this. Unless of course there is another source of work here.		I have to travel daily to Oxford hospitals as an employee and also as a cancer patient. I nor anyone else should be penalised for being a 'bad student' for anyone else who works at OCU. Trust be penalised for working at a hospital within Oxford. Furthermore taking public transport to work would add two hours to my working day.

Survey Response													
I am responding to this survey as	How often do you travel in or around Oxford?	Please tick which of the following free permits and passes you think you may be eligible for	Do you live in, visit a resident by car or commute by car to the proposed central Oxford?	Central Oxford residents' comments' permits to residents in the central Oxford?	Central Oxford permit area comments' permits to non-resident workers, commuters?	We are proposing a single charge of £5 to allow cars without a driver, or permit	Do you think that charges should vary, with drivers of larger cars, taxis more and lower the rate for smaller cars, or for those with a permit?	Income generated by introducing the proposed temporary congestion charge would be used to lower the rate for smaller cars, or for those with a permit?	If other improvement, please state	Taking into account all the information we have provided about the proposal in	Please explain your answer	Do you have any other comments about the proposal for 5 temporary congestion charge locations in Oxford that you have not already shared in this survey?	Do you have any suggestions for other ways to reduce traffic and tackle congestion in and around Oxford?
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Positive	Negative	About right	No	Make buses cheeper for all. Make bus services more frequent. Add public cycle parking		Positive	I am hoping it will reduce traffic.	I am concerned this, like the fingers, will increase traffic: from Old Marston at peak commuter times.	An aerial egg lifting Thornhill Park + Oaker Road / JR hospital + Train Centre.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Negative	Too low	Yes	Make buses cheeper for all. Make bus services more frequent. Add public cycle parking		Positive	Could go further, eg restricting hours of access for other "vehicles" (delivery etc) to outside normal peak times	Reduce the amount of parking currently available with a aim to discourage driving into the centre	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Positive	Negative	Too low	No	Make buses cheeper for all. Add new bus routes. Make bus services more frequent. Add public cycle parking		Positive		restrict larger vehicles such as trucks and vans within certain hours - so not during peak school hours (7:30-9 and 3:30 to 5). This would make cycling with kids safer and more appealing.	
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	About right	Not sure	Make buses cheeper for all. Add new bus routes. Add public cycle parking		Very positive	Would expect to see fewer cars crossing the city centre, so buses would be faster/more timely and walking/cycling would be safer and more pleasant	School term times seem to produce the heaviest traffic, finding better ways for children to get to schools (rather than being driven in and out individually) could make a big difference. A shift away from the non-universal 9.5 working hours could also help spread out "rush hours".	
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	Yes	Make buses cheeper for all. Add new bus routes. Add public cycle parking		Very negative	It's an NHS manager, working about 24/7, working every day after job planned hours from home, additional commuting time will have negative impact on my service	Seems like a good way to test out the traffic filter ideas before going into the full proper	Look to other medium cities abroad that have put cycling first and see what measures we can adopt. A good example is Uppsala, in Sweden, which is also a medieval university town and is almost entirely car free in the centre. Cars should be used for getting out of Oxford, and not necessary for getting into or around Oxford.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	Too low	Yes	Make buses cheeper for all. Add new bus routes. Make bus services more frequent. Add public cycle parking		Very positive	It is currently cycling to cycle in and around the city than go by bus. The roads should be clearer for people who "need" to use their cars and permit the free flow of traffic. Buses will be quicker, and therefore more appealing to use, and cycling will be safer.	Removing the LTNs in East Oxford would be a good start. Have more bus routes that cover the entire city and better connect services to the surrounding villages.	
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	There should be no charges at all	Yes	Make buses cheeper for all. Add new bus routes. Make bus services more frequent		Negative	I will have to leave my job at the school where I work part time because the most direct route includes one of the charging zones and getting the long way would take too long and will use too much petrol. Going there by bus would take ages as there is not a good direct service available.	Use the river to provide alternative transportation into Oxford	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	Too high	No	Make buses cheeper for all	Make BUSES FREE FOR LOCAL PEOPLE BETWEEN WORKING HOURS AND SEE WHAT IMPACT THAT HAS ON TRAFFIC AND SCHOOL RUNS	Negative	Push traffic onto already busy alternate routes already impacted by LTNs	Free bus passes, council has the ability now to run its own bus services due to changes in the law, also bus ticket prices are reasonable for such small journeys and cause issues financially. Park and Ride should be free and buses to and from there should be one pound no more, if you want people to use Oxford and use services make it cheeper for them to access them.	
an Oxford resident	daily	Taxis and private hire vehicles	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other		Very negative	Will that people that come to Oxford to work and who live locally... Starting Oxford this a Prison	All the surrounding roads will be impacted massively, there wasn't a congestion problem before that LTNs went in... SUMMERTOWN IS THE WORST FOR PEOPLE THAT DON'T LIVE LOCALLY	
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	Other	Fix the badly managed roads and roundabouts		Very negative	It's literally a money making scheme. Not everyone falls into the same category of 'you should walk, get a bus or cycle' I live in Abingdon, but I grew up in Cowley, I work in Cowley, my partner works in Cowley, my daughter goes to nursery in Rose Hill, I still have a lot of friends and family in Cowley that I see regularly, usually after work.	You never spoke about this pre election so why now you would struggle to get voted in? You have named Cowley with your LTNs already	Open up the LTN! Simple!
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	There should be no charges at all	No	Make buses cheeper for all		Very negative	There is no bus route that will allow me to go to drop off my daughter at nursery, go to work, then to pick up my daughter, and then to visit my family! And if there was, it would probably double my journey time!	Put your congestion charge in areas where you were voted in! Leave Cowley alone! Majority of residents do not want your greedy schemes! You seem to be targeting the poorer areas!	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	No impact	No impact	There should be no charges at all	No	Make Park & Ride parking cheeper, Make buses cheeper for all, Extent hours of operation for buses		No impact	I walk to work and use the car only infrequently for shopping and social purposes	I think this is an enormous charge that will further to decimate trade, displace and increase net congestion and pollution.	1. Remove the LTNs, making some streets one-way traffic, thus reducing congestion and pollution on the main roads. 2. Make the Park & Ride more attractive through lower pricing of both the parking and the bus fares. 3. Better police legal parking on such as Cowley Road to enable traffic to flow more efficiently and increase safety for cyclists.
a resident of Oxfordshire living outside Oxford	weekly	Unpaid carers, Community health or care workers who need to visit multiple locations or travel urgently	I don't	Very negative	No impact	Too high	No	Make Park & Ride parking cheeper, Add new bus routes. Make bus services more frequent, Extent hours of operation for buses		Very negative	Mental health particularly of older people, this scheme would make it unlikely that older relatives, friends or young mothers would be visited regularly by friends or family.	Bus services along the Botley Road were due to have a shuttle to take passengers in to central Oxford from Derby Island bus stop. This is a very long way for older people, Oxfordshire residents with poor or non-existent bus services are being denied easy access to their county city and deprived of attendance at many cultural, religious and leisure activities. This is already a very depressing state of affairs. This scheme will also impact voluntary workers who need to drive to their hospital or other place of work.	Charge tourist operators more parking for coaches and have more and much cheeper park and ride with frequent buses. More direct village buses would be very popular, with night time services for those returning from evening events in Oxford.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Very negative	Very negative	There should be no charges at all	No	Add public cycle parking, Other	Legislate e-Scooters, increase the speed limit of e-bikes to 20mph, and remove the requirement for pedal assist	Very negative	See 13.	The admin caused by the charges is wasting the productivity of Oxford residents, and Oxford visitors. Please leave us alone. If you want more money, raise road tax.	Legislate e-Scooter, increase e-bike limit to 20mph on the roads, get road works done faster, clear accident faster, install smarter traffic lights that last less on red when nothing is coming the other way. Please leave us alone.
a resident of Oxfordshire living outside Oxford	less than weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Neutral	Positive	About right	Not sure	Make Park & Ride parking cheeper, Make buses cheeper for all, Make buses cheeper for young people		Positive			
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	About right	Yes	Make buses cheeper for all, Make bus services more frequent, Extent hours of operation for buses		Very positive	Congestion in Oxford is bad and makes buses less efficient. Buses are also expensive meaning I currently avoid taking them. Making buses more affordable would make me more likely to use buses in the future, expanding my transport options.		
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Very negative	Very negative	There should be no charges at all	Other	Improve bus services from towns around the county e.g. Banbury, Didcot, Banbury. Improve local train services to make the train travel cheeper and more reliable.		Very negative	I work in Oxford, but the congestion charge will mean that I do not go into Oxford for any reason other than work. When I go to work I do not stop at shopping, or meet friends, or visit family. I will have to use my car to get to work. This is already a very expensive way to get to work. This is not a good idea. It is not a good idea to charge people to get to work. It is not a good idea to charge people to get to work. It is not a good idea to charge people to get to work.	It is not pleasant to take public transport into Oxford from other parts of the county. The buses take too long because they stop at all the villages, the trains are expensive and slow. I know that I can drive to the park and ride, but if I am driving anyway, I would rather go to places that are nearer to get to.	Don't allow coaches to park along the whole length of St Giles on the streets around them, especially as most of these have their engines on. Tackle cyclists on Commarke during the day, and issue penalty notices to people who break traffic rules.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	There should be no charges at all	No	Other	Nothing to add	Very negative	Id like the option to travel around Oxford as a resident, freely without restrictions		Remove the LTN restrictions completely
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Negative	Negative	There should be no charges at all	No	Make buses cheeper for all, Make bus services more frequent, Extent hours of operation for buses, Add public cycle parking		Negative	It will work and it will have a negative impact on, limited bus services should be cheep and reliable so that people would choose buses, not cars.		More public transport that is reliable and cheap as people would choose public transport if it would work. Also more safe places to lock bikes in town. I have had two bikes stolen in a year. There should be parking places like for cars for bikes.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Very negative	No impact	There should be no charges at all	Not sure	Other	Bring back Pickmeup bus	Very negative	Another idea for free income families.	Bring back Pickmeup bus	
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	No impact	No impact	There should be no charges at all	No	Make bus services more frequent, Other	Open the Botley Road!	Very negative	It is not a good idea to charge people to get to work. It is not a good idea to charge people to get to work. It is not a good idea to charge people to get to work.	Efforts should be channelled into getting the Botley Road open again. It is closed for a ridiculous length of time and has no impact on those who are not there.	
a resident of Oxfordshire living outside Oxford	less than weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	No impact	Very negative	There should be no charges at all	No	Add new bus routes		Very negative	I went once shopping to Oxford - 15 to 20 Miles from where I live. I pay no parking charges and no congestion charges.	Too many - makes life too complicated and frankly just a money making exercise. Totally against it - living in Oxfordshire is already expensive without further charges.	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make buses cheeper for all, Make bus services more frequent		Very negative	The proposals, yet again imagine that people who live outside Oxford have no business in Oxford at all. They serve no benefit except the city residents.	The whole reduction of cars in Oxford has been a disaster. The initial introduction of low traffic neighbourhoods resulted in the creation of a school bus service that served ten schools, across a dozen routes resulting in those schools running separate services so ten times as many vehicles. My 13 year old son ended up having a two hour commute home having to walk a mile across Oxford to the one bus that sets him to within a mile of his home.	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Negative	There should be no charges at all	No	Add new bus routes		Very negative	The proposals, yet again imagine that people who live outside Oxford have no business in Oxford at all. They serve no benefit except the city residents.		Stop trying to get everything in Oxford, then people won't need to keep going there.
a resident of Oxfordshire living outside Oxford	less than weekly	Blue badge holders, frequent hospital patients	I commute to the central permit area by car	No impact	No impact	There should be no charges at all	No	Make bus services more frequent, Extent hours of operation for buses		Very negative	People who have to go to the hospitals are being targeted, some don't have access to the internet let alone know this is being discussed because you have all the bus routes in Oxford.	Reduced price / free time zones at quieter times for Oxfordshire residents.	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Negative	There should be no charges at all	Yes	Make buses cheeper for all, Make bus services more frequent		Very negative	This will limit mobility and make commutes more around the city longer - causing more fuel usage as well as journey times much longer and traffic on ring road routes worse - I am so strongly against this proposal and don't believe it's fair a city that is already so unaffordable, this is a terrible option for residents!		
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	Not sure	Make Park & Ride parking cheeper, Make buses cheeper for all, Make bus services more frequent		Very negative	My daughter is a skater every week so we drive to the rink - a £5 charge will make me think again when we are making the decision to whether to visit the rink.	Please reconsider and listen to adverse impacts this is having on already struggling families!	Remove the 1hr - they just cause massive congestion at peak times on main routes like at Clement!
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice, 25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Very negative	Neutral	There should be no charges at all	Not sure	Make Park & Ride parking cheeper, Make Park & Ride buses cheeper, Add new bus routes		Very negative	This will push traffic onto roads in North Oxford. You're only targeting cars which won't reduce traffic and personally will have to join the car park that is the A44 every day. There will be more charges to residents on the Woodstock and Banbury roads than at present. I also don't understand why you are suggesting such long exclusion times. Apart from rush hour the roads around Oxford are very quiet.	Why are the times so long?	Improved park and ride with greater frequency and much cheper
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I commute to the central permit area by car	Neutral	Neutral	There should be no charges at all	No	Make buses cheeper for all, Make bus services more frequent, Extent hours of operation for buses		Very negative	As somebody who helps care for numerous members of my family including parking or medication, going with them to GP appointments this will have a very negative impact on me. My GP surgery is on St Clements and I would have to go through a congested area to get there every time. In order to order repeat prescriptions I have to go to my GP to order them which is at least 2 miles through every month without regular appointments or travelling for other reasons. Traffic on the ring roads and to and from Oxford is much worse with many more already being closed with LTNs forcing traffic onto the same route. This I believe will make things even worse.		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I commute to the central permit area by car	Neutral	Neutral	There should be no charges at all	No	Make buses cheeper for all, Make bus services more frequent, Extent hours of operation for buses		Very negative	I have significant concerns as have first hand been aware that the congestion zones and related funding of traffic makes it very difficult for emergency vehicles to get through high traffic areas, especially the ring roads which should be a quick direct route for them. This along with LTNs also has a significant impact on the efficiency of the police. Criminals are using electric bikes and scooters and purposely fleeing their own roads with LTNs especially in the Cowley area as police cars are unable to squeeze through the pillars. This means they either have to go a longer way around or chase on foot which is slowing people to respond and leaving the pillars in doing their job. This is a danger that has been expressed to me by a police officer who has experienced this numerous times.		
a member of the public living outside Oxfordshire	less than weekly		I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	Other	The congestion charge is an unimporant infringement, you must think the public are stupid if you think we believe this solution would ever be temporary. Just another way to fleece the public and to restrict freedom of movement		Very negative	The authoritarian state is stealing aspects of freedom, piece by piece, very much aided & abetted by the councils who have forgotten who they work for - the people. British people are fleeced every turn by agencies that we never voted for. It is high time that the powers that should be and their agents were held to account for their democratic failures	stop building massive solar farms on green belt & farm land & get rid of people in leaders' positions who were trained by the global leaders programme	
an Oxford resident	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Don't add a congestion charge.	Very negative	It will drive people and residents from wanting to and from Oxford - personally haven't been to Oxford City Centre in over a year, due to the poor management and implementation of the LTNs, which further drove me to late certain routes around Oxford, which the council are looking to replace and charge us residents for. I have lived in Oxford my whole life, and due to how overly run the City is, I'm looking to relocate. Enough is enough.	Add more frequent buses, or implement more travel schemes. E-Bikes like Lime are a good and affordable way in and out of the City. The Lime are capped at a small number of bikes. It's quite hypothetical saying you want to not need carbon by 2040, and make it so difficult for schemes like Lime, E-Bikes to run in the city.	No, it's impossible to solve. Getting my elderly mother to hospital appointments is a nightmare. The people who go to hospital are by definition not well. They don't need to sit on buses and wait in the rain at the bus stop.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I commute to the central permit area by car	Very negative	Neutral	There should be no charges at all	No	Make Park & Ride parking cheeper, Make buses cheeper for all, Make bus services more frequent		Very negative	I would not go to Oxford as much if any local shops, businesses, restaurants, theatres suffering from lack of trade. I would go to other towns such as Witney, High Wycombe instead.	People need to use their cars for legitimate reasons. The increase in traffic is not solved by charging people. I cannot walk to a bus in under 25 minutes carmine on work hours.	Push stopping it onto the ring road. I am having to leave my home earlier and earlier to avoid congestion on the ring road
an Oxford resident	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make Park & Ride parking cheeper, Make Park & Ride buses cheeper, Make buses cheeper for all		Very negative	This is a bad proposal that residents do not want. The focus should be on persuading the companies who did not defect on finishing the Botley Road agreed deadline and while we are suffering the repercussions already being such a traffic, we do not want to suffer even further.	Create different cycle paths as being stuck behind cyclists is the main traffic cause. Invest in infrastructure and build new roads.	
a resident of Oxfordshire living outside Oxford	less than weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Negative	Positive	There should be no charges at all	No	Make Park & Ride parking cheeper, Make buses cheeper for all, Add new bus routes		Very negative	I don't think this charge makes sense at all and will increase pollution as for example if I drive 20' more to get to the same location!	Just make public transport more affordable would be a good start!	
a resident of Oxfordshire living outside Oxford	less than weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Very negative	Neutral	There should be no charges at all	No	Make Park & Ride parking cheeper, Make Park & Ride buses cheeper, Make buses cheeper for all		Very negative	The crazy idea will hit Oxford as a visitor destination.	Andrew Grant and his bonny policies will hit Oxford. There are already plenty of better destinations. This crazy idea will finish Oxford off as a visitor centre.	Sanck Andrew Grant
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	There should be no charges at all	Not sure	Make buses cheeper for all, Add new bus routes, Make bus services more frequent		Neutral	I don't believe in very much but there are many who do and will be disadvantaged by the limits	Remove LTNs. Causing more congestion and pollution because of traffic jams. Damaging businesses. Unfair to those affected. Obsession with outdoor. Most people don't have cars! Overcrowded embankments. Much better cycling infrastructure - look at London and Cambridge for good cycle lane provision. Also need more cycle parking in town. For example, in Cambridge the large city centre shopping centre has underground bike parking and you can borrow a buggy so you can cycle in with your baby/older and then have a way of taking them round the shops. Also need more general encouragement to cycle.	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	About right	No	Make buses cheeper for all, Add new bus routes, Add public cycle parking		Positive	Fewer cars on the central roads should make the city and cycling around safer and more pleasant	Ring Road is already very busy, so whilst this should be where cars are directed, congestion there may get worse	
a business	daily		I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No			Very negative	We employ twenty five staff who commute into Oxford to carry out their jobs. They need a car as they are estate and letting agents who need to travel to clients and properties, some of these are outside of the ring road so they can't easily cycle to use public transport. It is yet another irresolvable conundrum set up by the same people who came up with the LTNs!	Buses have to be cheeper (for a family of four, I can be cheper to drive and park then get the bus, which will do nothing to reduce congestion) and there need to be more routes e.g. Through the centre of town, so no need to charge if coming from the north and from the station to Banbury Road for starters. Children should travel for free. Congestion will get worse with these proposals and the bus gates next year. This whole scheme will off those looking to shop, eat and generally contribute to the economy. They will simply avoid Oxford and go to another town or city. That then for small and medium business - they simply won't survive.	
an Oxford resident	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Very positive	Negative	About right	Not sure	Make buses cheeper for all, Make bus services more frequent, Add public cycle parking		Very positive	We need to manage traffic in Oxford somehow, so those of us without cars can efficiently get around by bus etc!	I am concerned about lack of access to Openers Road for ice skaters. Also what will happen to the Westgate car park?	
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Very positive	Very positive	About right	No	Make buses cheeper for all, Add public cycle parking		Positive	It will hopefully reduce bus journey times into the city centre.		
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Negative	Negative	There should be no charges at all	No	Make buses cheeper for all		Negative	Administrative nightmare and making lives of people already affected by the closure of the Botley of even worse.	Bike cycle routes	
an Oxford resident	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Negative	Negative	There should be no charges at all	No	Make buses cheeper for all		Negative	We travel into Oxford around once a month for a day out shopping, frequenting different parts of the city throughout the day. This charge on top of the ongoing Botley Road closure, would potentially curtail our day, either cutting out city centre or the alternative, or cutting into Cowley Centre.	Chopper buses and free parking for the park and ride. Fine network rail to the total incompetence of the train station project to help fund it	
a resident of Oxfordshire living outside Oxford	less than weekly	Community health or care workers who need to visit multiple locations or travel urgently	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Neutral	Very positive	About right	No	Make Park & Ride parking cheeper, Make bus services more frequent, Add public cycle parking		Negative	Working in and around Oxford visiting homes and schools this may or may not be positive. It's already challenging enough with LTNs and being forced into the already busy ring road	Build an outer ring road	
a resident of Oxfordshire living outside Oxford	less than weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Neutral	Neutral	There should be no charges at all	No	Make buses cheeper for all, Add new bus routes, Make bus services more frequent		Negative			

Survey Response														
I am responding to this survey as	How often do you travel in or around Oxford?	Please tick which of the following free permits and passes you think you may be eligible for	Do you live in, visit a resident by car or commute by car to the residential central Oxford?	Central Oxford residents' comments' permit to residents in the central Oxford?	Central Oxford permit area - comments' permit to non-resident workers, commuters?	We are proposing a single charge of £5 to allow cars without a driver, or permit	Do you think that charges should vary, with drivers of larger cars, taxis more and	Income generated by introducing the proposed temporary congestion charge would be used to lower the deficit and improve the roads of the scheme	If other improvement, please state	Taking into account all the information we have provided about the proposal in	Please explain your answer	Do you have any other comments about the proposal for 5 temporary congestion charge locations in Oxford that you have not already shared in this survey?	Do you have any suggestions for other ways to reduce traffic and tackle congestion in and around Oxford?	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Positive	Negative	About right	No	Make buses cheaper for all. Make bus services more frequent. Add public cycle parking	Positive	I am hoping it will reduce traffic.	I am concerned this, like the fingers, will increase traffic through Old Marston at peak commuter times.	An aerial egg linking Thornhill Park -> Oaker Road /JR hospital -> Train Centre.		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Negative	Too low	Yes	Make Park & Ride parking cheaper. Make Park & Ride buses cheaper for all. Make bus services more frequent. Add public cycle parking	Positive	Could go further, eg restricting hours of access for other vehicles (delivery etc) to outside normal peak times	I think 3 cars for commuting is excessive	Reduce the amount of parking currently available with a aim to discourage driving into the centre		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Positive	Negative	Too low	No	Make buses cheaper for all. Add new bus routes. Add public cycle parking	Positive	Would expect to see fewer cars crossing the city centre, so buses would be faster more time and wellingtoning time would be safer and more pleasant	Seems like a good way to test out the traffic filter ideas before going into the full proposal	restrict larger vehicles such as trucks and vans within certain hours - so not during peak school hours (7:30-9 and 3:30 to 5). This would make cycling with kids safer and more appealing.		
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	Yes	There should be no charges at all	Very negative	I'm a NHS manager, working about 24/7, working every day after planned hours from home, additional commuting time will have negative impact on my service	Very negative	School term times seem to produce the heaviest traffic, finding better ways for children to get to schools (rather than being driven in and out individually) could make a big difference. A shift away from the non-universal 8.5 working hours could also help spread out "rush hours"		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	Too low	Yes	Add new bus routes. Make bus services more frequent. Add public cycle parking	Very positive	It is currently quicker to cycle in and around the city than to go by bus. The roads should be clearer for people who "need" to use their cars and permit the free flow of traffic. Buses will be quicker, and therefore more appealing to take, and cycling will be safer.	Very positive	Looking to other medium cities abroad that have put cycling first and see what measures we can adopt. A good example is Uppsala, in Sweden, which is also a medieval university town and is almost entirely car-free in the centre. Cars should be used for getting out of Oxford, and not necessary for getting into or around Oxford.		
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	There should be no charges at all	Yes	Make buses cheaper for all	Negative	I will have to leave my job at the school where I work part time because the most direct route includes one of the changing zones and getting the long way would take too long and will be too much parking. Going there by bus would take ages as there is not a good direct service available.	Negative	Removing the LTNs in East Oxford would be a good start. Have more bus routes that cover the entire city and better connect services to the surrounding villages.		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	Too high	No	Make buses cheaper for all	Negative	Push traffic onto already busy alternate routes already impacted by LTNs	Negative	Use the river to provide alternative transportation into Oxford		
an Oxford resident	daily	Taxis and private hire vehicles	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make buses cheaper for all	Very negative	It's literally a money making scheme. Not everyone falls into the same category of 'you should walk, get a bus or cycle'	Very negative	Free bus passes, council has the ability now to run its own bus services due to changes in the law, also bus ticket prices are unrealistic for such small journeys and cause issues financially. Park areas should be free and buses to and from them should be one pound no more, if you want people to use Oxford and use its services make it cheaper for them to access them.		
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Very negative	It's literally a money making scheme. Not everyone falls into the same category of 'you should walk, get a bus or cycle'	Very negative	Open up the LTNs! Simple!		
an Oxford resident	less than weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Positive	Positive	There should be no charges at all	No	Add new bus routes. Make bus services more frequent. Other	Negative	I live in Abingdon, but I grew up in Cowley. I work in Cowley, my partner works in Cowley, my daughter goes to nursery in Rose Hill, I still have a bit of friends and family in Cowley that I see regularly, usually after work.	Negative	Free bus passes, council has the ability now to run its own bus services due to changes in the law, also bus ticket prices are unrealistic for such small journeys and cause issues financially. Park areas should be free and buses to and from them should be one pound no more, if you want people to use Oxford and use its services make it cheaper for them to access them.		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	Yes	Make buses cheaper for all	Very negative	It will push traffic onto the already congested streets due to the LTNs.	Very negative	Make all buses free for everyone if you are serious about reducing congestion.		
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice. School students with special educational needs.	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make Park & Ride parking cheaper. Make Park & Ride buses cheaper for all. Make bus services more frequent. Extend hours of operation for buses. Add public cycle parking.	Very negative	As with the LTNs, it divides the community, people living on the main arterial roads bear the brunt of the traffic, pollution, noise and resulting health. Not fair on the long time residents. The buses are too large, too infrequent and if you live on the arterial roads, the buses will be caught in the resulting traffic.	Very negative	Electric, autonomous, climate controlled, smaller and very frequent buses. Free or nearly free. Use the first to do something ultra modern. Stop being in the age where the taxpayer/resident bears the brunt for progress. Use technology.		
an Oxford resident	weekly	100 day passes for residents in the Oxfordshire permit area, on days of your choice. Frequent hospital patients	I don't	Very negative	Very negative	There should be no charges at all	No	Make Park & Ride parking cheaper. Add new bus routes. Other	No impact	Convinced that such a scheme will seriously affect businesses, shopping, tourism and visits to the city's pubs, restaurants etc when we already pay huge fees to park in the city in nearly every location except Westgate.	No impact	Reopen Botley Road as you said in the beginning (when they started the job)		
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	No impact	No impact	Too high	No	Make Park & Ride parking cheaper. Make buses cheaper for all. Add new bus routes.	Very negative	I drive my son and his school in North Oxford every day a week. To avoid the congestion charge I would be forced to travel up the A44 and down Summertown, which is extremely congested during peak times already. Adding further traffic to this area would make this journey appalling.	Very negative	Reopen Botley Road as you said in the beginning (when they started the job)		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very positive	Very positive	About right	Not sure	Make Park & Ride buses cheaper for all. Add new bus routes. Extend hours of operation for buses. Add public cycle parking	Very positive	I don't drive, I mostly walk, usually pushing a stroller. There is too much traffic in Oxford, and it is often dangerous. Also our air is terrible. That said, I think you will need to expand bus routes and ride and trains in order to accommodate people coming into the city. I also think perhaps there should be some sort of discount for people who live outside the city, but work in it. I wonder if you could set the congestion charge higher (e.g. £10) and then have a series of discounts. I think psychologically this would help people feel better, even if they ended up paying £5 in the end. Student discounts something like this for their trains (e.g. bus fares pay per trip, and residents automatically get off, even though that means the vast majority of people don't get the full price). I also think you need better PR because I only found out this new going on because our local coffee shop (Bancroft) has a sign up calling on people to oppose the congestion charge.	Very positive	Reopen Botley Road as you said in the beginning (when they started the job)		
a member of the public living outside Oxfordshire	weekly	100 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	No impact	No impact	About right	No	Add new bus routes. Make bus services more frequent. Extend hours of operation for buses	Negative	I am a resident of Bucks living between Thame and Banbury. Where we live it is geographically much closer to Oxford than the majority of the 'Oxfordshire' travel area identified but there will be no ability for residents here to apply for the 25 visits a year permit despite the fact that many need to access Oxford regularly and we have no regular bus services to Oxford. I believe that the villages along the Thame to Banbury B401 corridor should be added to the Oxfordshire permit zone accordingly.	Negative	Reopen Botley Road as you said in the beginning (when they started the job)		
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Very negative	Very negative	There should be no charges at all	Not sure	Make Park & Ride parking cheaper. Make Park & Ride buses cheaper. Other	Very negative	On occasions it is necessary when people who need to go to a city that needs it.	Very negative	Reopen Botley Road as you said in the beginning (when they started the job)		
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Very negative	No impact	There should be no charges at all	No	Add new bus routes. Make bus services more frequent. Extend hours of operation for buses	Very negative	On occasions it is necessary when people who need to go to a city that needs it.	Very negative	Reopen Botley Road as you said in the beginning (when they started the job)		
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Neutral	Neutral	There should be no charges at all	No	Make Park & Ride buses cheaper. Make buses cheaper for all. Make bus services more frequent	Negative	I come into Oxford 2-3 times a week (not an option in your survey question) mainly for work but also for shopping etc. In the main I use the Park & Ride (just answer to Q12) but guess that there is a car park at Westgate that isn't full (not supporting since it costs so much). I don't want to be restricted by congestion charging.	Negative	Reopen Botley Road as you said in the beginning (when they started the job)		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make Park & Ride parking cheaper. Make Park & Ride buses cheaper. Make bus services more frequent	Very negative	convenient, difficult to implement project, significant negative impact on residents.	Very negative	Reopen Botley Road as you said in the beginning (when they started the job)		
an Oxford resident	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Very negative	We live in Northway and the kids have swimming lessons after school at the ferry pond. Public transport would more than double necessary pollution levels in the city as I could not leave in the city and walk to the ferry pond. Now my journey would more than double on the Overy Mead estate so can reach work without going through the charge areas, but do think that for places like Westgate and the Le Rose this could cause issues because people will have to pay extra to reach their car. Buses are poor in Oxford and need vast improvement to make this scheme work. I don't see the benefit that adequate bus improvements will be made. It has taken an hour or more to reach Thornhill Park by bus from the city centre in the past, and adding this kind of problem will be addressed sooner.	Very negative	Reopen Botley Road as you said in the beginning (when they started the job)		
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice. Frequent hospital patients	I don't	Negative	Very negative	Too high	Yes	Make Park & Ride parking cheaper. Make Park & Ride buses cheaper. Make bus services more frequent	Negative	Having to do park and ride will make my journey even longer and more expensive, despite there being less congestion.	Negative	Reopen Botley Road as you said in the beginning (when they started the job)		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	There should be no charges at all	Yes	Make Park & Ride parking cheaper. Make Park & Ride buses cheaper. Make bus services more frequent	Negative	It will result in less use of the City shops and facilities and thereby degradation of the economy. It will also focus traffic on restricted roads (Banbury and Woodstock).	Negative	Reopen Botley Road as you said in the beginning (when they started the job)		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice. Personal cars used as goods vehicles for business purposes	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make buses cheaper for all. Add new bus routes. Extend hours of operation for buses	Very negative	Make buses cheaper for all. Add new bus routes. Extend hours of operation for buses	Very negative	Reopen Botley Road as you said in the beginning (when they started the job)		
an Oxford resident	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Positive	Positive	Too high	No	Make buses cheaper for all. Make buses cheaper for young people. Add public cycle parking	Neutral	We only drive when we need to, so this may inconvenience that. It may make buses more efficient, but currently they are very expensive.	Neutral	Reopen Botley Road as you said in the beginning (when they started the job)		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	There should be no charges at all	Yes	Make Park & Ride parking cheaper. Add new bus routes. Make bus services more frequent	Very negative	Traffic will use unrestricted routes	Very negative	Reopen Botley Road as you said in the beginning (when they started the job)		
a member of the public living outside Oxfordshire	weekly	Business cars used as goods vehicles, Personal cars used as goods vehicles for business purposes	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	Yes	Make Park & Ride parking cheaper. Make Park & Ride buses cheaper. Make bus services more frequent. Extend hours of operation for buses. Add public cycle parking	Very negative	Difficult by a difficult county who have done their best to waste millions of pounds on REDUCED schemes that have no positive impact. It's a disgrace	Very negative	Reopen Botley Road as you said in the beginning (when they started the job)		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Very positive	There should be no charges at all	No	Make Park & Ride parking cheaper. Make Park & Ride buses cheaper. Make bus services more frequent. Extend hours of operation for buses	Negative	While it is important to reduce congestion, there must be a balance. Introducing a charge will simply mean that wealthier people are allowed to drive while less well off people are having to get around town with more difficulty, which is not a fair policy.	Very negative	Reopen Botley Road as you said in the beginning (when they started the job)		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice. 25 day passes for residents in the Oxfordshire permit area, on days of your choice. Personal cars used as goods vehicles for business purposes	I don't	No impact	No impact	There should be no charges at all	Yes	Make buses cheaper for all. Add new bus routes. Make bus services more frequent. Extend hours of operation for buses	Very positive	The implementation of traffic filters will further segregate peripheral areas around the city centre. Public transport options from them to Cowley, or Headington, or Summertown all require travel towards the centre, and a charge for buses, leaving private cars as the only reasonable option. The improvement of bus services, including new routes making travel between distinct centres and public transport is a fundamental requirement. This survey suggests that routes raised from the budget will be invested into public transport. What are these proposals? Improvements should be rolled out in advance of bus gates, to provide the public with a genuine alternative to cars. Implementation of bus gates first is a vetoed cash grab from the need working residents of Oxford and Oxfordshire - with no compensatory options provided in conjunction with the gates at launch. Oxford feels as if it is becoming a series of isolated communities. The LTNs have divided people and communities - which is the opposite of what Oxford should be doing. This just makes things even worse. Traffic is a problem that has got far worse since the LTNs in East Oxford were introduced. I live just outside an LTN and the effects are clear and harmful. I cycle to most places anyway and since the LTNs have been introduced, Cowley Road, Between Towns Road, and The Parks have got far worse. Buses are very slow everywhere for most roads.	Very positive	As someone who commutes daily from Abingdon, 5 times a week who uses the park and ride which I think from Redbridge offers a really good service. I feel the necessity to charge people getting across Oxford's rails, once the Botley road is open again the high levels of congestion at Abingdon Road will reduce significantly. Maybe we should wait until the main route to the city is fully open before waiting to move on to other areas like the rail corridor.	Very positive	As someone who commutes daily from Abingdon, 5 times a week who uses the park and ride which I think from Redbridge offers a really good service. I feel the necessity to charge people getting across Oxford's rails, once the Botley road is open again the high levels of congestion at Abingdon Road will reduce significantly. Maybe we should wait until the main route to the city is fully open before waiting to move on to other areas like the rail corridor.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice. Frequent hospital patients. Registered car clubs. Personal cars used as goods vehicles for business purposes	I don't	No impact	No impact	There should be no charges at all	No	Other	Very negative	Personal transport is an essential and desirable way to travel around the city. The council already acknowledges this with its promotion of cycling. However, cycling is not suitable for most people or many purposes. For example, people with small children, people with disabilities, people who need to travel on to another destination outside Oxford, people who need to transport luggage, goods or shopping. Cars are the mode of transport that needs the most, especially with long trips out of town. If there is any phase 1 will be access to the school, choir and GMAA volunteering communities that have built me up since Covid. Oxford will be a much better place.	Very negative	Reopen Botley Road as you said in the beginning (when they started the job)		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very positive	Neutral	Too high	Yes	Other	Negative	Fill potholes to prevent damage to vehicles	Negative	Reopen Botley Road as you said in the beginning (when they started the job)		
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Very negative	No impact	There should be no charges at all	No	Other	Very negative	Oxford residents have been under attack by this council for years. It's time to stop and think.	Very negative	Reopen Botley Road as you said in the beginning (when they started the job)		
a resident of Oxfordshire living outside Oxford	less than weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	No impact	No impact	There should be no charges at all	No	Make Park & Ride parking cheaper. Make Park & Ride buses cheaper. Extend hours of operation for buses	Very negative	The City Centre needs a positive contribution towards stimulating the local business not further barriers and reduce the number of visitors. Introducing a congestion charge is just a further nail in the coffin to help to maintain a healthy city centre economy.	Very negative	Reopen Botley Road as you said in the beginning (when they started the job)		
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	There should be no charges at all	No	Other	Very negative	I'm against this temporary charge, so no suggestion for it's use	Very negative	Reopen Botley Road as you said in the beginning (when they started the job)		
an Oxford resident	less than weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	About right	Yes	Make buses cheaper for all	Positive	I mostly cycle. Occasionally I need my husband to give a lift to the station on take my car through town for some reason but think that the 100 permits will be enough to general the traffic congestion caused by people queuing at park at the Westgate Centre would be improved.	Positive	Reopen Botley Road as you said in the beginning (when they started the job)		
a resident of Oxfordshire living outside Oxford	daily	100 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	No impact	Very positive	There should be no charges at all	No	Make Park & Ride parking cheaper. Make Park & Ride buses cheaper. Make bus services more frequent	Very negative	As a parent of a child who needs driving to school due to the amount of training and kit she has, I would be happy to pay the congestion charge at least a week. Financially this has a big impact on our family, especially with long trips out of town. The fact that the Botley road is still closed means we would need to take 2 buses and leave at 5.30am which of course is not possible and inconvenient.	Very negative	Reopen Botley Road as you said in the beginning (when they started the job)		



Survey Response												
I am responding to this survey as	How often do you travel in or around Oxford?	Please tick which of the following free permits and passes you think you may be eligible for	Do you live in, visit a resident by car or commute by car to the proposed central Oxford?	Central Oxford residents' permits is proposed that residents in the central Oxford?	Central Oxford permit area commuters' permits is proposed that non-commuter workers' commutes?	We are proposing a single charge of £5 to allow cars without a driver, or a permit?	Do you think that charges should vary, with drivers of lower cars, or more and more?	Income generated by introducing the proposed temporary congestion charge would be used to lower the salary and operating costs of the scheme?	If other improvement, please state	Taking into account all the information we have provided about the proposal, please explain your answer	Do you have any other comments about the proposal for six temporary congestion charge locations in Oxford that you have not already shared in this survey?	Do you have any suggestions for other ways to reduce traffic and congestion in and around Oxford?
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1.dont	Positive	Negative	About right	No	Make bus services more frequent	Make Park & Ride bus services more frequent	Positive	I am hoping it will reduce traffic.	An aerial egg lift bringing Thorntree Park - Oxley Road / JR hospital - Train Centre.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1.dont	Neutral	Negative	Too low	Yes	Make bus services more frequent	Make Park & Ride bus services more frequent	Positive	Could go further, eg restricting hours of access for other vehicles (delivery etc) to outside normal peak times	Reduce the amount of parking currently available with a aim to discourage driving into the centre
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 live in the central Oxford permit area, or visit a resident of the central permit area by car	Positive	Negative	Too low	No	Make bus services more frequent	Make Park & Ride bus services more frequent	Positive	I think 3 cars for commuting is excessive	restrict larger vehicles such as trucks and vans within certain hours - so not during peak school hours (7:30-9 and 3:30 to 5). This would make cycling with kids safer and more appealing.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	1 commute to the central permit area, on days of your choice	No impact	No impact	About right	No sure	Make bus services more frequent	Make Park & Ride bus services more frequent	Very positive	Would expect to see fewer cars crossing the city centre, so buses would be faster/more timely and walking/cycling would be safer and more pleasant	School term times seem to produce the heaviest traffic, finding better ways for children to get to schools (rather than being driven in and out individually) could make a big difference. A lift away from the non-urbanised 5-6 working hours could also help spread out "rush hours".
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	1 commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	Yes	Make bus services more frequent	Make Park & Ride bus services more frequent	Very negative	It's an NHS manager working about 24/7, working every day after job planned hours from home, additional commuting time will have negative impact on my service	Seems like a good way to test out the traffic filter ideas before going into the full proper
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1.dont	No impact	No impact	Too low	Yes	Make bus services more frequent	Make Park & Ride bus services more frequent	Very positive	It is currently quicker to cycle in and around the city than to go by bus. The roads should be clearer for people who "need" to use their cars and permit the free flow of traffic. Buses will be quicker, and therefore more appealing to use, and cycling will be safer.	Changes to the timing of sessions, their location to be provided for access to the bus, whether that by improving bus services or adjusting the congestion charge for users. However, training would be affected to such an extent that competitive students will need to move to other cities, such as Swindon, which are further away, which will affect the risk's ability to operate and remain competitive.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	1.dont	Neutral	Neutral	There should be no charges at all	Yes	Make bus services more frequent	Make Park & Ride bus services more frequent	Negative	I will have to leave my job at the school where I work part time because the most direct route includes one of the changing zones and getting the long way would take too long and will use too much petrol. Going there by bus would take ages as there is not a good direct service available.	There are not a good idea because the rich can afford to pay and will continue congesting the road, but those on lower income will struggle.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1.dont	Neutral	Neutral	Too high	No	Make buses cheaper for all	Make BUSES FREE FOR LOCAL PEOPLE BETWEEN WORKING HOURS AND BEAT WHAT IMPACT THAT HAS ON TRAFFIC AND SCHOOL ROUTES	Negative	Push traffic onto already busy alternate routes already impacted by LTNs	Use the river to provide alternative transportation into Oxford
an Oxford resident	daily	Taxis and private hire vehicles	1 commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Other	Very negative	It'll hurt people that come to Oxford to work and who live locally. ... turning Oxford into a Prison	Free bus passes, council has the ability now to run its own bus services due to changes in the law, also bus ticket prices are reasonable for such small journeys and cause issues financially. Park and Ride should be free and buses to and from there should be one pound no more, if you want people to use Oxford and use its services make it cheaper for them to access them.
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	1 live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	Other	Other	Fix the badly managed roads and roundabouts	Very negative	It's literally a money making scheme. Not everyone falls into the same category of 'they should walk, get a bus or cycle' I live in Abingdon, but I grew up in Cowley, I work in Cowley, my partner works in Cowley, my daughter goes to nursery in Rose Hill, I still have a bit of friends and family in Cowley that I see regularly, usually after work.	Open up the LTN? Simple!
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	1 live in the central Oxford permit area, or visit a resident of the central permit area by car	Negative	Negative	There should be no charges at all	No	Make buses cheaper for all	Make bus services more frequent	Very negative	You have already made that difficult with LTNs, I have to sit in a lot more traffic now than I ever did before. People will not stop driving! We pay for our cars, our insurance, our tax, and you want to charge us more just for the privilege of driving in our own city? There is no bus route that will allow me to go to drop off my daughter at nursery, go to work, then to pick up my daughter, and then to visit my family! And if there is, it would probably double my journey time!	Put your congestion charge in areas where you were voted in! Leave Cowley alone! Majority of residents do not want your green schemes! You seem to be targeting the poorer areas!
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	1 live in the central Oxford permit area, or visit a resident of the central permit area by car	Negative	Negative	There should be no charges at all	No	Make buses cheaper for all	Make bus services more frequent	Very negative	I cycle to work when I can, but if I have to do the nursery run, I have never ever had a problem cycling round Oxford! The majority of families and households who live on these roads are about their own personal lives, not to visit friends! I travel around Oxford extensively, this introduction will not help anyone - residents, traders and tourists. Traffic will still be high - the hell out of it!	Has the Council had any of this beautiful city live in - are they looking to destroy everything?
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1.dont	Negative	Positive	There should be no charges at all	Yes	Make buses cheaper for all	Make bus services more frequent	Very negative	I am very concerned about the impact on people living in the areas affected, who will need to regularly pass through the charging points.	Use money generated from existing traffic measure fines to make bus fares cheaper.
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	1 live in the central Oxford permit area, or visit a resident of the central permit area by car	Neutral	Neutral	There should be no charges at all	No	Other	Other	Very negative	This should not be happening. There is no reason to restrict the free movement of vehicles in Oxford. The measures which have restricted the city already have caused harm to people and services. It is just a scheme to restrict movement and generate fees.	Improve frequency and range of bus services. A bus from Rose Hill to the station for example why is this not possible?
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	1.dont	Neutral	Neutral	About right	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make bus services more frequent	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make bus services more frequent	Negative	As long as Oxford residents will have permits for both schemes then I will be workable. However as my wife sometimes works in the Gloucester general and has to transport goods that can only be delivered by car up to twice a week, I can see that that will be a problem for local residents but she is also technically not a commuter.	Remove the traffic barriers which have already been installed by the city council, that would help traffic flow. There is no reason to reduce traffic in Oxford, it was already working without a problem until the council started closing roads. Nobody wants to use a bus. They are uncomfortable and dangerous and you can't carry anything. They are also impossible to use if you are disabled or infirm. The scheme is just an exercise in reducing the mobility of ordinary working people to make their lives more difficult than they already are.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1.dont	Positive	Negative	Too low	Yes	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make bus services more frequent	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make bus services more frequent	Negative	The buses should never leave without all the cars. Pollution between - eyes poked. Make walking and cycling safer	Subsidised buses that incentivise people to use them. Penalties for the private schools cars that often comprise the majority of rush hour traffic from the north and east. More bus services that go from the north to the east and west.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1.dont	Very positive	Very negative	About right	No	Make bus services more frequent	Make bus services more frequent	Very positive	Make walking and cycling safer	Stop building houses without adequate safe routes to schools shops etc.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1.dont	No impact	No impact	About right	No sure	Make bus services more frequent	Make bus services more frequent	Positive	I feel the residents' permits are sufficiently generous so the few times we travel through these areas by car will be covered by them.	It is concerned that the general direction of policy is to make journeys longer, encouraging trip road use when the start and end points are within the ring road and would be quite close if it were not for artificial barriers, this increases congestion and pollution and makes the roads less friendly for cyclists and pedestrians. I am in favour of the lower speed limits, but would like more enforcement. I would like to see more "average speed check" zones, especially in residential areas, often as an alternative to road works, so traffic flows freely but slowly and safely.
a resident of Oxfordshire living outside Oxford	less than weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	1.dont	Positive	Positive	There should be no charges at all	No	Other	No charge at all	Very negative	This will discourage us from shopping in Oxford and we will avoid the Westgate Centre, the Ice rink and tourist visits	More pedestrian areas and cheaper taxis.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	1.dont	Neutral	Negative	About right	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make bus services more frequent	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make bus services more frequent	Negative	As long as Oxford residents will have permits for both schemes then I will be workable. However as my wife sometimes works in the Gloucester general and has to transport goods that can only be delivered by car up to twice a week, I can see that that will be a problem for local residents but she is also technically not a commuter.	Yes, of course, and something we KNOW we will REDUCE its population AND move jobs to the County where the employees already live, and thereby REDUCE congestion in Oxford.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1.dont	Positive	Negative	Too low	Yes	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make bus services more frequent	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make bus services more frequent	Negative	The bus should never leave without all the cars. Pollution between - eyes poked. Make walking and cycling safer	The LTN demerit policy of unlimited net immigration is ENTIRELY the blame for UNLIMITED total congestion and for INCREASED total greenhouse gas emissions! You simply CANNOT have increased congestion WITHOUT increased congestion and greenhouse gas emissions: it is IMPOSSIBLE.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1.dont	Neutral	Negative	About right	No	Make bus services more frequent	Make bus services more frequent	Very positive	I believe additional routes will be congested and journey longer	More pedestrian areas and cheaper taxis.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1.dont	Very negative	Very negative	There should be no charges at all	No	Make bus services more frequent	Make bus services more frequent	Very negative	I work in the JR and Churchil. I cannot afford a daily congestion charge. I work 13 hour shifts. The first bus will get me to my shift late, and by the time I finish in the evening buses will be turning so infrequently I will be waiting a long time to get home. My long days will get even harder and more complicated with this congestion charge. I work long hard hours and am underpaid and burnt out. This congestion charge will slash my income even further or mean I am late/missed attend shifts. Please think of the NHS workers this will affect. If it has to be introduced, please give NHS staff exemption permits, even if it's just for ferry road. In the morning, there is significant bypass congestion even with people using ferry road. When no one uses ferry road with the congestion charge, the bus services will not even start.	Too many, very restrictive for Oxfordshire residents.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1.dont	Very negative	Very negative	There should be no charges at all	No	Other	Remove the fee for use through the filters	Very negative	This will have a significant impact on health and education registered in Oxford, which will have a major detrimental effect on all residents. I realise that council staff will be exempt if they work in the central zone. It is also ridiculous to allow commuters in the central zone to have permits for 3 cars and is clearly open to abuse.	Stop building too many houses - if the traffic is bad currently adding additional dwellings will simply make it worse. Alternatively make ALL new developments car free.
an Oxford resident	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	1.dont	Very negative	Very negative	There should be no charges at all	No	Add public cycle parking	Other	Very negative	This will have a significant impact on health and education registered in Oxford, which will have a major detrimental effect on all residents. I realise that council staff will be exempt if they work in the central zone. It is also ridiculous to allow commuters in the central zone to have permits for 3 cars and is clearly open to abuse.	Create proper cycling provision. Not the ridiculous lip service that counts as current provision. But actually prioritising cycling. Better parking. Better roads. Better routes.
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	1.dont	Very negative	Negative	There should be no charges at all	Yes	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make bus services more frequent	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make bus services more frequent	Very negative	This proposal would further diminish the quality of life in Oxfordshire and negatively impact the local economy and businesses. Many shops are likely to close under this scheme, reducing access to essential services and leisure. Families, especially those with children, would be disproportionately affected - unable to enjoy trips to Oxford during weekends or school holidays. The mental health toll could be significant, leading to increased stress and a sense of isolation. It may even create a sense of shame among residents, who might feel reluctant to invite friends or promote the area as a welcoming place to visit.	To help reduce traffic congestion, we recommend that Oxfordshire County Council engage in discussions with Great Western Railway to explore options for lowering train fares. Making train travel more affordable - particularly for families - would encourage more people to choose rail over driving, reducing road congestion and emissions. It is a win-win solution that significantly increases public transport usage and eases road traffic into Oxford.
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	1.dont	No impact	No impact	About right	Yes	Make bus services more frequent	Make bus services more frequent	Negative	If commuters have to pay for extra congestion charge.	Cheaper/more affordable housing so people working in Oxford don't have to move out and commute in. Better transport/more routes from Reading to Oxford.
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	1.dont	Neutral	Neutral	There should be no charges at all	No	Add new bus routes, Other	Make parking cheaper to compensate for the £5 levy	Very negative	I regard Oxford as 'my city, even though I live a few miles outside it. It feels as if Oxford is walking to medieval times, putting up walls, pulling up the drawbridge and telling people like me to go away. In particular, almost all the restaurants and cultural activities I go to are in Oxford. At the very least, you could make it free after 6PM (like London) - this would also have the effect of reducing the rush-hour congestion load, as some people would wait till 6.	Discourages in shops and restaurants for people who've travelled into Oxford on public transport or by active travel (don't know how you could hope that would result though, since most shops to close a bus ticket).
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Remove restrictions on driving	Very negative	If all such restrictions should only be introduced at peak times.	Get rid of the LTN. If it wasn't for them, the congestion wouldn't be so bad, and the buses could get through without you needing filters or charges.
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	1.dont	No impact	No impact	Too high	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make bus services more frequent	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make bus services more frequent	Very negative	My daughter hates the ice rink at least 3 times per week. This is the only reason that we go into central Oxford in the car. I am a single parent, and this will add an additional minimum £15/week burden to my already stretched budget. She trips at 7.45 on a Sunday morning and we already have to get up at 6am to travel in by car. We have left Oxford by 8.30. I have never noticed significant congestion in the city at this time on a Sunday and get we would have to pay a 'long-term' charge. Attending sessions after school will become less viable if we have the added delay of going to the park and ride and getting a bus. We are effectively commuting to sports training. We don't want to drive into the centre but as that is where the risk is we're being affected. This doesn't just affect us but is likely to have a significant negative impact on users of the ice rink, and the use of the rink will decrease.	There is no option in this survey to say whether you support this proposal or not.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1.dont	No impact	No impact	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make bus services more frequent	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make bus services more frequent	Negative	Road charging will result in more traffic through Headington Quarry. The Hospitals and Headington Camps are the single biggest source of congestion in Oxford. The road charges on Marston Ferry Road and Hollow Way will discourage some vehicles from using those routes. While some may decide to use public transport, cycling etc others will choose to use other routes. This will result in increased traffic on the Ring Road and access to the Hospitals/Headington Quarry.	Not clear if there are exceptions to any bus lanes, self-employed people like carers or for people who work unusual hours when there aren't many for buses.
an Oxford resident	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	1 live in the central Oxford permit area, or visit a resident of the central permit area by car	Positive	No impact	About right	Yes	Make Park & Ride parking cheaper, Make bus services more frequent	Make bus services more frequent	Positive	Less congestion = less pollution, quicker to get around by bus, safer cycling	You've totally wrecked Oxford already with LTN's. You've just pushed more traffic elsewhere and the pollution is intensified by your actions of stationary traffic in other places.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1.dont	Positive	Negative	Too low	No sure	Make bus services more frequent	Make bus services more frequent	Positive	It will be impossible for my Grandson to continue to go to the ice rink for training and playing ice hockey. He trains frequently and the extra cost every time we go to the rink will be impossible to meet. Children need to be encouraged to exercise frequently and enjoy what they do. You are preventing what Risk out of business and believe that's what you want so you can close it and build on the land. The ice rink needs to be able to stay open.	As above, you're making people's lives and their children suffer for yet another scheme conjured up to try to stop people using cars but it can't be allowed to do this to this important venue for the whole of Oxford will lose out.
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	1.dont	No impact	No impact	Too high	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Add public cycle parking	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Add public cycle parking	Very negative	I won't be able to go in during the day anymore to be shopping get a hair cut. £5 will be too much. Without students and tourists the city will be dead. The hours should change to 5.30 not 7pm to encourage evening trade	The only way we'll be able to make park and ride free - there won't be enough room in the park and ride if you do this scheme. You won't have traffic, but you also won't have any space. You will need to introduce park and ride but make the inner side and have priority not some free line on an existing road that is to dangerous to use. Make it affordable, for a family £5 is still cheaper. It needs to be able to be used for park and ride as well as a revenue point.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1.dont	Very positive	Neutral	About right	Yes	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Add public cycle parking	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Add public cycle parking	Very positive	I regularly walk around Oxford, both to go to work and also in my free time. Unfortunately, cars still dominate the urban space around Oxford and make it feel much less safe, especially when walking along the city centre when the pavements are busy	More cycle parking (especially secure, sheltered parking) is vital. The cycle storage at the station is mostly open to the elements and always full, and so cycling to the train station is very tricky like an option. Better and cheaper rail links would always be beneficial. More 24/7 public transport services like the Oxford bus.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1.dont	Very positive	Neutral	About right	Yes	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Add public cycle parking	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Add public cycle parking	Very positive	I regularly walk around Oxford, both to go to work and also in my free time. Unfortunately, cars still dominate the urban space around Oxford and make it feel much less safe, especially when walking along the city centre when the pavements are busy	Water pavements and more semi-paved areas would be helpful. Ensuring that maps of Oxford and services like OpenStreetMap accurately reflect the current cycle and foot paths around the city would make it easier for people to navigate by foot. Ensuring that there are good options for public toilets, will also make people more able to use slower transport methods (such as walking) as known pavements will be less of an issue.





Survey Response													
I am responding to this survey as	How often do you travel in or around Oxford?	Please tick which of the following free permits and passes you think you may be eligible for	Do you live in, visit a resident by car or commute by car to the non-central Oxford?	Central Oxford residents' permits is proposed that residents in the central Oxford?	Central Oxford permit area commuters' permits to non-central Oxford?	We are proposing a single charge of £5 to allow cars without a driver, or more?	Do you think that charges should vary, with drivers of lower cars, less than more and...	Income generated by introducing the proposed temporary congestion charge would be used to lower the entry and operating costs of the scheme	If other improvement, please state	Taking into account all the information we have provided about the proposal in...	Please explain your answer	Do you have any other comments about the proposal for six temporary congestion charge locations in Oxford that you have not already shared in this survey?	Do you have any suggestions for other ways to reduce traffic and tackle congestion in and around Oxford?
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 don't	Positive	Negative	About right	No	Make bus services more frequent		Positive	I am hoping it will reduce traffic.	I am concerned this, like the fingers, will increase traffic through Old Marston at peak commuter times.	An aerial egg lift bringing Thornhill Park + Oaker Road + JR hospital + Train Centre.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 don't	Neutral	Negative	Too low	Yes	Make bus services more frequent		Positive	Could go further, eg restricting hours of access for other vehicles (delivery etc) to outside normal peak times		Reduce the amount of parking currently available with a aim to discourage driving into the centre
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 live in the central Oxford permit area, or visit a resident of the central permit area by car	Positive	Negative	Too low	No	Make bus services more frequent		Positive			restrict larger vehicles such as trucks and vans with certain hours - so not during peak school hours (7:30-9 and 3:30 to 5). This would make cycling with kids safer and more certain.
a resident of Oxfordshire living outside Oxford	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	1 don't	No impact	No impact	About right	Not sure	Make bus services more frequent		Very positive	Would expect to see fewer cars crossing the city centre, so buses would be faster/more timely and walking/cycling would be safer and more pleasant		School term times seem to produce the heaviest traffic, finding better ways for children to get to schools (rather than being driven in and out individually) could make a big difference. A lift away from the non-central Oxford's working hours could also help spread out "rush hours".
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	1 commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	Yes	There should be no charges at all		Very negative	I'm an NHS manager working about 24/7, working every day after job planned hours from time, additional commuting time will have negative impact on my service		Seems like a good way to test out the traffic filter ideas before going into the full proper
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	1 don't	No impact	No impact	Too low	Yes	Add new bus routes. Make bus services more frequent. Add public cycle parking		Very positive	It is currently quicker to cycle in and around the city than to go by bus. The roads should be clearer for people who "need" to use their cars and permit the free flow of traffic. Buses will be quicker, and therefore more appealing to use, and cycling will be safer.		Charging to the benefit of taxpayers, there needs to be provision for access to the car, whether that is by registering but not using the car, or by allowing the car to be used for other purposes. However, charging would be allocated to such an extent that competitive riders will need to move to other areas, such as Swindon, which are further away, which will affect the ability to operate and remain profitable.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 don't	Neutral	Neutral	Too high	No	Make buses cheaper for all		Negative	There is not a good idea because the rich can afford to pay and will continue congesting the road, but those on lower income will struggle.		Removing the LTNs in East Oxford would be a good start. Have more bus routes that cover the entire city and better connect services to the surrounding villages.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 don't	Neutral	Neutral	Too high	No	Make buses cheaper for all	Make BUSES FREE FOR LOCAL PEOPLE BETWEEN WORKING HOURS AND BE WHAT IMPACT THAT HAS ON TRAFFIC AND SCHOOL RUNS	Negative	Push traffic onto already busy alternate routes already impacted by LTNs		Use the river to provide alternative transportation into Oxford
an Oxford resident	daily	Taxis and private hire vehicles	1 commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other		Very negative	It will hurt people that come to Oxford to work and who live locally. ... Starting Oxford this is a Prison		Free bus passes, council has the ability now to run its own bus services due to changes in the law, also bus ticket prices are extortionate for such short journeys and cause issues financially. Park and Ride should be free and buses to and from there should be one pound no more, or you want people to use Oxford and use services make it cheaper for them to access them.
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	1 live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Fix the badly managed roads and roundabouts	Very negative	It's literally a money making scheme. Not everyone falls into the same category of 'you should walk, get a bus or cycle'		Open up the LTN? Simple!
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice. Unpaid carers	1 live in the central Oxford permit area, or visit a resident of the central permit area by car	Negative	Negative	There should be no charges at all	Not sure	Make Park & Ride parking cheaper. Make buses cheaper for all. Make bus services more frequent		Negative	I live in Abingdon, but grew up in Cowley, I work in Cowley, my partner works in Cowley, my daughter goes to nursery in Rose Hill, I still have a lot of friends and family in Cowley that I see regularly, usually after work.		You never spoke about this pre election as you knew you would struggle to get voted if you have named Cowley with your LTNs already?
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 don't	No impact	Positive	About right	No	Make bus services more frequent. Extend hours of operation for buses		Positive	I have already made that difficult with LTNs. I have to sit in a lot more traffic now than ever before. People will not stop driving! We pay for our cars, our insurance, our tax, and you want to charge us more just for the privilege of driving in our own city		As a council are not listening to residents. Just look at the petition with over 10,000 signatures against! Look at the comments!
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	Not sure	Make Park & Ride buses cheaper. Make bus services more frequent		Very negative	There is no bus route that will allow me to go to drop off my daughter at nursery, go to work, then to pick up my daughter, and then to visit my family! And I have to probably double my journey time!		Put your congestion charge in areas where you were voted if Leanne Cooney asked! Majority of residents do not want your greedy schemes! You seem to be targeting the poorer areas!
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 live in the central Oxford permit area, or visit a resident of the central permit area by car	Negative	Negative	There should be no charges at all	Not sure	Make Park & Ride parking cheaper. Make buses cheaper for all. Make bus services more frequent		Negative	I cycle to work about 10km, but I don't have to do the nursery run. I have never over had a problem getting round Oxford. The majority of families and households who live in these areas are not their own household. It's a money making scheme!		If you really want it, then open up some of the LTNs so that the traffic can flow freely!
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	1 commute to the central permit area by car	No impact	Positive	About right	No	Make bus services more frequent. Extend hours of operation for buses		Positive	I currently get the park and ride to work in central Oxford and the bus on most days takes about 20 minutes sitting in traffic. At the moment it takes the purpose of the service. There is no benefit to getting the bus as it is unable to avoid the traffic.		Where is the mandate for this? It doesn't seem to have been mentioned in Lib Dem leaflets.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	Not sure	Make Park & Ride buses cheaper. Make bus services more frequent		Very negative	The impact of LTN on residents have already proven frustrating adding congestion charges again will be intrusive.		Construct more alternative roads, and in some cases overhead bridge especially around the roundabout in the saint clement
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 commute to the central permit area by car	Neutral	Very positive	About right	Yes	Make bus services more frequent		Negative	From a purely personal perspective, as an over 60, living within the ring road, and with some health issues, I generally cycle to work but when I need to drive, I sometimes need to transport equipment which is difficult by cycle or bus, so have the choice of 10 mins drive - 1 hour each way on two buses - that would be a disaster for me.		Why not offer residents within the ring road a pass that on each day could either be entry through the bus gates or free use of buses? That would reduce congestion and increase bus use - without penalising residents for simply living in Oxford.
a resident of Oxfordshire living outside Oxford	weekly	Unpaid carers	1 commute to the central permit area by car	Very negative	Very positive	About right	No	Make Park & Ride parking cheaper. Make Park & Ride buses cheaper. Make bus services more frequent		Negative	Make bus services more frequent		Free bus passes, council has the ability now to run its own bus services due to changes in the law, also bus ticket prices are extortionate for such short journeys and cause issues financially. Park and Ride should be free and buses to and from there should be one pound no more, or you want people to use Oxford and use services make it cheaper for them to access them.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 commute to the central permit area by car	Very negative	Positive	There should be no charges at all	No	Make bus services more frequent. Extend hours of operation for buses		Very negative	All it does is more traffic to other areas. It does not reduce it. People have to drive to work as much as they would like to but which is what has already happened with the introduction of the LTNs, some people have to traffic going past their homes and others have increased traffic and don't not cause more traffic jams as people only have one way in and one way out.		Do not do it!
an Oxford resident	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	1 don't	Very negative	Very negative	There should be no charges at all	No	Make Park & Ride buses cheaper. Make bus services more frequent		Very negative	While traffic is an issue. As a family we would avoid these areas and drive further out of town for the shopping and eating. These restrictions like the 1/2 drive business away from Oxford. The traffic has also been due to the 1/2 drive business away from Oxford.		The LTNs should be scrapped as they have made the traffic situation worse. I have addressed first hand the impact this has had on the elderly in Oxford. It was introduced with good intentions but clearly has made things worse. These new proposals will not compound these situations. The proposals give preferential treatment for residents of Oxford City. Surely these are the very people who should not be driving in the city and who can easily access public transport. Those living outside the city are discriminated against and prevented from working, have seen a reduced return to many residents of a heavily road network.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 commute to the central permit area by car	Positive	No impact	There should be no charges at all	No	Make Park & Ride parking cheaper. Make Park & Ride buses cheaper		Very negative	As a resident of Botley and a small business owner I have enough traffic chaos to contend with trying to move around Oxford due to the LTN system than causes constant problems. Adding there will have an even greater impact causing traffic jams, reducing flow of traffic around and through the city, and adding to the already existing road gridlock will be a growing constant that will impact all road users including public transport and emergency vehicles.		This survey has been designed with the usual county council attitude of assume that the project will go ahead and seeing if they can get some form of approval for you plans whilst making they will go ahead regardless of whether anyone agrees with them or not. There should be proper democracy where the residents of Oxford can actually vote for such impactful changes to our city rather than constantly subjected to the whims of Andrew Gant. Stop this crazy plan before we waste any more council taxpayer money on one man's self-indulgent agenda!
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 live in the central Oxford permit area, or visit a resident of the central permit area by car	No impact	No impact	About right	Yes	Make bus services more frequent. Add public cycle parking		Positive	I don't drive, so would only use this scheme for visitors		Improve provision for cycles on key routes e.g. Cowley Road
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice. Unpaid carers	1 commute to the central permit area by car	No impact	Positive	There should be no charges at all	Not sure	Make Park & Ride parking cheaper. Make Park & Ride buses cheaper		Negative	I have to travel into the charging zone on occasion and care for a disabled person. Making the journey more difficult will not help my situation. I will not make the more difficult.		Expand Park & Ride facilities and reduce the cost of them.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	Not sure	Make bus services more frequent		Very negative	Traffic schemes in Oxford zone a complete disaster, making life much harder for local residents.		Don't channel all traffic down the main roads in and out of Oxford. It makes things such as getting to hospitals much harder.
a resident of Oxfordshire living outside Oxford	less than weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	1 don't	Neutral	Neutral	Too high	No	Make Park & Ride parking cheaper. Make Park & Ride buses cheaper		Negative	This will make travel into Oxford more favourable for the wealthy and make it more difficult for those less fortunate. It will have a detrimental impact on the shops in Oxford as well as making the city centre more favourable as a tourist destination and exclude more of Oxford and Oxfordshire residents.		Traffic lights and other phasing cause more congestion issues than any other factor. Either phase the traffic lights properly or remove them altogether to create smoother traffic flows which will reduce idling times and create more turbulent air flows that will reduce air quality.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 live in the central Oxford permit area, or visit a resident of the central permit area by car	Very positive	No impact	There should be no charges at all	No	Make bus services more frequent		Very negative	I will be unable to visit elderly family without a cost to me. My children won't be able to visit as regularly as they do now but.		Put back the way it was. The congestion was far less of a problem before for residents.
a business	weekly	100 day passes for residents in the Oxford permit area, on days of your choice. Business cars used as goods vehicles. Personal cars used as goods vehicles for business purposes	1 commute to the central permit area by car	Negative	Positive	About right	No	Add new bus routes		Negative	I have a food business and regularly commute to Oxford central areas for food delivery. These filters would significantly hamper my business in terms of food delivery.		Keep the weekends free of charge
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 don't	No impact	No impact	There should be no charges at all	Yes	Make bus services more frequent		Very negative	Nothing said about this in election manifestos. Should be on going citizens assembly to discuss all transport issues		More bike parking places.
a resident of Oxfordshire living outside Oxford	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 commute to the central permit area by car	Negative	Very positive	There should be no charges at all	Yes	Make bus services more frequent. Extend hours of operation for buses		Very negative	I will actively look for another job and will resign from my current job at the John Radcliffe Hospital		Provide key workers with free passes. Increase capacity of PARK, reduce bus prices and increase frequency of services particularly early in the morning and in the evening.
a business	weekly	100 day passes for residents in the Oxford permit area, on days of your choice. Business cars used as goods vehicles. Personal cars used as goods vehicles for business purposes	1 commute to the central permit area by car	Negative	Neutral	There should be no charges at all	No	Make Park & Ride parking cheaper. Make buses cheaper for all		Very negative	This is all just a money making scheme. People go to a city to shop and they need a car to put their shopping in and go home. They don't want to carry their bags on a bus taking up more room on the bus. The Botley road being closed is causing chaos on the A40 and personally can't wait for it to open. I can't wait to see about making money and greed not about air pollution.		Get the Botley road open asap
an Oxford resident	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice. Blue badge holders	1 live in the central Oxford permit area, or visit a resident of the central permit area by car	Positive	Positive	Too high	Yes	Make Park & Ride parking cheaper. Make Park & Ride buses cheaper		Very negative	While reducing congestion and traffic is a good goal, Oxford and Oxfordshire has a horrendous history of introducing barriers to accessing Oxford without improving other options or providing provisions (e.g. the LTNs). Before penalising drivers, the FIRST step is improving congestion to make the bus services and make them cheaper, more regular, and overall a preferred option. Provide successful and efficient public transport options that encourage people to leave their cars at home, leaving them to go to their destination by bus, cheaply and efficiently. Simply penalising drivers without taking efforts to improve or encourage other options only succeeds in impeding Oxford's businesses. Just look at how the LTNs have damaged Cowley's business and reduced M25E congestion through The Plains. These have not been successful endeavours by any means, and the much promised 'improvements' to bus services have not materialised. Given the LTN history, how are residents and visitors to Oxford supposed to have any faith that the bus improvements listed on the previous page will meet anyone's?		Improve bus services! Subsidise and make the tickets much cheaper - the prices are currently sky-rocketing and it's cheaper to drive. Make the services more frequent and more reliable - currently it's quicker and more reliable to drive outside of rush hour. Introduce more routes between different parts of town to connect the areas that have been isolated from each other by LTNs and other failed congestion measures. It is more about drive. Improve the alternative options to driving so that people are encouraged to use those options. Provide carrels, not sidewalks. Once alternative options are firmly in place and measurably improving, that's the point at which things like LTNs and congestion charges can be considered. To tackle the congestion reduction already driven by people being encouraged to use bus, Carrel, then stick. Get it right! Don't let this be another LTN situation.
a resident of Oxfordshire living outside Oxford	weekly	100 day passes for residents in the Oxfordshire permit area, on days of your choice	1 don't	Very negative	No impact	There should be no charges at all	No	Make Park & Ride parking cheaper. Make Park & Ride buses cheaper		Very negative	My family and I attend a Church of England Church (St Ebbe's) in the centre of Oxford which we live in Westgate. The church has provided us with great community and spiritual welfare. If we were not at church, we would never travel into Oxford. But because we have a baby whose pram would not fit well onto a park and ride bus. I know that there are at least 20 families with prams that travel into church, parking at Westgate, every Sunday morning to go to St Ebbe's. We would not all fit on a park and ride bus on a Sunday morning to get to church time. There are simply not enough spaces on a park and ride bus for that many prams. There barely is enough space for 1. Together with the congestion charge fee, we would pay nearly £15 every single week to go to church which just isn't fair. And the proposed £15 passes per week (not that I think we're even eligible for that) would not cover weekly church attendance. Please consider how your proposed scheme impacts, and excludes, smaller people with a pram. Prams have Hospital appointments will cost more than just the expensive parking. It is impossible to go to any Oxford Hospital by accessible public transport.		I think a solution for the above problem could be special permits for church attendees in the central Oxford area that people can apply to use their church.
an Oxford resident	daily	Taxis and private hire vehicles	1 don't	Neutral	Neutral	There should be no charges at all	No	Other	Reduce council tax	Very negative	People should not be charged for the privilege of driving on any road.		Open all roads, cut bike lanes, cut number of buses not being used. Stop picking on our drivers. Wait till election time will show.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 live in the central Oxford permit area, or visit a resident of the central permit area by car	Very positive	Very positive	There should be no charges at all	No	Make Park & Ride parking cheaper. Make Park & Ride buses cheaper. Make bus services more frequent. Extend hours of operation for buses		Very negative	By doing this on the top of LTN's, you are creating more pollution, why you wanna close Saint Clements. Holywell!!!!!! And all other road 7 makes no sense whatsoever - so make a big portion of Oxford not well around Oxford no one in one out this is what you're trying to do, absolutely ridiculous.		Remove one LTN's they are creating more traffic because all the road still the same!!!!
an Oxford resident	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	1 don't	Very negative	Very negative	There should be no charges at all	No	Make Park & Ride parking cheaper. Make Park & Ride buses cheaper		Very negative	This is not another health tax on the motorist and will have a huge impact on the people trying to get to work or going about their daily lives in and around Oxford. The shops in Oxford are suffering around without more costs being put on their customers. Music at Oxford car concerns in and around central Oxford. The new congestion charges will mean that audience members travelling to our concerts by car (many come from outside central Oxford) areas where buses are not suitable during the evening will have to pay an additional £5 on top of their concert ticket to attend any of our concerts. For many this will put them off attending events which will impact Music at Oxford's income. While some will be eligible for permits, many will need to use their own cars which increases their own costs and the city for others when there's an additional charge in new health care needs (there's no way of that) will not be overcome their choices by it.		The traffic flowed in and around Oxford a lot better before you lot decided to introduce LTNs that the local residents opposed the introduction of it. It is not your decision to go ahead with this disastrous decision so much for democracy.
a business	less than weekly	Business cars used as goods vehicles	1 don't	Positive	No impact	Too high	Yes	Make bus services more frequent. Extend hours of operation for buses		Very negative	Music at Oxford car concerns in and around central Oxford. The new congestion charges will mean that audience members travelling to our concerts by car (many come from outside central Oxford) areas where buses are not suitable during the evening will have to pay an additional £5 on top of their concert ticket to attend any of our concerts. For many this will put them off attending events which will impact Music at Oxford's income. While some will be eligible for permits, many will need to use their own cars which increases their own costs and the city for others when there's an additional charge in new health care needs (there's no way of that) will not be overcome their choices by it.		The late implementation of this congestion charge means that businesses such as Music at Oxford which will be impacted by the charge, have not been able to plan for the predicted impact this might have on our income. A longer period to allow us to adapt our plans accordingly would have been appreciated and a fairer way to do this.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 live in the central Oxford permit area, or visit a resident of the central permit area by car	Negative	Neutral	About right	Yes	Make Park & Ride buses cheaper. Make bus services more frequent		Negative	It will restrict people's mobility in certain cases		Remove LTNs.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 don't	Very positive	Negative	Too low	Yes	Make bus services more frequent		Very positive	I live in Central Oxford and cycle. Reducing traffic will have a positive effect in air pollution and risk of traffic accidents.		I would recommend making Barracks Road and Woodstock one way (one in and one out of Oxford) to free up space for more cycle lanes rather than the current bus lanes.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 don't	No impact	No impact	There should be no charges at all	Yes	Make bus services more frequent		Very negative	I object to the scheme as far too complex. The charges will impact very negatively on those of limited means so the scheme is socially divisive. The Council seems to be giving a free pass to many of the vehicles that are already clogging the road. The ring-road is already a nightmare. I fear the proposal will bring heavy through-traffic through the town centre, damaging roads and threatening businesses and schools. The proposed changes seem very inequitable, and are not going to affect all residents equally. Some of the areas are not even close to the city centre.		Charge the tourist coaches that pile into Oxford and block the cycle lanes as well as the large lorry by St Giles while pulling out content to keep the coaches cool or warm. Run buses from Headington to North Oxford down the Cornmarket which surely needs no more protection than Queen's Street since it is no longer a major shopping area and would allow the elderly and infirm to travel between those locations.
an Oxford resident	less than weekly	100 day passes for residents in the Oxford permit area, on days of your choice	1 don't	Very negative	Very negative	There should be no charges at all	No	Make bus services more frequent. Extend hours of operation for buses		Very negative	This is a health penalty with a sickle when the better option would be to offer carrels - reduce bus fares - and make it so much cheaper to use the bus, that the car would not be considered.		Reduce bus charges drastically. This will get people on the bus. Look at other options for public transport - other cities do this so much better than Oxford.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	1 live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Positive	There should be no charges at all	No	Make Park & Ride parking cheaper. Make Park & Ride buses cheaper. Make bus services more frequent. Extend hours of operation for buses		Very negative	It is unreasonable to increase the price and frequency of public transport to Oxford first but then charge people to drive there. I do not see ANY effort the council has introduced to improve the public transport.		Improve public transport. Reduce the price and increase the frequency first.
a member of the public living outside Oxfordshire	less than weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	1 commute to the central permit area by car	Very positive	Very positive	There should be no charges at all	No	Make bus services more frequent. Extend hours of operation for buses		Very negative	People already paid to build the roads. Why do we need to pay to use them.		No
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 commute to the central permit area by car	Very positive	No impact	Too low	Yes	Make bus services more frequent		Very positive	I'm on the Cowley Oxford Rd. It's close to my bus with Botley being closed.		Im hoping that if new housing developments proposed off Barracks Lane, the College sports grounds, go ahead that the developments will include an extension of the bike and walking path that currently runs Barracks Lane-Holwell Way.
an Oxford resident	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	1 don't	Neutral	Neutral	There should be no charges at all	No	Other	Mend all the pavements	Very negative	ES a day is essential. The proposal should be cancelled.		Introduce smart traffic lights, mend the pavements, and improve cycle lanes.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 don't	About right	Negative	Too low	Yes	Make bus services more frequent		Very positive	As a pedestrian and bus user (and someone concerned about the environment and the pressing need to reduce our dependence on fossil fuels) I am strongly in favour of anything which will reduce the amount of car use in the city.		Limit the number of resident cars allowed to be parked on street. Implement some delivery restrictions to delivery from remote hubs at night.
a resident of Oxfordshire living outside Oxford	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 live in the central Oxford permit area, or visit a resident of the central permit area by car	Negative	Negative	Too low	Yes	Make Park & Ride parking cheaper. Make Park & Ride buses cheaper. Make bus services more frequent. Extend hours of operation for buses		Positive	It is a good idea, anything that makes getting to Oxford by bus will be an improvement - currently it usually takes 40+ minutes for a 3 mile trip on the bus.		The fee is too low to incentivise. It should be double the normal return fare. A small change in traffic levels won't make a significant difference.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 live in the central Oxford permit area, or visit a resident of the central permit area by car	Very positive	Very positive	There should be no charges at all	Very negative	Make bus services more frequent		Very negative	I work on manston ferry road and take my children to school on manston ferry road this congestion charge will have a massive impact on my ability to get to work. It is already very expensive and charging people to drive around Oxford will anger people not reduce congestion?		It's a very bad idea and is just a money making scheme for the government
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 live in the central Oxford permit area, or visit a resident of the central permit area by car	Negative	Very negative	There should be no charges at all	Yes	Make bus services more frequent		Very negative	The limit of 100 passes for Oxford residents is not fair, and the proposal negatively affect and penalise Oxford residents who live within the ring road. To visit supermarkets should be incentivised to teach their kids how to use public transport.		No charges for Oxford residents living within the ring road, but increase a daily use charge to £10 for all non-residents travelling into the city using public cars.



Survey Response													
I am responding to this survey as	How often do you travel in or around Oxford?	Please tick which of the following free permits and passes you think you may be eligible for	Do you live in, visit a resident by car or otherwise by the proposed central Oxford?	Central Oxford residents' comments is proposed that residents in the central Oxford?	Central Oxford permit area commenters' comments is proposed that residents in the central Oxford?	We are proposing a single charge of £5 to allow cars without a driver, or permit	Do you think that charges should vary, with drivers of lower cars, or more and	Income generated by introducing the proposed temporary congestion charge would be used to lower the rate and improve the quality of the scheme	If other improvement, please state	Taking into account all the information we have provided about the proposal	Please explain your answer	Do you have any other comments about the proposal for 5 temporary congestion charge locations in Oxford that you have not already shared in this survey?	Do you have any suggestions for other ways to reduce traffic and tackle congestion in and around Oxford?
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 don't	Positive	Negative	About right	No	Make buses cheaper for all. Make bus services more frequent		Positive	I am hoping it will reduce traffic.	I am concerned this, like the fingers, will increase traffic through Old Marston at peak commuter times.	An aerial egg lift being brought forward to Oxford - a major centre.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 don't	Neutral	Negative	Too low	Yes	Make Park & Ride buses cheaper, Make bus services more frequent		Positive	Could go further, eg restricting hours of access for other vehicles (delivery etc) to outside normal peak times		Reduce the amount of parking currently available with a aim to encourage driving into the centre
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 live in the central Oxford permit area, or visit a resident of the central permit area by car	Positive	Negative	Too low	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make bus services more frequent, Extend hours of operation for buses, Add public cycle parking		Positive		I think 3 cars for commuting is excessive	restrict larger vehicles such as trucks and vans within certain hours - so not during peak school hours (7:30-9 and 3:30 to 5). This would make cycling with kids safer and more appealing.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	1 don't	No impact	No impact	About right	Not sure	Make buses cheaper for all, Add new bus routes, Add public cycle parking		Very positive	Would expect to see fewer cars crossing the city centre, so buses would be faster more timely and walking/cycling would be safer and more pleasant	Seems like a good way to test out the traffic filter ideas before going into the full proper	School term times seem to produce the heaviest traffic, finding better ways for children to get to schools (rather than being driven in and individually) could make a big difference. A walk away from the road-converged 50 walking hours could also help spread out "rush hours"
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	1 commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	Yes			Very negative	It's an NHS manager working about 24/7, working every day after job planned hours from home, additional commuting time will have impact on my service		Look to other modern cities abroad that have put cycling first and see what measures we can adopt. A good example is Liverpool, in Sweden, which is also a modern university town and is almost entirely car-free in the centre. Cars should be used for getting out of Oxford, and not necessary for getting into or around Oxford.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 don't	No impact	No impact	Too low	Yes	Add new bus routes, Make bus services more frequent, Add public cycle parking		Very positive	It is currently difficult to cycle in and around the city than go by bus. The roads should be clearer for people who "need" to use their cars and permit the free flow of traffic. Buses will be quicker, and therefore more appealing to take, and cycling will be safer.		Remove the LTNs in East Oxford would be a good start. Have more bus routes that cover the entire city and better connect services to the surrounding villages.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	1 don't	Neutral	Neutral	There should be no charges at all	Yes	Make bus services more frequent		Negative	I will have to leave my job at the school where I work part time because the most direct route includes one of the changing zones and going the long way would take too long and will use too much petrol. Going there by bus would take ages as there is not a good direct service available.		Use the river to provide alternative transportation into Oxford
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 don't	Neutral	Neutral	Too high	No	Make buses cheaper for all		Negative	Push traffic onto already busy alternate routes already impacted by LTNs		Free bus passes, council has the ability now to run its own bus services due to changes in the law, also bus ticket prices are being brought into line with other services. Council should be encouraged to run its own bus services and to ensure that these should be one pound no more, if you want people to use Oxford and use services make it cheaper for them to access them.
an Oxford resident	daily	Taxis and private hire vehicles	1 commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Make BUSES FREE FOR LOCAL PEOPLE BETWEEN WORKING HOURS AND SEE WHAT IMPACT THAT HAS ON TRAFFIC AND SCHOOL RUSH	Very negative	Will hurt people that come to Oxford to work and who live locally. Starting Oxford this is a Prison		All the surrounding road will be impacted massively, there wasn't a congestion problem before that LTNs went in... SUMMERTOWN IS THE WORST FOR PEOPLE THAT DON'T LIVE LOCALLY
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	1 live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Fix the badly managed roads and roundabouts	Very negative	It's literally a money making scheme. Not everyone falls into the same category of "they should walk, get a bus or cycle" I live in it Kingsdon, but I grew up in Cowley, I work in Cowley, my partner works in Cowley, my daughter goes to nursery in Rose Hill, I still have a bit of friends and family in Cowley that I see regularly, usually after work		Open up the LTNs! Stop!
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Fix the badly managed roads and roundabouts	Very negative	You have already made that difficult with LTNs, I have to sit in a lot more traffic now than I ever did before. People will not stop driving! We pay for our cars, our insurance, our tax, and you want to charge us more just for the privilege of driving in our own city		
an Oxford resident	daily	Unpaid carers	1 live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Neutral	There should be no charges at all	No	Make buses cheaper for all, Add new bus routes, Add public cycle parking		Very negative	There is no bus route that will allow me to go to drop off my daughter at nursery, go to work, then to pick up my daughter, and then to visit my family! And if there is, it would probably double my journey time!		Free bus passes, council has the ability now to run its own bus services due to changes in the law, also bus ticket prices are being brought into line with other services. Council should be encouraged to run its own bus services and to ensure that these should be one pound no more, if you want people to use Oxford and use services make it cheaper for them to access them.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 live in the central Oxford permit area, or visit a resident of the central permit area by car	Neutral	Positive	There should be no charges at all	No	Spent on highway maintenance like potholes and similar		Negative	Spent on highway maintenance like potholes and similar		
an Oxford resident	daily	Unpaid carers	1 live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Neutral	There should be no charges at all	No	Make buses cheaper for all, Add new bus routes, Add public cycle parking		Very negative	Am Care for my 92 year old Mum, Blue Badge Holder. Need to visit frequently		Take away LTNs!
a business	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 commute to the central permit area by car	No impact	No impact	There should be no charges at all	No			Very negative	I have 50 staff across 3 Oxfordshire locations. They travel from home to office locations, and between office locations. Our clients need to attend our offices to see us in person on a regular and sometimes frequent basis. These charges, coming on top of what is already a significant cost in the city, in particular, coming from the station, are a real barrier to our business and the 3-yr road closure will have a highly negative impact on my business, which has been delivering high services across Oxfordshire since 1998. Accessibility for our clients is our staff		If you are talking about the city then making park and ride more affordable with lower parking charges and lower bus fares, elsewhere in the city one way systems would work and have not yet been explored. Do you know that a pollution in North Oxford is a levels seen in East Oxford pre LTN? I suggest LTNs and filters be made. It is time for other areas than just dealing to just one area of Oxfordshire East Oxford.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 don't	Very positive	Very positive	About right	Yes	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Add new bus routes		Very positive	I live in the city ring road and the streets are choked with cars at certain times of the day. Helping commuters out of cars and onto public transport will mean fewer cars, quicker bus journeys and less pollution. However, there needs to be more circular bus routes from cars and rides that connect levels to the main business in and out of the city		Stop bus routes coaches parking on St Giles and blocking out fumes while waiting. They are dangerous. They should be in the park and ride with park parking.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 live in the central Oxford permit area, or visit a resident of the central permit area by car	Very positive	Neutral	About right	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make bus services more frequent		Positive	Hopefully will make my bus commute to Milton Park quicker as there is less traffic. The Park and Ride could be made cheaper. This would also incentivise people to use it rather than drive and park at day Wetwang. Currently the £2 evening Wetwang parking charge is the same cost as two return tickets from the Park and Ride, and since there are limited dedicated bus lanes that would make a bus journey more convenient. I can see who would prefer to drive		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 commute to the central permit area by car	No impact	No impact	About right	Yes	Make buses cheaper for all		Neutral	100 permits per year covers most car travel so not negative impact		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Add new bus routes, Make bus services more frequent, Extend hours of operation for buses		Very negative	It is another gnatcatcher and roadblock, existing money from people legitimately trying to live in the city. Not everyone can walk or cycle or everywhere, and motorists are cynically used as a cash cow by an inefficient and profligate council		Cars are already critically restricted and causing the commercial death of the centre for people unable to easily access normal shops and facilities, causing closure of many businesses and permitting the introduction of bus grade trunk orientated zones
an Oxford resident	less than weekly	100 day passes for residents in the Oxford permit area, on days of your choice, 25 day passes for residents in the Oxfordshire permit area, on days of your choice	1 live in the central Oxford permit area, or visit a resident of the central permit area by car	Very positive	Positive	There should be no charges at all	No	Add new bus routes, Make bus services more frequent, Other	Fix potholes	Negative	Unless a traffic survey like you otherwise, car journeys would hardly be reduced.		A traffic survey - check number plates in the 4pm exit queues and get addresses from DVLE. Write and ask purpose of journey and number of people in car. Campaign could then be for closing and not using others
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make buses cheaper for all, Make bus services more frequent, Extend hours of operation for buses, Other		Very negative	Everyone in my household has to commute on a daily basis through several of these locations to get to work efficiently, therefore 100 permits is just not enough. I believe everyone living in the heart of Oxford and commuting into it should be allowed to drive freely with no charge whatsoever.		I am totally against this proposal, not only because I find it ridiculous and an insult to the citizens of Oxford, but also because if it were approved, even if only temporarily, having the precedent could actually be used as a weapon to defend the possibility of installing a permanent congestion charge in the future, and I do not want any of this to happen.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	1 don't	No impact	No impact	About right	Yes	Make Park & Ride buses cheaper, Make bus services more frequent, Extend hours of operation for buses, Other		Neutral	I am unlikely to use the gates more than 100 times a year.		Extending more cycle routes, eg Cycle bridge route over The Plain, Eynsham-Oxford route
an Oxford resident	daily	Blue badge holders	1 live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make bus services more frequent		Very negative	Overall this would have a catastrophic effect on all motor cars and also shops and businesses in the city. This does not seem to bother the DCC.		Unfortunately Oxford does not want these measures. The LTNs should be opened up in all locations around Oxford
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 commute to the central permit area by car	No impact	No impact	There should be no charges at all	No	Make buses cheaper for all, Make bus services more frequent, Extend hours of operation for buses, Other	Free bus to Oxford residents. There shouldn't be a charge. You are penalising people for living/working in Oxford, it's stupid. Also unfair for those with lower resources.	Very negative	It is unnecessary and unfair to those with limited resources. We already pay thousands in Council Tax. Oxford itself is expensive, why are you making it even more expensive? Also that thing of giving Oxford a central permit, give it to everyone. What about the people in Hollow Way? Make it available to visitors but free for Oxford residents at all.	Reduce the cost of public transport (using the council money instead of the people money). At the moment, it's way cheaper to drive than to take the bus	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice, frequent hospital patients	1 live in the central Oxford permit area, or visit a resident of the central permit area by car	Neutral	Neutral	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make bus services more frequent		Negative	Will end up being charged for driving round Oxford. I already pay me £2000 per year		Open up LTNs to help traffic flow, increase buses, make P&R parking and buses cheaper.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice, Disability benefit claimant	1 live in the central Oxford permit area, or visit a resident of the central permit area by car	Very positive	Neutral	There should be no charges at all	Not sure	Make buses cheaper for all, Make bus services more frequent, Extend hours of operation for buses, Other		Very negative	Will be going out on these on no incomes. Those who can afford high end electric cars will be fine. I do not drive, I am reliant on others with cars, the parking situation anyway is an issue, this will be another reason for people not to come. Leaving me isolated		
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	1 don't	Positive	Positive	About right	Yes	Make buses cheaper for all, Make bus services more frequent, Extend hours of operation for buses, Other		Positive	Fewer vehicles is a good thing - less congestion and pollution - and hopefully reduce the amount of time buses are stuck in traffic.		Open the bridge that should have opened last year
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 live in the central Oxford permit area, or visit a resident of the central permit area by car	Very positive	Very positive	About right	Yes	Make buses cheaper for all, Add new bus routes, Extend hours of operation for buses		Very positive	If it reduces the number of cars coming down Cowley Road into central Oxford, it will improve bus times and reduce noise and pollution		Make Hollow Way one way towards the Slade, from Fern Hill Rd to Horspath Rd, with a one way return route of Horspath Rd to Wilkins Rd to Fern Hill Rd and back to Hollow Way
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice, Unpaid carers, frequent hospital patients	1 live in the central Oxford permit area, or visit a resident of the central permit area by car	Neutral	Neutral	There should be no charges at all	Not sure	Add new bus routes, Make bus services more frequent, Extend hours of operation for buses, Other		Very negative	I regularly make male several journeys by car in different areas of the city, both for medical appointments and as a volunteer for a charity that helps older people care for their pets (The Cinnamon Trust). I would have to stop helping some of these people		Cycling is not the panacea it is claimed to be. Many people cannot cycle. Many journeys are not bike-able. Why is cycling suddenly down on Facebook as irrelevant?
a resident of Oxfordshire living outside Oxford	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 commute to the central permit area by car	No impact	Very positive	There should be no charges at all	Not sure	Make buses cheaper for all, Make bus services more frequent, Extend hours of operation for buses, Other		Very negative	The bus services are excellent and neither are they cheap. The road is often a traffic jam as it is. We drive the children to school every day and sometimes more often to watch their school life activities- this would make our lives in Oxfordshire very difficult for our children at school		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 live in the central Oxford permit area, or visit a resident of the central permit area by car	Negative	No impact	There should be no charges at all	No	Make buses cheaper for all, Make bus services more frequent, Extend hours of operation for buses		Negative	Expensive if have to drive frequently. Time consuming to go online to pay. Annoying to wait on phone to pay that way		Another method to increase congestion and pollution on other routes
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice, 25 day passes for residents in the Oxfordshire permit area, on days of your choice, Blue badge holder, Personal cars used as goods vehicles for business purposes	1 live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Negative	There should be no charges at all	No	Add new bus routes, Make bus services more frequent, Extend hours of operation for buses		Very negative	Current village is split between Oxford permit and Oxfordshire permit zones which is unfair - some villages will qualify for 100 permits others just 25. Bus services are infrequent and unreliable as well as ineffective, being unable to go beyond Cowley Bridge. Since the Bailey Rd closure, current residents have been subjected to increased travel costs and journey times to and from the city. There is no immediate prospect of the road reopening for a further 12 months and so the proposal to introduce congestion charges in the meantime will further result in injury through daily traffic without improving alternative modes of transport. Buses are far too infrequent, unreliable, expensive (unable to use Oxford Bus Co's Stoppage ticket at railway station in double cost to get to city centre) frequently transport a blue badge holder in my own vehicle but not in a blue badge holder myself. I am reluctant to seek employment in Oxford given the permit proposals and traffic gates that are being proposed.		Underground metro tram
a resident of Oxfordshire living outside Oxford	less than weekly	100 day passes for residents in the Oxford permit area, on days of your choice	1 don't	Positive	Neutral	About right	Yes	Make buses cheaper for young people, Add new bus routes, Make bus services more frequent		Neutral	I rarely drive into Oxford (almost always go by bus). On the few occasions I do drive in, I am happy to pay the charge.		Can't think of anything.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make buses cheaper for all, Add new bus routes, Make bus services more frequent, Extend hours of operation for buses		Very negative	It affect my daily commute to work and dropping my family off		Improve bus lines and routes cause this will only cause more traffic
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 don't	Very negative	Very negative	There should be no charges at all	No	Make buses cheaper for all, Add new bus routes, Make bus services more frequent, Extend hours of operation for buses		Very negative	It's quite clear that you do not want cars driving around and into the city. Maybe we all need to have a helicopter and land it in Giles in order to get in or use one to allow me to visit my parents, or take them to the hospital. Perhaps the councillors who have come up with this plan could actually try and go on a bus with kids of shopping or children with huggies and visit areas of Oxford without charging buses 2 or 3 times the cost.		
a resident of Oxfordshire living outside Oxford	weekly	Personal cars used as goods vehicles for business purposes	1 live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make buses cheaper for all, Add new bus routes, Make bus services more frequent, Extend hours of operation for buses		Very negative	My wife and I all need to have a helicopter and land it in Giles in order to get in or use one to allow me to visit my parents, or take them to the hospital. Perhaps the councillors who have come up with this plan could actually try and go on a bus with kids of shopping or children with huggies and visit areas of Oxford without charging buses 2 or 3 times the cost.		get rid of the LTNs. Walking and cycling is not safer. It may well be safer if cyclists actually looked before pulling out of junctions, or used the cycle lanes. It may be safer if you were to have a proper T&P system, with shops, cafes and places to stay on the University colleges and your history. It would be temporary. Your proposals never are.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 don't	No impact	No impact	There should be no charges at all	No	Make Park & Ride parking cheaper, Add new bus routes, Make bus services more frequent		Very negative	Because it will adversely affect my ability to move freely round the city in accordance with my needs.		Get rid of the LTNs. Traffic would be through and round Oxford perfectly well with the LTNs were introduced. How many persons have been involved in accidents because of the traffic jams at the Plain caused by the introduction of traffic on one point? If you were to add those up and compare them with the number of hours wasted in congestion in Oxford before the introduction of the LTNs, it would measure the loss. The congestion hours would be considerable.
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice, frequent hospital patients	1 live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	No impact	There should be no charges at all	Yes	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make bus services more frequent		Negative	I am a Public graduate researcher I need to use the Oxford Libraries. This will severely impact my ability to research. I regularly attend out patient at JR. It will make my journey times impossible long.		You can't reduce traffic unless it means cars to get people like me hospital
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	1 commute to the central permit area by car	Negative	Very negative	There should be no charges at all	No	Make Park & Ride parking cheaper, Add new bus routes, Extend hours of operation for buses		Very negative	See below		Keep things as they are. Let's get this city thriving again rather than decaying back to visit
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	1 don't	Positive	Negative	About right	No	Make Park & Ride parking cheaper, Make bus services more frequent		Neutral	I rarely use the affected roads		Additional free park and ride park adjacent to the ring road. I rarely, I do not believe in positive discrimination as proposed by the council, very sneaky priority groups exist (even the obvious exception of the emergency services) Why should there be a distinction between economically active drivers? So the shopkeepers and traders have precedence over their clients? Self employed white van drivers have precedence over BMW factory workers? Economically inactive blue badge holders have precedence over their carers? This proposal is simply preposterous and nonsensical!
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	1 commute to the central permit area by car	Negative	No impact	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make bus services more frequent		Very negative	I will definitely have a very negative impact. For local businesses the consequences will be immediate and immeasurably adverse. Make no mistake that motorists and shoppers such as myself will drive from commercial interests or to nearby the six proposed congestion charge roads and opt to do our trading elsewhere, in order to avoid the payment of congestion charges and potential fines. The car parks serving the Wetwang Shopping Centre will be particularly affected as these can only be accessed from the westerly direction on payment of the congestion charge. In addition to the already existing extortionate parking charges rates.		As to walking and cycling deemed "safer" this claim can also be debated. It is worthwhile reading how many fatalities within the city limits have involved cyclists and pedestrians, and compare this data to corresponding motorist figures and their liability for the accidents. In order to assess a fair comparison and ratio of injury/fatalities between these different means of transport, the ideas would be more weight if substantiated by statistical evidence and fact, rather than a biased and abstract notion on what is more "attractive".
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 live in the central Oxford permit area, or visit a resident of the central permit area by car	Negative	Negative	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make bus services more frequent		Very negative	My perspective is based on the principal that motorists that have a daily need to drive into the city, are assumed to be simultaneously road tax payers and council tax payers. Being the case, I share and defend the opinion that there is no feasible motive why their right to access the city's roads should be restricted, or otherwise need to incur additional traffic, for this perceived purpose.	the reevaluation and re-investment in public transport service is a question that has to be addressed with great urgency. The peripheral areas outside the city boundaries are very poorly served by the bus routes. These are infrequent and unreliable under the city's inner routes. The council has to understand that the overwhelming majority of the motorists commute from Oxford in order to practice their profession. In order to protect their profession, to trade, to study or collect the younger family members from school, it is impractical to expect these economically active people or carers residing in the county to cycle or take the bus to their final destination in the city. This is particularly true with regards to the station of bus services linking Reading to Oxford, which are painfully unreliable. Very often I have to drive my son from our home in Reading to the Plain, Central Oxford, as a result of this.	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 live in the central Oxford permit area, or visit a resident of the central permit area by car	Negative	Negative	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make bus services more frequent		Negative	People resident in Oxford and paying council tax should be able to drive around in their cars on auto costs. I have lived in different countries and cities around Europe and never seen such a messy scheme before. If you really want to reduce congestion, and not just cash a resident's money, the solution is quite simple: if you are resident you have the right to a permit free of charge. If you are not you do not require a non resident permit or leave your car at park and ride.	Higher charges for non-resident vehicles access, tourist buses, reduction of park and ride fees	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 don't	No impact	No impact	There should be no charges at all	No	Make buses cheaper for all, Add new bus routes, Add public cycle parking		Negative	We travel in the central Oxford area for church on a Sunday and sometimes in the week too. As we have a baby sometimes we need to use the car for shopping at Wetwang. A return bus journey for one person is already nearly £8. There should be a permit for faith groups travelling for worship.	Make cycling a bit safer. My husband is capable of cycling but won't because he feels it is too dangerous.	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 live in the central Oxford permit area, or visit a resident of the central permit area by car	Very positive	Neutral	About right	Yes	Add new bus routes, Extend hours of operation for buses, Add public cycle parking		Very positive	It would reduce traffic and make it safer for me to cycle to take my daughter to nursery and get to work.		
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	1 commute to the central permit area by car	Very positive	Very positive	There should be no charges at all	No	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Negative	Will deter people walking/stopping for pleasure.		Oxford is already difficult to get to, parking is expensive and many shops other than the west gate closing. To encourage people to the city it needs to be easier to travel to, cheaper to park and the congestion zone seems counter productive.
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	1 don't	Negative	Very positive	There should be no charges at all	No	Make Park & Ride parking cheaper, Make bus services more frequent	Improve the road pavement. When you go in the bus you feel the road is full of holes.	Negative			
an Oxford resident	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	1 commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No			Very negative	I disapprove of the scheme in entirety, due to the limitation on freedom of movement, especially for people who may not be able to live around. Furthermore, as a resident of Sandford-on-Thames, I do not understand how bus services within the 100 permit zone, yet we are excluded, even though we are practically a part of it. I live in a 1500 sq ft house, in Littlemore, and have no other cars. The congestion has been exacerbated by OCCC introducing LTN set up, adding charges without fixing the prime problem just because of inefficiency.	Remove the LTNs - Traffic has merely been shifted onto the surrounding areas causing even further gridlock.	
a resident of Oxfordshire living outside Oxford	daily	Blue badge holders	1 don't	No impact	No impact	There should be no charges at all	No	Other	Remove all charges and LTNs	Very negative	The congestion has been exacerbated by OCCC introducing LTN set up, adding charges without fixing the prime problem just because of inefficiency.		Remove LTNs

Survey Response													
I am responding to this survey as	How often do you travel in or around Oxford?	Please tick which of the following free permits and passes you think you may be eligible for	Do you live in, visit a resident by car or commute by car to the residential central Oxford?	Central Oxford residents' permits proposed that residents in the central Oxford?	Central Oxford permit area commutants' permits to non-resident workers, commuters?	We are proposing a single charge of £5 to allow cars without a driver, or permit?	Do you think that charges should vary, with drivers of lower cars, less than more?	Income generated by introducing the proposed temporary congestion charge would be used to lower the education and operational costs of the scheme?	If other improvement, please state	Taking into account all the information we have provided about the proposal in	Please explain your answer	Do you have any other comments about the proposal for 6 temporary congestion charge locations in Oxford that you have not already shared in this survey?	Do you have any suggestions for other ways to reduce traffic and tackle congestion in and around Oxford?
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Positive	Negative	About right	No	I am hoping it will reduce traffic.		Positive		I am concerned this, like the fingers, will increase traffic through Old Marston at peak commuter times.	An aerial egg lift being Thornhill Park + Osler Road + JR hospital + Train Centre.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Negative	Too low	Yes	Could go further, eg restricting hours of access for other vehicles (delivery etc) to outside normal peak times		Positive			Reduce the amount of parking currently available with a aim to discourage driving into the centre
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Positive	Negative	Too low	No	Would expect to see fewer cars crossing the city centre, so buses would be faster more timely and walking/cycling would be safer and more pleasant		Positive		I think 3 cars for commuting is excessive	restrict larger vehicles such as trucks and vans within certain hours - so not during peak school hours (7.30-9, and 3.30 to 5). This would make cycling with kids safer and more appealing.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	About right	Not sure	It's an HR manager, working about 24/7, working every day after job finished hours from home, additional commuting time will have minimal impact on my service		Very positive		Seems like a good way to test out the traffic filter ideas before going into the full proposal	School term times seem to produce the heaviest traffic, finding better ways for children to get to schools (rather than being driven in and/or individually) could make a big difference. A shift away from the non-conventional 9.5 working hours could also help spread out "rush hours"
an Oxford resident	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	Yes	It is currently quicker to cycle in and around the city than to go by bus. The roads should be clearer for people who "need" to use their cars and permit the free flow of traffic. Buses will be quicker, and therefore more appealing to use, and cycling will be safer.	Add new bus routes. Make bus services more frequent. Add public cycle parking	Very positive		Charging to the benefit of cyclists, there needs to be provision for access to the car park, whether that is by improving bus services or adjusting the congestion charge for users. Otherwise, charging would be affected to such an extent that competitive riders will need to move to other risks, such as Swindon, which are further away, which will affect the risk's ability to operate and re-locate.	Look to other medieval cities abroad that have put cycling first and see what measures we can adopt. A good example is Lignano in Sweden, which is also a medieval university town and is almost entirely car-free in the centre. Cars should be used for getting out of Oxford, and not necessary for getting into or around Oxford.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	There should be no charges at all	Yes	I will have to leave my job at the school where work part time because the most direct route includes one of the changing zones and going the long way would take too long and will use too much petrol. Going there by bus would take ages as there is not a good direct service available	Make buses cheaper for all. Add new bus routes. Make bus services more frequent	Negative		They are not a good idea because the rich can afford to pay to avoid continuing the road, but those on lower income will struggle.	Removing the LTNs in East Oxford would be a good start. Have more bus routes that cover the entire city and better connect services to the surrounding villages.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	Too high	No	Push traffic onto already busy alternate routes already impacted by LTNs	Make BUSES FREE FOR LOCAL PEOPLE BETWEEN WORKING HOURS AND SEE WHAT IMPACT THAT HAS ON TRAFFIC AND SCHOOL RUSH	Negative		Will hurt people that come to Oxford to work and who live locally. Starting Oxford into a Prison	Use the river to provide alternative transportation into Oxford
an Oxford resident	daily	Taxis and private hire vehicles	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	It's literally a money making scheme. Not everyone falls into the same category of 'they should walk, get a bus or cycle'		Very negative		All the surrounding road will be impacted massively, there wasn't a congestion problem before that LTNs went in... SUMMERTOWN IS THE WORST FOR PEOPLE THAT DON'T LIVE LOCALLY	Free bus passes, council has the ability now to run its own bus services due to changes in the law, also bus ticket prices are extortionate for such small journeys and cause issues financially. Park and Ride should be free and buses to and from them should be one pound no more, if you want people to use Oxford and use its services make it cheaper for them to access them.
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Fix the badly managed roads and roundabouts	Very negative		You never spoke about this pre election as you knew you would struggle to get voted in? You have named Cooley with your LTNs already	Open up the LTN? Simple!
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	Yes	Make buses cheaper for all. Add new bus routes. Extend hours of operation for buses		Very negative		As a council are not listening to residents. Just look at the petition with over 10,000 signatures against! Look at the comments!	
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Very positive	No impact	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all		Very negative		Put your congestion charge in areas where you were voted in! Leave Cooley alone! Majority of residents do not want your greedy schemes! You seem to be targeting the poorer areas!	
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Negative	Neutral	There should be no charges at all	No	Other	stop fiddling with these road charging schemes and develop a proper strategy for Oxfordshire including thinking about the commercial viability of the city	Very negative		If you really want it, then open up some of the LTNs so that the traffic can flow freely!	
a resident of Oxfordshire living outside Oxford	less than weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Neutral	Neutral	Too high	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all		Neutral		I am unsure how much any will do for people to know when they are going into an area that is not a driver's ready confounding and difficult. They people will end up with fines for parking errors, so schemes like this I always find difficult to see succeed	I think the prices of park and ride should be cheaper, maybe more park and rides?
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all		Very negative		Leaving a charge to drive through Oxford will certainly significantly reduce my willingness to visit the area. Oxford is a great city which I love and so much to see and do but this proposal, in addition to the high parking costs, will surely reduce tourism. Retail is already in trouble and this further step is likely to kill it.	More parking around the edge of town. Better training and parking of cyclists: they should have to wear helmets for starters (understand there may need to be exceptions for certain persons) No scooters allowed.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I commute to the central permit area by car	Negative	Positive	There should be no charges at all	Not sure	Make buses cheaper for all. Add new bus routes, Make bus services more frequent, Extend hours of operation for buses		Negative		Would cost one way to much to daily passing on certain areas	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Very negative	Very negative	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper		Very negative		I look like last rail into coffin.	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Very negative	Very negative	There should be no charges at all	Not sure	Make buses cheaper for all		Very negative		This is a stealth tax and very unfair.	Except electric vehicles.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Positive	Positive	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all. Make bus services more frequent		Very negative			The focus has to be on people driving into the city across the ring road barrier, not residents who already pay very high council tax. The worst times are when private schools are open and those cars block the roads throughout the day.
a resident of Oxfordshire living outside Oxford	less than weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Very negative	Very negative	Too high	No	Make buses cheaper for all. Make bus services more frequent, Extend hours of operation for buses		Very negative		Non regular drivers to the area are likely to be penalised accidentally. There are so many ways to catch out a driver with extra fines. This and the London congestion charge zone, Dartford crossing and motorway link. Airport drop off parking. This is just one more thing to think about when we all have busy lives we are trying to get on with. The only way I would support it is if it was part of a centrally audited system along with other schemes, which would also you being caught out and would account eligibility for permits based on where your car is registered. I am sure there will be some leniency given to those who would be caught out in and the timescales, and reminders to pay would be fair, but judging by other schemes I am doubtful we will see reduced fines.	Improve the trains, buses and cycle paths in an around the area and people will use them. A congestion charge zone needs to be realistic otherwise it will just penalise people accidentally.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very positive	Very positive	There should be no charges at all	No	Extend hours of operation for buses		Very negative		Setting a limit of how many times a resident can use their vehicle and it is an absolute violation. The fact that there will be a congestion charge at all is ludicrous. Open up the roads, get rid of the LTNs and stop favouring the residents and visitors of Oxford! We can move more around!	Remove the LTNs this would be a start.
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Neutral	Neutral	There should be no charges at all	No	Make buses cheaper for all. Add new bus routes, Make bus services more frequent		Negative		I will make the cost of entering central Oxford excessive. My village does not have a bus services on in the evening which means accessing facilities in central Oxford in the evening requires either driving into Oxford or using the park and ride and I do not wish to take a 2.5h option for a 30 min commute. The charge will therefore have a negative impact on businesses in Oxford who will lose revenue.	
a resident of Oxfordshire living outside Oxford	less than weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	No impact	No impact	About right	Yes	Make Park & Ride parking cheaper, Make buses cheaper for all		Very positive		I use buses to travel into Oxford for voluntary work and appointments. I also cycle into Oxford. Traffic levels affect my health.	I am pleased to see flexibility on times the filters will be implemented. E.g. Hollow Way, where local traders will be less affected than with a complete closure.
a resident of Oxfordshire living outside Oxford	less than weekly	Frequent hospital patients	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Reduce tax	Very negative		Don't do it.	Build better ring roads.
a resident of Oxfordshire living outside Oxford	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all		Negative		This is just a stealth tax. You are testing the water to see if you can get away with new ways to tax. Taxing people is not the answer. It will destroy the city and create hatred.	I drive in Oxford quite a bit and don't see the problem. When bothy road opens worth that ease things? As usual your solution is to hit the motorists in the pocket. It's like blaming off with one child!
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Very positive	Very positive	Too low	Yes	Make buses cheaper for all. Make bus services more frequent. Add public cycle parking		Very positive		As a resident, very strongly in favour of reducing traffic congestion and emissions in the city. The sooner this happens, the better. However, the temporary measures which have an immediate impact on the Botley Road works are complete and the full scheme can be introduced.	Residents, particularly those living in congested routes into the city, suffer the most from the noise, inconvenience and, above all else, adverse health impacts. The way ahead is definitely to reduce private vehicle use, particularly petrol/diesel vehicles, and invest in the best public transport, cycling, and pedestrian options.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	There should be no charges at all	No	Working people living in Marston will have to pay the charges everyday, while the roads don't have heavy congestion at all. This can make other roads more congested.		Very negative		Working people living in Marston will have to pay the charges everyday, while the roads don't have heavy congestion at all. This can make other roads more congested.	The real problem is if the traffic is too bad, drivers will either move, rearrange, drivers take cars, pay fuel including taxes, and other taxes, which should cover the cost of better infrastructure. Otherwise, there's a problem in the financial system.
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	No impact	No impact	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Add new bus routes		Very negative		You have not taken into account schools operating inside the congestion charge area, particularly for young child that MUST be journeyed into and around Oxford will be a lot longer, more congested, use more fuel, create more emissions and be more harmful to the environment. The proposal will ultimately reduce non resident travel to Oxford which will severely damage the local economy at the same time as making life more difficult and expensive for local residents.	Park and Ride should be approved and FREE. How about making improvements first rather than penalise first.
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Negative	Neutral	There should be no charges at all	No	Add new bus routes, Make bus services more frequent, Extend hours of operation for buses		Very negative		These proposals could kill ice hockey in Oxford. Buses don't allow ice hockey gear onboard so players would be forced to pay the congestion charge.	Invest in provision of more bus routes and more frequent buses and promote and publicise them. Use cameras instead of slots and stop treating your electorate as the enemy.
an Oxford resident	daily	Blue badge holders	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very positive	Very positive	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper for all, Make buses cheaper for all		Negative		People don't have a congestion charge system. It would kill off small independent businesses in the area.	
a resident of Oxfordshire living outside Oxford	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	There should be no charges at all	No	Make bus services more frequent		Negative		Yes, don't do it	Open the LTNs
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make buses cheaper for all		Very negative		Yes, please DO NOT introduce these charges. We are already too burdened with inflation, cost of living crisis, increasing council tax, increasing everything! Most of the money raised will go towards the set of the scheme. So what's the bloody point, except to harass ordinary citizens? Oxford is becoming increasingly unaffordable due to such have-brewed ideas. The traffic filters will be the last straw for me. I am looking forward to relocating elsewhere if it comes to pass.	Yes. Remove all the LTNs that force people to take longer detours and ADD to the congestion. A mile is added to my daily commute now, just because of the LTNs. Imagine thousands of people having to do the same and we are talking of thousands of commuting miles added to the overall congestion every single day!
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make buses cheaper for all		Very negative		The most efficient policy is to enable the shortest and quietest route from point A to point B anywhere in the city.	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	About right	Not sure	Make buses cheaper for all		Negative		The equally impact assessment used is not valid at all, six points have been looked at as a whole when as they have very different factors. The Marston ferry link road was specifically built with cycle and walking tracks included. For me to go from Headington to Woodstock road takes me 10 mins. The majority of the Marston Ferry road is open and does not have lots of housing on it but I still have to go out on the ring road past houses. Then along the Botley or Woodstock road which is a heavily built up area and will increase my journey time by 200%. There is no bus that will take me from Headington to the Woodstock road and the buses that go from JR to the Botley road are unreliable and would take me over an hour. If you want to introduce schemes like this the infrastructure needs to be in place. The line seems to be a tax on hard working Oxford residents who are struggling with the cost of living already. At £3 on top of my journey means I'd cost me £10 every time I want to go to the Woodstock road and back. Petrol would be £1. This is the most badly thought out policy and has created real anxieties for a number of people who feel that they will become more isolated as visitors will not be able to come and see them without a £500 of petrol.	I agree that we need to reduce pollution in Oxford but this is not the way and has created rifts between different sections of the community. An equality impact assessment should have looked into this. Policies in Oxford are not aligned with what the Westgate to build a massive car park if we do not want cars in Oxford. A free shuttle between park and rides would have been a solution. The congestion in primary only in term time why not put out solutions that address this. My final point is that Mr. Grant should be ashamed of his self stating that regardless of the survey the County Council will do what they want. Why have the expense of a survey if you are not going to listen to the views of the people.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Positive	Negative	About right	No	Make buses cheaper for all. Make bus services more frequent		Positive		I am worried that traffic will be forced onto Botley Road, when it eventually reopens (that has had huge impact on my Airbnb business and my husband's pet control business - as that depends to be the only way to the multi-story car park, so many businesses are going to be further affected by this charge, why it's always a charge in the poorer areas of the city and not where the rich residents live	Remove LTNs and replace with traffic calming/where appropriate
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Positive	Negative	About right	No	Make buses cheaper for all. Make bus services more frequent		Positive		Free parking at Parks and Rides (as in the past). More cycle lanes (realise difficult with width of roads).	
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Negative	Negative	There should be no charges at all	No	Other	Other	Very negative		remove the lift, they had a massive impact on the traffic on the main roads and this is well known by the bus companies as well	
a representative of a group or organisation a resident of Oxfordshire living outside Oxford	less than weekly	Personal cars used as goods vehicles for business purposes	I commute to the central permit area by car	No impact	Neutral	There should be no charges at all	No	Other	Other	Very negative		no	Free buses from Park and Rides into town
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Very negative	No impact	There should be no charges at all	No	Make buses cheaper for all		Very negative		Just for your reference, I work in Westgate Venture Park and my partner in Brinkley so we both NEED cars yet choose to live in Oxford because it's a beautiful city in between our workplaces. If regulations around cars get more and more restrictive along with the money increased cost of buses in the city, we might no longer feel worth to buses there	Yes, the tax is not required. Improve the roads, add smart traffic lights, add proper bus lanes, so traffic would not be blocked, remove bus stops which are within 200m of each other (this is nightmare on Cooley and Hilly road), do not add contractors digging the streets to get away with poor quality work, and penalise them for works which are under warranty but not functioning as they should. Also improve the quality of the tarmac, there are potholes everywhere. This is a BPA/NAC led city in 2025.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Negative	Negative	Too high	Yes	Make Park & Ride buses cheaper, Make buses cheaper for all. Add public cycle parking		Negative		I am concerned about congestion generally brought by bike, but think that this scheme would impact families with small children, small businesses etc. I think it would also be wise to wait until the Botley Road reopens, to see if congestion is reduced.	free buses from Park and Rides into town greater protection and parking for cyclists
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Very positive	Very positive	Too low	No	Make Park & Ride parking cheaper, Make buses cheaper for all		Very positive		I am aware of the counter-argument that the charge will discourage against the less wealthy. The proposed £5 charge is so low (no bus?) that surely anyone with a car, and all the expenses that entails, can afford it - and even if finances AREN'T tight, it will make people consider to not have a car at all.	Light railway from north and south Oxford, fully pedestrianised Queen Street, curb electric scooter use, zebras crossing midway along St Aldates.



Survey Response												
I am responding to this survey as	How often do you travel in or around Oxford?	Please tick which of the following free permits and passes you think you may be eligible for	Do you live in, visit a resident by car or commute by car to the residential central Oxford?	Central Oxford residents' comments' permits to residents in the central Oxford?	Central Oxford permit area commenters' permits to non-resident workers, commuters?	We are proposing a single charge of £5 to allow cars without a blue badge, or exempt	Do you think that charges should vary, with drivers of lower cars, less than more and	Income generated by introducing the proposed temporary congestion charge would be used to lower the salary and operating costs of the scheme	If other improvement, please state	Taking into account all the information we have provided about the proposal, please explain your answer	Do you have any other comments about the proposal for six temporary congestion charge locations in Oxford that you have not already shared in this survey?	Do you have any suggestions for other ways to reduce traffic and tackle congestion in and around Oxford?
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 don't	Positive	Negative	About right	No	Make Park & Ride bus services more frequent		Positive	I am hoping it will reduce traffic.	An aerial egg lift being Thornhill Park + Oxley Road / JR hospital + Train Centre.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 don't	Neutral	Negative	Too low	Yes	Make Park & Ride bus services more frequent		Positive	Could go further, eg restricting hours of access for other vehicles (delivery etc) to outside normal peak times	Reduce the amount of parking currently available with a aim to discourage driving into the centre
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 live in the central Oxford permit area, or visit a resident of the central permit area by car	Positive	Negative	Too low	No	Make Park & Ride bus services more frequent		Positive		restrict larger vehicles such as trucks and vans within certain hours - so not during peak school hours (7:30-9 and 3:30 to 5). This would make cycling with kids safer and more certain.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	1 don't	No impact	No impact	About right	Not sure	Make buses cheaper for all, Add new bus routes, Add public cycle parking		Very positive	Would expect to see fewer cars crossing the city centre, so buses would be faster more timely and walking/cycling would be safer and more pleasant	School term times seem to produce the heaviest traffic. Finding better ways for children to get to schools (rather than being driven in and out individually) could make a big difference. A shift away from the non-converted 5.5 working hours could also help spread out "rush hours".
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	1 commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	Yes	Make buses cheaper for all, Add new bus routes, Add public cycle parking		Very negative	It's an NHS manager working about 24/7, working every day after planned hours from home, additional commuting time will have immediate impact on my service	Seems like a good way to test out the traffic filter ideas before going into the full proper
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 don't	No impact	No impact	Too low	Yes	Add new bus routes, Make bus services more frequent, Add public cycle parking		Very positive	It is currently quicker to cycle in and around the city than to go by bus. The roads should be clearer for people who "need" to use their cars and permit the free flow of traffic. Buses will be quicker, and therefore more appealing to use, and cycling will be safer.	Charging to bring the traffic of cars, there needs to be provision for those at risk, whether that is by improving bus services or adjusting the congestion charge for users. Otherwise, charging would be allocated to such an extent that competitive riders will need to move to other risks, such as Sweden, which are further away, which will affect the risk's ability to operate and remain competitive.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	1 don't	Neutral	Neutral	There should be no charges at all	Yes	Make bus services more frequent		Negative	I will have to have my job at the school where I work part time because the most direct route includes one of the changing zones and going the long way would take too long and cost too much. Going there by bus would take ages as there is not a good direct service available.	They are not a good idea because the rich can afford to pay and will continue congesting the road, but those on lower income will struggle.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 commute to the central permit area by car	Neutral	Neutral	Too high	No	Make buses cheaper for all		Negative	Push traffic onto already busy alternate routes already impacted by LTNs	Use the river to provide alternative transportation into Oxford
an Oxford resident	daily	Taxis and private hire vehicles	1 commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Make BUSES FREE FOR LOCAL PEOPLE BETWEEN WORKING HOURS AND SEE WHAT IMPACT THAT HAS ON TRAFFIC AND SCHOOL RUNS	Very negative	It'll hurt people that come to Oxford to work and who live locally. Turning Oxford into a Prison	Free bus passes, council has the ability now to run its own bus services due to changes in the law, also bus ticket prices are relatively low for such small journeys and cause issues for people. Park and Ride should be free and buses to and from there should be one pound or more, if you want people to use Oxford and to use services make it cheaper for them to access them.
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	1 live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Fix the badly managed roads and roundabouts	Very negative	It's literally a money making scheme. Not everyone falls into the same category of 'they should walk, get a bus or cycle' I live in Abingdon, but I grew up in Coaley, I work in Coaley, my partner works in Coaley, my daughter goes to nursery in Rose Hill, I still have a lot of friends and family in Coaley that I see regularly, usually after work.	Open up the LTN? Simple!
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	1 live in the central Oxford permit area, or visit a resident of the central permit area by car	Negative	Neutral	There should be no charges at all	Yes	Make buses cheaper for all		Negative	I've already made that difficult with LTNs, I have to sit in a lot more traffic now than I ever did before. We'll not stop driving! We pay for our cars, our insurance, our tax, and you want to charge us more just for the privilege of driving in our own city?	As a council are not listening to residents. Just look at the petition with over 10,000 signatures against! Look at the comments!
a resident of Oxfordshire living outside Oxford	less than weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	1 live in the central Oxford permit area, or visit a resident of the central permit area by car	Negative	Neutral	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Add new bus routes		Very negative	There is no bus route that will allow me to go to drop off my daughter at nursery, go to work, then to pick up my daughter, and then to visit my family! And I have to probably double my journey time!	Put your congestion charge in areas where you've voted in Leaver County alone! Majority of residents do not want your greedy schemes! You seem to be targeting the poorer areas!
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	1 live in the central Oxford permit area, or visit a resident of the central permit area by car	Negative	Neutral	There should be no charges at all	Yes	Make buses cheaper for all		Negative	I got to work when I can, but I don't have to do the morning run. I have never ever had a problem cycling round Oxford! The council of families and households join in on them, so no about their own household. But you're not making them! Would be happy to support that. Four public transport systems are much cheaper. If now costs £2.00 for a single bus, then £1.00 for a bus to Headington, it used to be under 50p. You can get half way round London for the same price. So it's not profitable for buses to go into Oxford on the bus, reducing revenue for the city, for people who have family out who don't fall into exemption categories or children too young to use public transport alone or buses for school if heading to school. If their only option is to be stopped by car. Having worked in road safety for 6 years for CCG I am aware of the traffic issues, but the only way to encourage people onto buses and bikes is a good choice between the London or safe cycle routes - too many routes and on roads and streets are not fit to ride on. I would seriously consider not visiting Oxford if there is a congestion charge.	It seems whatever the decision it has been said the council will go ahead regardless of the consultation. I hope this is not the case. Congestion charges need to be backed by businesses and residents need to be listened to as well.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	1 live in the central Oxford permit area, or visit a resident of the central permit area by car	Negative	Neutral	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Add new bus routes		Very negative	Oxford is a small city with limited transport networks (roads and streets) that are inadequate for the volume of private vehicles that use them. Anything to reduce the number of cars on the city's roads would be welcome.	A subsidised bus system would seriously encourage people out of their cars, but obviously this costs too much money.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	1 live in the central Oxford permit area, or visit a resident of the central permit area by car	Very positive	Very positive	About right	Yes	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Add new bus routes, Make bus services more frequent, Extend hours of operation for buses, Add public cycle parking		Very positive	Oxford is a small city with limited transport networks (roads and streets) that are inadequate for the volume of private vehicles that use them. Anything to reduce the number of cars on the city's roads would be welcome.	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 live in the central Oxford permit area, or visit a resident of the central permit area by car	Very positive	Very negative	Too low	No	Make Park & Ride buses cheaper, Make buses cheaper for all, Add public cycle parking		Very positive	Oxford is a small city with limited transport networks (roads and streets) that are inadequate for the volume of private vehicles that use them. Anything to reduce the number of cars on the city's roads would be welcome.	Yes, expand the charge and keep it
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	1 don't	Neutral	Negative	About right	Yes	Make Park & Ride parking cheaper, Make buses cheaper for all, Add public cycle parking		Very positive	Oxford is a small city with limited transport networks (roads and streets) that are inadequate for the volume of private vehicles that use them. Anything to reduce the number of cars on the city's roads would be welcome.	Get rid of Worcester Street Car Park, it rights the wrongs to the buses and the train station.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Negative	There should be no charges at all	No	Add new bus routes, Make bus services more frequent, Extend hours of operation for buses		Very negative	Driving round Oxford is a necessity. My husband has Major Neurotic Disorder and needs electric wheelchair. Which we carry in our car. It's too expensive to use public transport.	Yes, expand the charge and keep it
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	1 don't	Neutral	Negative	About right	Yes	Make Park & Ride parking cheaper, Make buses cheaper for all, Add public cycle parking		Very positive	I live in Oxford since 1980 and never had issues until recently with all these unnecessary LTN etc, which now means I have to leave further to get to work and I'm in my car longer, so it doesn't make sense in terms of being green!	Get rid of Worcester Street Car Park, it rights the wrongs to the buses and the train station.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Negative	There should be no charges at all	No	Add new bus routes, Make bus services more frequent, Extend hours of operation for buses		Very negative	Driving round Oxford is a necessity. My husband has Major Neurotic Disorder and needs electric wheelchair. Which we carry in our car. It's too expensive to use public transport.	Get rid of Worcester Street Car Park, it rights the wrongs to the buses and the train station.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 live in the central Oxford permit area, or visit a resident of the central permit area by car	Positive	Neutral	About right	Not sure	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make bus services more frequent		Positive	It's a money making scheme for councils.	Introduce continuous rolling min bus services from all Park and Ride sites leaving at 5 minute intervals so that there is little or no waiting
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 don't	Very positive	Very positive	About right	No	Make buses cheaper for all, Make bus services more frequent		Neutral	Outside of private school term time, the traffic is generally OK. So maybe that?	Free bus travel over 60 as an increasing number of councils have introduced.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 live in the central Oxford permit area, or visit a resident of the central permit area by car	Very positive	Positive	Too low	Yes	Make buses cheaper for all, Add public cycle parking, Other	More bike parking	Very positive	Cleaner air, less congestion	Higher charges for households with more than 1 car
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 live in the central Oxford permit area, or visit a resident of the central permit area by car	Negative	No impact	Too high	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make bus services more frequent		Negative	Having to ask our guests to get permits to visit us would be a huge imposition and remove any spontaneity of travel. How would they access a visitor permit. How long would it last for? What if they were coming to stay for a period of time? Etc etc	
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	1 don't	No impact	No impact	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make bus services more frequent		Very negative	Car users don't need more restrictions. This will put me off visiting and spending money in Oxford.	Remove all LTNs and open all roads to cars.
a resident of Oxfordshire living outside Oxford	less than weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	1 don't	Positive	Neutral	About right	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make bus services more frequent		Positive	There is no other way to stop people driving into Oxford other than making park and ride cheaper for all, or hitting people in their pockets with a charge. But people do not want to pay for it.	Free park and ride. Reduction in bus fares from neighbouring towns like Abingdon, Witney, Oxford. At AS return for the bus from Abingdon, I will still be cheaper for a couple to drive, pay the congestion charge and park, than to take one bus. Cheaper buses = more people using them.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 commute to the central permit area by car	Negative	Negative	There should be no charges at all	No	Other	Make life easy to people to move freely anyone they want	Very negative	Before you introduce LTNs it's negative effects in our social life, now you introduce congestion charge its effects our financial life	If you want fresh congestion open all road you closed by LTN
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make buses cheaper for all, Make bus services more frequent, Extend hours of operation for buses, Add public cycle parking		Very negative	You are bringing Oxford to a standstill and forcing cars out of Oxford. You make all the roads congested, then state you need to implement this.	Make cycle ways better and safer. Example the slide is disgraceful. Cars parked on the cycle lane.
a resident of Oxfordshire living outside Oxford	less than weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	1 don't	No impact	No impact	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make bus services more frequent		Very negative	It will make it unaffordable to go into Oxford	Remove the LTN.
a business	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make bus services more frequent, Extend hours of operation for buses		Very negative	Oxford is a very expensive place to stay in general for our visitors, prices are actually on a par with London. However the council is trying to reduce more money out of our tourism trade, which could hypothetically end up destroying our tourism. Maybe the council should not be so greedy and listen to the voice of people who actually enjoy our beautiful city rather than trying to rob them!	Make travel by car easier for people living in villages without useful public transport
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	1 commute to the central permit area by car	No impact	Negative	About right	Yes	Make bus services more frequent, Extend hours of operation for buses		Negative	REDACTED	Oxford is built on tourism and what the council is proposing will hit the tourism trade.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 don't	No impact	No impact	There should be no charges at all	No	Make buses cheaper for all, Add new bus routes, Extend hours of operation for buses		Very positive	The bus services will be better & travel time will be shorter on the buses	Remove all LTNs and open all roads to cars.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	1 commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make Park & Ride parking cheaper, Make buses cheaper for all, Add public cycle parking		Very negative	You are introducing, and I am sure you will, a congestion charge for a man-made congestion. You have introduced LTNs, forcing traffic onto the ring road and causing a daily jammed ring road. You force commuters to take 30mins and more to travel to work to home, making extra mileage every day. All this against people's complaints about it.	Remove all LTNs and open all roads to cars.
a resident of Oxfordshire living outside Oxford	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 don't	Positive	Negative	About right	Yes	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make bus services more frequent		Neutral	I live on Elm Rise. The closure of the Bodley Road means I can't visit central Oxford unless I have to. I don't usually otherwise drive into the central area because parking is so expensive and the traffic jams along the Bodley Road (when open) can be horrendous.	Remove all LTNs and open all roads to cars.
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	1 commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	Not sure	Other	Removing LTNs to remove the problem of congestion.	Very negative	Parking in Oxford is already ludicrously expensive. For those of us who do community projects and are business community through events and events budgets things like the creation of repair therapy groups this will increase costs and even more expense for people to join from different areas where Oxford is central. Removal of the LTNs would remove the congestion. The LTNs do this charge will cut across roads and streets.	Remove the LTNs.
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	1 commute to the central permit area by car	Very negative	No impact	There should be no charges at all	No	Other	Remove LTNs to remove the problem of congestion.	Very negative	The council is already very "anti-car" and just muddles in the roads making them awful for everyone. If you want to make the bus more appealing - do it. You don't have to penalise cars for it. As a shopper, I don't find it easy to carry lots of bags, large bags, heavy bags from Oxford using public transport. Plus, it makes things like visiting the restaurants in Headington, the cinema, the Ice Rink and even parking expensive. You've virtually tripled the parking fee for Parkrun. I now costs £16 for a car unless you're super fast. This increases the cost again. Please stop meddling. And if you want to do something positive about cars, you could try things like the speed limit signs when you're keeping up the pace.	Remove all LTNs and open all roads to cars.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 don't	Neutral	Neutral	There should be no charges at all	No	Make buses cheaper for all, Make bus services more frequent		Negative	We pay road tax but yet we can't drive in our city. We need to get around and as the buses are hopeless and expensive, the only choice is to drive, but now we can't do that.	Remove all LTNs and open all roads to cars.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 live in the central Oxford permit area, or visit a resident of the central permit area by car	Neutral	Neutral	There should be no charges at all	Not sure	Make Park & Ride parking cheaper, Make buses cheaper for all, Add new bus routes		Neutral	If the costs scale as extra, then it will be viable. It costs enough to live in Oxford. The government is stuck in debt and unable to recover costs and now proposing to charge the already heavily taxed public.	Remove all LTNs and open all roads to cars.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 don't	Negative	Negative	Too high	Not sure	Other	Improved quality and safety of cycle paths, particularly from south east Oxford towards the hospital sites.	Negative	With regards to improving central Oxford traffic, I understand the rationale however the hollow way gate seems to be poorly considered. It seems aimed to effectively put an additional tax directly onto those needing to commute to work at the Oxford hospital sites from east and south east Oxford. This is a detriment for hospital workers as frequent out of hour working and off site on call requirements mean that public transport is not practical or pragmatic. Cycle paths between these areas are not reassuring. The 100 permits go somewhere in mitigating this however leaves a shortfall of about 120 days and as such a cost of £60 per health care worker for a estimated benefit of between 2.5% less traffic and worse traffic on the already congested road.	Remove all LTNs and open all roads to cars.
a resident of Oxfordshire living outside Oxford	less than weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	1 don't	Neutral	Neutral	There should be no charges at all	Yes	Make Park & Ride parking cheaper, Make buses cheaper for all, Add new bus routes		Negative	Marston Ferry Road isn't in the centre of Oxford and is the most direct route from Summertown to the John Radcliffe for hospital appointments (especially the ring road route for some drivers). I don't make sense to have a congestion charge here. I don't live in Oxford but have to come regularly and my elderly parents like to the hospitals for appointments so this really has an impact on me.	Remove all LTNs and open all roads to cars.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 don't	Negative	Negative	There should be no charges at all	Not sure	Make Park & Ride buses cheaper, Add new bus routes, Make bus services more frequent		Very negative	Extra cost due to necessary movement around Oxford. Presumably those that are unable afford while working to work. High cost of living in Oxford means people have to drive. In Hospitals, schools, need staff who will quickly go elsewhere if commute becomes costly. There will be others who will be willing to pay so they can drive causing congestion to still be a problem.	Remove all LTNs and open all roads to cars.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Negative	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make bus services more frequent		Very negative	Traffic will be worse for all of Oxford. People who cannot afford the charge or choose to avoid it will be pushed out onto the ring road which is already worse since the resolution of the LTNs. This is bad for residents and non-residents in general, negatively impacting their quality of life and worse for the environment too.	Remove all LTNs and open all roads to cars.



Survey Response													
I am responding to this survey as	How often do you travel in or around Oxford?	Please tick which of the following free permits and passes you think you may be eligible for	Do you live in, visit a resident by car or commute by car to the proposed central Oxford?	Central Oxford residents' permits is proposed that residents in the central Oxford?	Central Oxford permit area commuters' permits is proposed to non-resident workers, commuters?	We are proposing a single charge of £5 to allow cars without a driver, or permit?	Do you think that charges should vary, with drivers of lower cars, less than more and...	Income generated by introducing the proposed temporary congestion charge would be used to lower the deficit and improve the roads of the scheme	If other improvement, please state	Taking into account all the information we have provided about the proposal, please explain your answer	Do you have any other comments about the proposal for 5 temporary congestion charge locations in Oxford that you have not already shared in this survey?	Do you have any suggestions for other ways to reduce traffic and tackle congestion in and around Oxford?	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Positive	Negative	About right	No	Make buses cheaper for all. Make bus services more frequent. Add public cycle parking		Positive	I am hoping it will reduce traffic.	An aerial egg lifting Thornton Park + Oxley Road / JR hospital + Train Centre.	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Negative	Too low	Yes	Make Park & Ride bus cheaper for all. Make bus services more frequent. Add public cycle parking		Positive	Could go further, eg restricting hours of access for other vehicles (delivery etc) to outside normal peak times	Reduce the amount of parking currently available with a aim to discourage driving into the centre	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Positive	Negative	Too low	No	Make Park & Ride parking cheaper. Make Park & Ride buses cheaper. Make bus services more frequent. Add new bus routes. Make bus services more frequent. Extend hours of operation for buses. Add public cycle parking		Positive	I think 3 cars for commuting is excessive	restrict larger vehicles such as trucks and vans within certain hours - so not during peak school hours (7:30-9, and 3:30 to 5). This would make cycling with kids safer and more appealing.	
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	About right	Not sure	Make buses cheaper for all. Add new bus routes. Add public cycle parking		Very positive	Would expect to see fewer cars crossing the city centre, so buses would be faster/more timely and walking/cycling would be safer and more pleasant	School term times seem to produce the heaviest traffic, finding better ways for children to get to schools (rather than being driven in and out individually) could make a big difference. A shift away from the non-universal 8.30 working hours could also help spread out "rush hours"	
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	Yes	I commute to the central permit area by car		Very negative	I'm an HR manager working about 24/7, working every day after planned hours from home, additional commuting time will have negative impact on my service	Free bus passes, council has the ability now to run its own bus services due to changes in the law, also bus ticket prices are extortionate for such small journeys and cause issues financially. Park and Ride should be free and buses to and from there should be one pound no more, if you want people to use Oxford and use services make it cheaper for them to access them.	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	Too low	Yes	Add new bus routes. Make bus services more frequent. Add public cycle parking		Very positive	It is currently quicker to cycle in and around the city than to go by bus. The roads should be clearer for people who "need" to use their cars and permit the free flow of traffic. Buses will be quicker, and therefore more appealing to take, and cycling will be safer.	Look to other medium cities abroad that have put cycling first and see what measures we can adopt. A good example is Uppsala, in Sweden, which is also a medieval university town and is almost entirely car-free in the centre. Cars should be used for getting out of Oxford, and not necessary for getting into or around Oxford.	
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	There should be no charges at all	Yes	Make bus services more frequent		Negative	I will have to leave my job at the school where I work part time because the most direct route includes one of the changing zones and getting the long way would take too long and will use too much petrol. Going there by bus would take ages as there is not a good direct service available.	Removing the L1Ns in East Oxford would be a good start. Have more bus routes that cover the entire city and better connection services to the surrounding villages.	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	Too high	No	Make buses cheaper for all		Negative	Park traffic could already busy alternate routes already impacted by L1Ns	Use the river to provide alternative transportation into Oxford	
an Oxford resident	daily	Taxis and private hire vehicles	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make BUSES FREE FOR LOCAL PEOPLE BETWEEN WORKING HOURS AND SEE WHAT IMPACT THAT HAS ON TRAFFIC AND SCHOOL RUNS		Very negative	Will hurt people that come to Oxford to work and who live locally. Turning Oxford into a Prison	Free bus passes, council has the ability now to run its own bus services due to changes in the law, also bus ticket prices are extortionate for such small journeys and cause issues financially. Park and Ride should be free and buses to and from there should be one pound no more, if you want people to use Oxford and use services make it cheaper for them to access them.	
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Fix the badly managed roads and roundabouts	Very negative	It's literally a money making scheme. Not everyone falls into the same category of 'they should walk, get a bus or cycle' I live in Kidlington, but I grew up in Cowley, I work in Cowley, my partner works in Cowley, my daughter goes to nursery in Rose Hill, I still have a lot of friends and family in Cowley that I see regularly, usually after work.	Open up the L1Ns! Stop!	
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	About right	Yes	Make Park & Ride bus cheaper. Add new bus routes. Make bus services more frequent		Negative	You have already made this difficult with L1Ns. I have to sit in a lot more traffic now than I ever did before. People will not stop driving! We pay for our cars, our insurance, our tax, and you want to charge us more just for the privilege of driving in our own city?		
a resident of Oxfordshire living outside Oxford	less than weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Very negative	Very negative	There should be no charges at all	No	Make Park & Ride parking cheaper. Add new bus routes. Make bus services more frequent		Very negative	There is no bus route that will allow me to go to drop off my daughter at nursery, go to work, then to pick up my daughter, and then to visit my family. And I have already probably double my journey time!		
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	About right	Yes	Make Park & Ride bus cheaper. Add new bus routes. Make bus services more frequent		Negative	I cycle to work what I can, but I don't have to do the nursery run. I have never ever had a problem cycling round Oxford! The majority of families and households who do these runs do so on their own time, however! Run routes to reduce road traffic. The proposal will just make businesses suffer, visitors unable to visit to Oxford and further delay what used to be a lovely community of Oxford. I know of a care home which gets less visitors already due to restrictions, and elderly people unable to travel. Please don't reduce the quality of life even further. Mental health matters. Pushes more traffic on to the roads that are NOT a solution.		
a resident of Oxfordshire living outside Oxford	less than weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Very negative	Very negative	There should be no charges at all	No	Make Park & Ride parking cheaper. Add new bus routes. Make bus services more frequent		Very negative	Too much hassle to go to Oxford to socialise.		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very positive	Neutral	Too low	Yes	Add public cycle parking, Other	Improve cycling infrastructure - including parking, cycle in Oxford daily. Cycle infrastructure is mostly poor in the proposed congestion charge area, if it exists at all, some responses is a highly dangerous.	Neutral	I don't drive very much. When I do, I mostly drive in or out of Oxford via Marsh Lane, and not through a congestion charge place.		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Negative	Negative	Too low	Yes	Make buses cheaper for all. Make bus services more frequent. Add public cycle parking		Negative	Why not charging around Summertown. Somewhere's road where hundreds of SUV's drop their children to a private school (I know this from interviews with senior management at TL, and the Mayor of London's office). TL, and Mayor of London's office, segregated cycling infrastructure that takes people where they want to go.		
a resident of Oxfordshire living outside Oxford	less than weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	No impact	No impact	About right	No	Make buses cheaper for all		Negative	Make Oxford so challenging for car users means that no longer even consider Oxford as a viable regular place to visit although being only a few miles away. I would no longer consider staying overnight in Oxford or doing shopping or visiting attractions there. This changes make Oxford even more a tourist and student town with little offer for the people who live in wider Oxfordshire.	Stop faffing with congestion charges and build the access road to enable the already-completed new park and ride to be used.	
a resident of Oxfordshire living outside Oxford	less than weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Negative	Negative	There should be no charges at all	Not sure	Make Park & Ride parking cheaper. Make bus services more frequent		Negative	My son commutes regularly from Witney and there is no suitable bus route to his place of work. Especially with the impending A40 improvements.	Re instate the train service from Witney and Kidlington	
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Neutral	No impact	There should be no charges at all	Yes	Make Park & Ride parking cheaper. Make Park & Ride buses cheaper. Make bus services more frequent		Neutral	The permit will mean the congestion charge will have limited direct impact on me. However, I do not believe that the congestion charge will have the desired impact and I do not believe that the congestion charge is the right strategy for the city as a whole. In my area on Oxford (north), congestion only occurs on week days, at rush hour times. The proposed traffic restrictions (congestion charge and bus passes) represent a sledge hammer to crack a walnut. Modifying my lifestyle to fit the bus routes is already sub-optimal compared to other similar cities in the UK and I believe that the proposed traffic charges will create more challenges than solutions or improvements.	People will use cars less when viable alternative travel options truly exist. I would suggest decision making and implementation. And what was the point of wasting money on traffic signs on the A40 if the signs later said that tell you that you already know you are in a traffic jam because of bad local infrastructure. And eliminate the 20 mph speed limit on the A40 and high speed. More money wasted.	
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	No impact	No impact	There should be no charges at all	Yes	Make Park & Ride parking cheaper. Make Park & Ride buses cheaper. Make bus services more frequent		Very negative	I need to travel to a peripatetic teacher or low pay. Buses are too slow and unreliable to use for my work. I also need to carry equipment. I need therefore to use my car and am particularly annoyed at the proposals for Marston Ferry Road which is non-residential and almost never congested except for much shorter periods than the proposed restrictions.	Look at improving how rather than restricting it. For someone like me who is not exactly a trader, nor a carer, but nevertheless has to use the roads for valuable work, travel times have enormously increased because of the many traffic restrictions introduced over the past few years. I have had to move classes because my life became dominated by driving in endless traffic jams in the ring road rather than drive carefully and safely through a long and wide access Oxford. I work around the edges of the city, not in the centre, but either have to drive a huge and frequently unresponsive long and slow access into the centre and then out again. Madness.	Train service from Witney & Carterton into Oxford. Widens the A40 to at least dual carriageway throughout Oxfordshire. Consider another north-south road other than the car park that is the A34. A lot of congestion is the back of decent transportation roads to get around Oxford an most traffic isn't even going to Oxford.
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Neutral	Neutral	There should be no charges at all	No	Extend hours of operation for buses		Negative	I need to travel to a peripatetic teacher or low pay. Buses are too slow and unreliable to use for my work. I also need to carry equipment. I need therefore to use my car and am particularly annoyed at the proposals for Marston Ferry Road which is non-residential and almost never congested except for much shorter periods than the proposed restrictions.	As someone living in a village far outside Oxford I must have saved (and very usefully so) buses. I feel resentful about the mere 25 pence for people like me compared with the 100 for those in the city who have better options for public transport. 3 seems preferable.	Apply a higher level of £10/day for the following roads: Chazybury, Summerfields, Road, Millington and Barwell Road
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Positive	Very positive	About right	Yes	Make Park & Ride parking cheaper. Make Park & Ride buses cheaper. Make bus services more frequent. Add public cycle parking		Positive	If residents are excluded would be good - I worry how easy or hard it would be to get exemptions. Also for the impact on the university and students moving in might be very tricky, solution would be to suspend those days?	Cycle paths clearly marked and slightly wider. The road conditions on them are often terrible, especially when wet.	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Neutral	Very negative	There should be no charges at all	Not sure	Other	No congestion charge	Negative	Hard for visitors and the Airbnb guests who rent one of our rooms	Stop the L1Ns, open roads back up that don't need to be shut	
a resident of Oxfordshire living outside Oxford	weekly	100 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Negative	Negative	There should be no charges at all	No	Make bus services more frequent		Very negative	It will deter people living outside the congestion area from visiting town	Charge cars not registered in Oxford from entering town	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Negative	Very negative	There should be no charges at all	No	Make bus services more frequent		Very negative	Yet more cost to living in the city	Open body road	
an Oxford resident	weekly	Blue badge holders	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other		Very negative	This is just an attack on motorists and run by Cycling Zealot!	Remove residents who don't live in the city making decisions	
a resident of Oxfordshire living outside Oxford	weekly	100 day passes for residents in the Oxfordshire permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	x	Very negative	The plan discriminates against all drivers.	Open up this use school streets and do one way systems for connecting streets around OUR City!	
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	About right	Yes	Add new bus routes		Very positive	I am wholly in favour of vehicle restrictions in Oxford for cleaner air and to recognise that historic Oxford has a road and street layout that is unsuitable for removal of vehicles traffic.		
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Positive	Very positive	There should be no charges at all	No	Make buses cheaper for all. Make bus services more frequent		Very negative	When people come to the area either to shop or to business, they should not be charged for doing so		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	There should be no charges at all	No	Other		Neutral	We don't commute, my son takes the bus or cycles into school		
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other		Very negative	It is ludicrous that at a time where vehicle access is already limited, the council proposed limiting it further. This is a direct discrimination against those who happen not to be fortunate enough to be someone with effective public transport access to Oxford.	During the period of road works? No, there shouldn't be any. This is a consequence of planned works and should be accepted as such	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Very negative	Very negative	About right	No	Make Park & Ride parking cheaper. Make bus services more frequent		Very negative	I will make traffic on the Woodstock and Banbury roads worse making my commute to Oxford party and/or disaster than it is by my daughter's nursery daily rush hours. It will make it harder to find a nursery prepared to help. Overall another reason to leave the hospital. I'm not well enough to walk or cycle but can take 25 mins to drive home so at first I get. You want to push more traffic into this busier town, already overburdened.	Make bus passes. Walking and cycling is only good for unemployed or single people. It is no use for busy workers like me who need to do drop offs on way to train and return in dark (c. 10-11pm) and rain and cycling totally inappropriate	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Don't pretend that there will be a material profit on the operation of the proposed scheme sufficient to make a material difference to services.	Very negative	Another example of failing to grasp the burning issue of too many vehicles from outside the ring road clogging Oxford streets.	Travel by car into Oxford residents should be favoured and prioritised over all other vehicular traffic within the ring road.	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Neutral	There should be no charges at all	No	Make buses cheaper for all		Very negative	I live inside the congestion area. I can live home without passing by it. I understand the need but will limit my right to leave home for my work, supermarkets or travelling only allowing to leave home for 50 days.	Add a barrier on the road to the shopping centre obligating people to drive through it when full instead of queuing to wait for a space on the main road.	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Neutral	Neutral	About right	Yes	Add new bus routes		Neutral	I commute to work by bus, so the main impact to my journey would be to reduce the amount of traffic, and thereby making my journey easier and faster.	Alternatively create a charge for visitor driving into Oxford and make sure any Oxford resident is free of charge. That will ensure value local residents receive for the right to live in Oxford.	
a member of the public living outside Oxfordshire	less than weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	No impact	No impact	There should be no charges at all	No	Make Park & Ride parking cheaper. Make Park & Ride buses cheaper. Add new bus routes		Very negative	I have to travel to the main hospitals a few times a year - I used to go by park & ride bus to all the hospitals. I still do for the JR but I have had to start driving to the Northfield Orthopaedic since the buses no longer stop outside the hospital entrance. They now stop on Winsted Road and I am unable to walk that far. Are you going to renege the stop outside the hospital entrance so I can return to using the bus?	Make it easier to get the bus by introducing new routes. I live off Woodstock Road but there are no buses that get up Woodstock Road from towards Kidlington via Oxford Parkway, where there are plenty of buses going along Banbury Road that do so. It is also difficult to get a bus going towards the hospital and east side of the city, which I am sure is a reason a lot of people never drive to work.	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	Not sure	Make Park & Ride parking cheaper. Make Park & Ride buses cheaper. Make bus services more frequent. Extend hours of operation for buses		Very negative	I have to travel to the main hospitals a few times a year - I used to go by park & ride bus to all the hospitals. I still do for the JR but I have had to start driving to the Northfield Orthopaedic since the buses no longer stop outside the hospital entrance. They now stop on Winsted Road and I am unable to walk that far. Are you going to renege the stop outside the hospital entrance so I can return to using the bus?	See above	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other		Very negative	As an Oxford resident, from Oxford with older family members and a son with EHCIP, being able to freely drive through the city is a must. I have been clogged on the roads adding the risk of the ring road even more. The route from Littlemore to James Wolfe road will not be a material profit on the operation of the proposed scheme sufficient to make a material difference to services.	As about	
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	About right	Yes	About right	Yes	Make buses cheaper for all. Add new bus routes. Add public cycle parking		Positive	Climate change experts say that to save us from serious global warming, already happening, we have to greatly reduce the use of fossil fuels. These measures are a reason, if only a small measure, to support that goal.	Continue and increase prohibitions against private car use and measures improving public transport the buses.	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Negative	Neutral	Too high	Yes	Make Park & Ride parking cheaper. Make bus services more frequent		Negative	I fear that the definition of cars is currently limiting. For instance, I am aware of circumstances where individuals care for young children, and would need to travel to school or drop off their child. My son attends a nursery on Marston Ferry Road, which would be directly affected, some people have to commute by car because of their workplace location and poor public transport links. Therefore they could be directly impacted by this. The Marston Ferry Road link is personally the one I find most difficult for its impact. I think we need a two-pronged approach of reducing bus costs at the same time as implementing the scheme. I'm not sure if the behavioural change for visitors will however be a consequence of the scheme.		
a resident of Oxfordshire living outside Oxford	less than weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Negative	No impact	Too high	Yes	Make Park & Ride parking cheaper. Make Park & Ride buses cheaper for all. Extend hours of operation for buses		Very negative	This scheme will not provide enough day passes for the practice that she needs before the test.		
a resident of Oxfordshire living outside Oxford	less than weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	No impact	No impact	About right	No	Make Park & Ride parking cheaper. Add new bus routes. Make bus services more frequent		Neutral	I don't see how it will be a material profit on the operation of the proposed scheme sufficient to make a material difference to services.	Offer cheaper rail tickets to encourage people from outside Oxford to travel in and out of rail. Down the Cowley branch line to commuters as soon as possible.	

Survey Response												
I am responding to this survey as	How often do you travel in or around Oxford?	Please tick which of the following free permits and passes you think you may be eligible for	Do you live in, visit a resident by car or commute by car to the proposed central Oxford?	Central Oxford residents' permits is proposed that residents in the central Oxford?	Central Oxford permit area commutes' permits is proposed to non-resident workers, commuters?	We are proposing a single charge of £5 to allow cars without a driver, or permit?	Do you think that charges should vary, with drivers of larger cars, taxis more and lower the rate in and out of the city?	Income generated by introducing the proposed temporary congestion charge would be used to lower the rate in and out of the city?	If other improvement, please state	Taking into account all the information we have provided about the proposal, please explain your answer	Do you have any other comments about the proposal for six temporary congestion charge locations in Oxford that you have not already shared in this survey?	Do you have any suggestions for other ways to reduce traffic and tackle congestion in and around Oxford?
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Positive	Negative	About right	No	Make buses cheaper for all. Make bus services more frequent. Add public cycle parking	Positive	I am hoping it will reduce traffic.	I am concerned this, like the fingers, will increase traffic through Old Marston at peak commuter times.	An aerial egg lift being Thornhill Park + Oxley Road / JR hospital + Train Centre.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Negative	Too low	Yes	Make Park & Ride buses cheaper. Make bus services more frequent. Add public cycle parking	Positive	Could go further, eg restricting hours of access for "other" vehicles (delivery etc) to outside normal peak times		Reduce amount of parking currently available with a aim to discourage driving into the centre
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Positive	Negative	Too low	No	Make Park & Ride parking cheaper. Make Park & Ride buses cheaper. Make bus services more frequent. Extend hours of operation for buses. Add public cycle parking	Positive			restrict larger vehicles such as trucks and vans within certain hours - so not during peak school hours (7:30-9, and 3:30 to 5). This would make cycling with kids safer and more appealing.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	About right	Not sure	Make buses cheaper for all. Add new bus routes. Add public cycle parking	Very positive	Would expect to see fewer cars crossing the city centre, so buses would be faster/more timely and walking/cycling would be safer and more pleasant		School term times seem to produce the heaviest traffic, finding better ways for children to get to schools (rather than being driven in and out individually) could make a big difference. A shift away from the non-conventional 9-5 working hours could also help spread out "rush hours"
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	Yes		Very negative	I'm an NHS manager working about 24/7, working every day after planned hours from home, additional commuting time will have negative impact on my service		Free bus passes, council has the ability now to run its own bus services due to the bus, also bus ticket prices are extortionate for such small journeys and causes issues financially. Park and Ride should be free and buses to and from them should be one pound no more, if you want people to use Oxford and use its services make it cheaper for them to access them.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	Too low	Yes	Add new bus routes. Make bus services more frequent. Add public cycle parking	Very positive	It is currently quicker to cycle in and around the city than to go by bus. The roads should be clearer for people who "need" to use their cars and permit the free flow of traffic. Buses will be quicker, and therefore more appealing to take, and cycling will be safer.		Look to other medieval cities abroad that have put cycling first and see what measures we can adopt. A good example is Ljubljana in Slovenia, which is also a medieval university town and is almost entirely car-free in the centre. Cars should be used for getting out of Oxford, and not necessary for getting into or around Oxford.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	There should be no charges at all	Yes	Make buses cheaper for all. Add new bus routes. Make bus services more frequent	Negative	I will have to leave my job at the school where I work part time because the most direct route includes one of the changing zones and going the long way would take too long and will use too much petrol. Going there by bus would take ages as there is not a good direct service available.		Removing the LTNs in East Oxford would be a good start. Have more bus routes that cover the entire city and better connect services to the surrounding villages.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	Too high	No	Make buses cheaper for all	Negative	Push traffic onto already busy alternate routes already impacted by LTNs		Use the river to provide alternative transportation into Oxford
an Oxford resident	daily	Taxis and private hire vehicles	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Very negative	Will hurt people that come to Oxford to work and who live locally. Starting Oxford this is a Prison		Free bus passes, council has the ability now to run its own bus services due to the bus, also bus ticket prices are extortionate for such small journeys and causes issues financially. Park and Ride should be free and buses to and from them should be one pound no more, if you want people to use Oxford and use its services make it cheaper for them to access them.
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Very negative	It's literally a money making scheme. Not everyone falls into the same category of 'they should walk, get a bus or cycle' I live in Abingdon, but I grew up in Cowley, I work in Cowley, my partner works in Cowley, my daughter goes to nursery in Rose Hill, I still have a lot of friends and family in Cowley that I see regularly, usually after work.		Open up the LTNs! Stop!
a resident of Oxfordshire living outside Oxford	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Very positive	Very positive	Too high	Yes	Make Park & Ride parking cheaper. Make buses cheaper for all. Make bus services more frequent	Negative	I will push the traffic to other roads making them more congested. I don't believe people will stop driving, they will just find an alternative route that is free		There is a danger that sick people who need to travel to hospital regularly, who can't have a bus due to mobility issues or infection risk and don't qualify for a blue badge, will end up severely financially affected by this charge. Most people have been affected by the increase in living expenses such as food and fuel and this is another cost that means families might not have enough money to food and clothes their children. The most vulnerable people will be affected the most. Oxford is already a very expensive place to live without the additional benefit of London weighting to our salaries, this is going to make life even more difficult for those on lower incomes who are trying to work and contribute to society but can't afford to lose any more of their salaries.
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Very negative	Very negative	There should be no charges at all	No	Extend hours of operation for buses. Other	Very negative	1) Improve safety of cycle routes through city. 2) Improve enforcement of current and new traffic restrictions (eg illegal parking areas, LTNs and cycle routes)		I routinely commute by cycle from outside Oxford, but every charge the Oxford council has made supposedly to promote cycling etc, has actually made this less safe. This policy is just another example of that. Public transport in the area is also unreliable. To allow people to move away from cars, the council actually has to make sensible decisions that make the alternatives safe and feasible. Trying to solely restrict car use, while failing to make the other changes simply damages the economy and is bound to fail.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice. 25 day passes for residents in the Oxfordshire permit area, on days of your choice. Blue badge holders. Disability benefit elements. Disabled tax cars. School students with special educational needs. Unpaid carers. Community health or care workers who need to visit multiple locations or travel urgently. Frequent hospital patients. Emergency service vehicles. Firefighters. Taxis and private hire vehicles. Registered car clubs. Business cars used as goods vehicles. Personal cars used as goods vehicles for business purposes. Driving instructors. Hearse and funeral cars.	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Very negative	remove the LTNs and do not install cameras		remove the LTNs and the traffic will vanish
a resident of Oxfordshire living outside Oxford	less than weekly	100 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	No impact	No impact	There should be no charges at all	No	Other	Very negative	reduce bus/fuel to Westgate		school buses, like in USA, it is very apparent in school holidays that much of the congestion is from schools and the University. The Hospital make a very difficult for staff to travel to work. Many of us do not live in Oxford, live in rural locations, with no public transport and no where near the usual work area.
a member of the public living outside Oxfordshire	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	No impact	Very positive	There should be no charges at all	Not sure	Other	Very negative	None of the above would be adequate to replace driving into Oxford for work purposes		
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Very negative	The information provided show that these proposals will create more traffic on the ring road and A34 decreasing the already congested and stressed traffic flow. The slow change made in the report show, and the Council acknowledge, that traffic is expected to increase on the A34 between Hinksey and Peartree by up to 5% and up to 11% between the peak hours. They also show that the arterial roads to the north of Oxford both the Woodstock and Banbury roads, will be over capacity at some times during the day.		
a business	daily	100 day passes for residents in the Oxford permit area, on days of your choice. Personal cars used as goods vehicles for business purposes	I don't	Neutral	Neutral	There should be no charges at all	No	Make Park & Ride parking cheaper. Make buses cheaper for all. Make bus services more frequent	Very negative	The reports with the Consultation do not explain this in the narrative. These increases of traffic on the ring road and A34 increase the time taken to travel around and into Oxford and increase costs. These new charges, although small, together with the costs and inconvenience of the increased travel times will increase costs to businesses and increase the perception held by contractors outside Oxford, that Oxford does not want people from outside coming to work here. This perception has already increased rates from contractors, decreased the competitive market and therefore increased prices. The result of this is that the client in Oxford gets less for their money. Projects in Oxford have a negative attraction. The proposals will have a detrimental effect on the economic health of the city and Oxfordshire.		
a resident of Oxfordshire living outside Oxford	less than weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Negative	No impact	There should be no charges at all	No	Make bus services more frequent	Negative	When I come in there is generally very little traffic. The charging times, especially at the weekend, are not based on reducing road traffic but will also create visits to shops areas. This will negatively affect my freedom to live my life in a normal way. I will not be able to collect my children from the train station without paying to do so. I will not be able to collect my children if I'm working with car or snow without paying to do so. I will not be able to run simple errands, or take my children swimming, or pick up my teenage daughter when it is dark at 4:30pm in winter without paying to do so. The roads which will remain available will be congested. I hope to take these congestion routes it will hugely affect my quality of life as I will take so long I am a working parent who pays high council tax and tries to work full-time work and my children. This will make me the much happier, that does not seem fair.		Have a traffic app so people can know when it is quiet and go in then
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	There should be no charges at all	Yes	Make Park & Ride buses cheaper. Make bus services more frequent	Very negative	Make bus services more frequent		Make buses free or much cheaper for all
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	Too low	Yes	Make bus services more frequent. Add public cycle parking	Positive			
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice. Frequent hospital patients	I commute to the central permit area by car	No impact	Neutral	There should be no charges at all	No	Make buses cheaper for all. Add new bus routes	Negative	It would impair travel to see vulnerable relatives and attend hospital and medical appointments.		Employ some specialist traffic management consultants.
an Oxford resident	less than weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Negative	Negative	There should be no charges at all	Not sure	Make buses cheaper for all. Make bus services more frequent. Extend hours of operation for buses	Negative	This charges will not add good impact on people if reflecting on the income. If charges were to be applied I will need to be reasoning of increase on payment for fuel. Central London parking is higher hence it make sense to add this.		1. Make public transport cheap, frequent and more routes.
a resident of Oxfordshire living outside Oxford	less than weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice. Blue badge holders. Frequent hospital patients	I commute to the central permit area by car	Negative	No impact	There should be no charges at all	No	Make bus services more frequent. Extend hours of operation for buses	Very negative	On my frequent hospital visits, I use the Marston Ferry Link always. When it was built, I suppose the purpose was to get people from North Oxford to west to get to the newly built hospital. That is the best route out of Oxford.		Remove all your fibres & charges. All obstacles to free travel makes journeys longer & more congested.
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Very positive	Positive	About right	Yes	Make Park & Ride parking cheaper. Make Park & Ride buses cheaper. Make bus services more frequent. Add public cycle parking	Positive	I personally used to get the bus to Oxford but I am driving them for the following reasons: 1. It's a very similar cost to park in Westgate using P&R 2. The buses are very unreliable and get stuck in traffic with cars 3. Buses are too hot and unbearable during summer and summer the explanation is too complex, I don't understand what is proposed.		1. Make P&R cheaper or free 2. Ensure buses are frequent, fast & reliable (introduce better bus lanes that don't get stuck with cars in traffic) 3. Ensure buses have air conditioning 4. Make better cycling facilities - routes, bike storage & quick bike hire
a resident of Oxfordshire living outside Oxford	weekly	Community health or care workers who need to visit multiple locations or travel urgently	I commute to the central permit area by car	Neutral	Neutral	Too high	Not sure	Make bus services more frequent. Extend hours of operation for buses. Add public cycle parking	Neutral			
a resident of Oxfordshire living outside Oxford	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Very negative	I work in Oxford at several sights at the university. My kids go to school inside the Oxford area. I play sport and my children play sport in Oxford central areas.		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	Too high	Not sure	Make bus services more frequent	Very negative	I have very painful arthritis. Waiting for surgery. Can't walk, so I depend on my car for all practical needs/shopping, and to have a social life. A Blue Badge is incredibly difficult to get. People like me will be badly impacted. Limiting our activity due to congestion charges will also have a negative effect on our MENTAL HEALTH.		
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Neutral	Negative	Too low	No	Make Park & Ride parking cheaper. Make Park & Ride buses cheaper. Make bus services more frequent. Extend hours of operation for buses	Negative	I think it will cause huge congestion on my way, in summer town and around country road as people will continue to use their cars to access city centre this way.		Accept that people need cars and will continue to use cars. Rather than punishing, introduce incentives
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	No impact	No impact	There should be no charges at all	Not sure	Make Park & Ride parking cheaper. Make Park & Ride buses cheaper. Other	Very negative	Direct hospital bus from park and ride to hospital (without any stops)		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Neutral	There should be no charges at all	No	Other	Very negative	LTNs and all other routes that have been closed, should get reopened to congestion on road could be reopened and the bus services will flow		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Negative	No impact	There should be no charges at all	No	Add new bus routes. Make bus services more frequent	Very negative	It is too complicated and heavily lumpy, which causes cars to drive through, how many permit cars have used it is virtually impossible. It is not clear how a rider would know what to do. Basically not getting social walking throughout Oxford for the residents who pay to run the City. Having a sale of the increasing number of tourist coaches who drive into the city who will exempt. They should either pay a large premium, or off road at the P&R but don't. Supermarket vans are also responsible for a great increase in traffic as well as deliveries.		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	No impact	About right	Yes	Make buses cheaper for all. Make bus services more frequent. Add public cycle parking	Very positive	Anything that reduces the volume of motorised traffic through Oxford is surely needed and welcome! Without sufficient space or funds to make presently safe segregated cycle routes, the city's solution to improving the safety of cyclists and promoting the mode of transport to reduce vehicular traffic.		



Survey Response													
I am responding to this survey as	How often do you travel in or around Oxford?	Please tick which of the following free permits and passes you think you may be eligible for	Do you live in, visit a resident by car or commute by car to the proposed central Oxford?	Central Oxford residents' permits is proposed that residents in the central Oxford?	Central Oxford permit area - comment/ permit to non-resident workers, commuters	We are proposing a single charge of £5 to allow cars without a driver, or permit	Do you think that charges should vary, with drivers of lower cars, or more?	Income generated by introducing the proposed temporary congestion charge would be used to lower the education and operational costs of the scheme	If other improvement, please state	Taking into account all the information we have provided about the proposal in	Please explain your answer	Do you have any other comments about the proposal for six temporary congestion charge locations in Oxford that you have not already shared in this survey?	Do you have any suggestions for other ways to reduce traffic and tackle congestion in and around Oxford?
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Positive	Negative	About right	No	Make Park & Ride buses cheaper, Make bus services more frequent		Positive	I am hoping it will reduce traffic.	I am concerned this, like the fingers, will increase traffic through Old Marston at peak commuter times.	An aerial egg lift through Thornhill Farm + Osier Road + JR hospital + Town Centre.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Negative	Too low	Yes	Make bus services more frequent		Positive	Could go further, eg restricting hours of access for other vehicles (delivery etc) to outside normal peak times		Reduce the amount of parking currently available with a aim to discourage driving into the centre
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Positive	Negative	Too low	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make bus services more frequent, Extend hours of operation for buses, Add public cycle parking		Positive		I have 3 cars for commuting is excessive	restrict larger vehicles such as trucks and vans within certain hours - so not during peak school hours (7:30-9 and 3:30 to 5). This would make cycling with kids safer and more appealing.
a resident of Oxfordshire living outside Oxford	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	About right	Not sure	Make buses cheaper for all, Add new bus routes, Add public cycle parking		Very positive	Would expect to see fewer cars crossing the city centre, so buses would be faster/more timely and walking/cycling would be safer and more pleasant	Seems like a good way to test out the traffic filter ideas before going into the full proper	School term times seem to produce the heaviest traffic, finding better ways for children to get to schools (rather than being driven in and out individually) could make a big difference. A shift away from the non-converted £5 working hours could also help spread out "rush hours"
an Oxford resident	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	Yes			Very negative	I'm an NHS manager, working around 24/7, working every day after planned hours from home, additional commuting time will have realistic impact on my service		Free bus passes, council has the ability now to run its own bus services due to changes in the law, also bus ticket prices are rising, so each small journey and cause issues there with. Park areas would be free and buses to and from there should be one pound no more, if you want to use Oxford and use services make it cheaper for them to access them.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	Too low	Yes	Add new bus routes, Make bus services more frequent, Add public cycle parking		Very positive	It is currently quicker to cycle in and around the city than to go by bus. The roads should be clearer for people who "need" to use their cars and permit the free flow traffic. Buses will be quicker, and therefore more appealing to use, and cycling will be safer.	Charging to bring of congestion, there needs to be provision for access to the low risk, whether that is by improving bus services or adjusting the congestion charge for users. Otherwise, charging would be affected to such an extent that competitive riders will need to move to other risks, such as Swindon, which are further away, which will affect the risk's ability to operate and remain competitive.	Look to other medieval cities abroad that have put cycling first and see what measures we can adopt. A good example is Ljubljana, in Slovenia, which is also a medieval walled town and is almost entirely car-free in the centre. Cars should be allowed for getting out of Oxford, and not necessary for getting into or around Oxford.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	There should be no charges at all	Yes			Negative	I will have to leave my job at the school where work part time because the most direct route includes one of the charging zones and getting the long way would take too long and will use too much petrol. Going there by bus would take ages as there is not a good direct service available.	There is not a good idea because the risk can't afford to pay and will continue congesting the road, but those on lower income will struggle.	Removing the LTHs in East Oxford would be a good start. Have more bus routes that cover the entire city and better connection services to the surrounding villages.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	Too high	No	Make buses cheaper for all		Negative	Push traffic onto already busy alternate routes already impacted by LTHs		Use the river to provide alternative transportation into Oxford
an Oxford resident	daily	Taxis and private hire vehicles	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Make BUSES FREE FOR LOCAL PEOPLE BETWEEN WORKING HOURS AND SEE WHAT IMPACT THAT HAS ON TRAFFIC AND SCHOOL RUSH	Very negative	Will hurt people that come to Oxford to work and who live locally. Starting Oxford this a Prison	All the surrounding road will be impacted massively, there wasn't a congestion problem before that LTHS went in... SUMMERTOWN IS THE WORST FOR PEOPLE THAT DON'T LIVE LOCALLY	Free bus passes, council has the ability now to run its own bus services due to changes in the law, also bus ticket prices are rising, so each small journey and cause issues there with. Park areas would be free and buses to and from there should be one pound no more, if you want to use Oxford and use services make it cheaper for them to access them.
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, or visit a resident of the central permit area by car	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Fix the badly managed roads and roundabouts	Very negative	It's literally a money making scheme. Not everyone falls into the same category of 'you should work, get a bus or cycle' I live in Abingdon, but I grew up in Cowley, I work in Cowley, my partner works in Cowley, my daughter goes to nursery in Rose Hill, I still have a bit of friends and family in Cowley that I see regularly, usually after work.	You never spoke about this pre election as you knew you would struggle to get voted in? You have named Cowley with your LTHs anyway	Open up the LTHs! Simple!
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Negative	About right	Yes	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Very negative	There is no bus route that will allow me to go to drop off my daughter at nursery, go to work, then to pick up my daughter, and then to visit my family! And if there was it would probably double my journey time!	Put your congestion charge in areas where you were voted in! Leave Cowley alone! Majority of residents do not want your green scheme. You seem to be targeting the poorer areas!	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Negative	About right	Yes	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Very negative	I can't do what I can, but I don't have to do the majority. I have never ever had a problem getting round Oxford. The majority of families and households rely on their cars to do their daily business. I have never had a problem with the LTHs in Cowley and consequently I think they will be a very successful and desirable addition.	If you really want it, then open up some of the LTHs so that the traffic can flow freely!	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Negative	About right	Yes	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Very negative	Coming from the M40 either North or South means a long diversion either via the Cowley Road and having to deal with congestion in the Cowley Centre, or via The Hill Road adding to the congestion at The Farm.	I don't think that the Central Area should have unlimited access through all the filters, only through the 2 in that area. Why should they (particularly business) have greater access than residents who live alongside the St. Clements filter who are forced either to turn left or right. The central area permit holders can't currently leave by radial routes. In this technological age it should be possible for ANPR to facilitate this.	Buses need to be more frequent and link around the City rather than always through H. Buses down the Cowley Road and Hill Roads to Summertown via Marston Road for instance. Currently they are the railway station or change and walk through Town. The Marston Road needs to be used more by buses.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Negative	About right	Yes	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Very negative	Our access to Summertown will only be via a very circuitous route to the ring road and around. Direct bus services are sparse and not a viable alternative if you have to change in the city centre or go via the railway station.	I think that the Central Area should have unlimited access through all the filters, only through the 2 in that area. Why should they (particularly business) have greater access than residents who live alongside the St. Clements filter who are forced either to turn left or right. The central area permit holders can't currently leave by radial routes. In this technological age it should be possible for ANPR to facilitate this.	
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very positive	Very positive	About right	Yes	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make bus services more frequent		Negative	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make bus services more frequent		
an Oxford resident	less than weekly	Blue badge holders	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	No impact	There should be no charges at all	No	Make bus services more frequent		Very negative	I am aged 89 and have no car of my own. I am a taxi badge holder. I rely on visits from my family, who both live outside of the city centre to carry out everyday things like shopping, GP and hospital appointments. I would only be able to go on less than one trip every week, see with one of my family that is not right.	Leave out the Marston Ferry Road it is not so central	Smart one way system. Make the system work for and with drivers, not punish them. Bussing bus services so drivers might choose this mode of transport.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Neutral	There should be no charges at all	Yes	Make buses cheaper for all, Make bus services more frequent		Very negative	Restrictions means it's harder for anyone to get around, get work people, trades, shopping etc. it discriminates against poor people who do not live centrally. It discriminates against anyone who can't cycle or use the shoddy public transport already in place	I expect the council will bring this in anyway. Like the LTHs.	Buses much cheaper. Prices are ridiculous for average/avg pay people
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Negative	There should be no charges at all	Yes	Add new bus routes, Make bus services more frequent, Add public cycle parking		Very negative	I have built my life around an early morning commute from Marston to the Healey Hill roundabout, passing through St. Clements at around 7am. There is very little traffic at the time, but taking the ring road north to south has much more traffic and takes time as long as already. Also, I need often to move musical equipment around Oxford in my car for gate short journeys, which would be doubled or tripled in time and fuel and cost and CO2 output if I have to avoid the filters. The equipment is too bulky to be moved by bus.	Residents in Marston are being particularly punished by the proposed scheme with 3 unroadworthy filters blocking us from accessing central Oxford. Residents of North and South Oxford will not have. How is this fair. If this goes through, I consider this a form of post code discrimination and will continue to be a tribulation.	I am a cyclist and a driver, but am being forced to use my car for safety with the un-documented increase in electric motor-bikes making cycle lanes and pavement much dangerous. If you want to encourage real cyclists to use the new system, get rid of the woaders and give a mile and a quarter.
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	No impact	No impact	About right	Yes	Make bus services more frequent, Extend hours of operation for buses, Add public cycle parking		No impact	I live in Thame and mainly use the bus to get to Oxford every week to support family. If we drive to it is Sumner town which I think is suitable for the congestion charge area.	Because of the effects of those going to the Oxford Hospitals (with Marston Ferry Road charges) there is likely to be gridlock on the bypass.	Remove all LTH
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Negative	Negative	About right	No	Make bus services more frequent		Negative	Will have a negative effect on those working at the Oxford Hospitals and will make it even more difficult to recruit staff, many of whom live outside Oxford.	Remove those schemes completely	
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Very negative	Very negative	There should be no charges at all	No	Make buses cheaper for all		Very negative	I don't see any congestion charge at all		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Positive	Very negative	There should be no charges at all	Not sure	Make buses cheaper for all, Make bus services more frequent, Extend hours of operation for buses		Very negative	Part of your objective is to improve pollution. It is an 8-paged proposal that ONLY CARS are charged when many people are now driving electric or hybrid vehicles, thus creating and contributing to a reduction in pollution. But the many builders vans, lorries and coaches which pass into Oxford will be exempt. They do not have electric vehicles as a rule. AND we see many contractors in a one vehicle, one driver arrangement that is a genuine issue exists. Just depressing the proposal has been reached.	Please don't do this. I live in London when the Congestion Charge was first rolled out. The scale of London warranted such action on the whole worked. It also worked successfully for residents who moved about across a lot of area (as we did) by stopping the Charge at 1800. If CCG go through with this, I do think a control might be different would be by charging work days when it's busy, in 0700-1800 Monday to Friday, leaving weekends and public holidays free of charge. And, on weekends use the revenue raised to offer cheaper parking at Park and Ride to encourage day trippers to use that facility.	Schemes to use train (aka more of them)
an Oxford resident	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Very negative	No impact	There should be no charges at all	Not sure	Make buses cheaper for all, Make bus services more frequent, Extend hours of operation for buses, Make Park & Ride parking cheaper, Make Park & Ride buses cheaper		Very negative	The areas proposed have already had LTHs imposed on them. It seems like your pushing buses for others commuting in the area	Very little impact - I drive into the city under 25 times a year so will have enough buses	Schemes to use train (aka more of them)
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Positive	Very negative	There should be no charges at all	Yes	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Add new bus routes		Very negative	This scheme should not go ahead. The consultation does not address the fundamental question 'do you support the idea of a congestion zone'.	We need a bus service from the Bodley Road area to Summertown and the JR, we need to fix Bodley Road before doing anything else. You also need to stop cars being allowed to park in the Westgate. Council policy has created a problem of more traffic.	
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Positive	Very negative	There should be no charges at all	Not sure	Make bus services more frequent		Negative	This won't solve the problem. It will create inequalities and gives access to the city to people who can afford it. The bus network is currently very inefficient, and is far from having London style of systems of efficiency (ie pricing, day passes, transferability between bus operators etc).		See above on bus services.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Should not be charged it's money making scheme	Very negative	It's against the will of local people and it's unfair with local residents this council is very bad not listening to business even though take business rates but business are closed down because of this		In this way Oxford is more populated and more congestion and queues and bad impact
a business	daily	I commute to the central permit area by car	Neutral	Very negative	Negative	Too low	Not sure	Make Park & Ride buses cheaper, Add new bus routes, Make bus services more frequent, Extend hours of operation for buses		Very positive	The congestion we face across Oxford is at critical levels and only a bold solution will provide relief from this. On average a number of our services run 18% slower than in 2022. Comparing bus services 14. The average MPH is almost 20% slower in 2023. This makes the business case for future investment for Oxfordshire a significant challenge. At the current rate our services are failing to meet the Traffic Commissioners Guidelines (of 95% on time). This impact makes bus a much less attractive option than it should be - which goes directly against the proposals of our Green Partnership to improve and grow bus patronage across the county and in the city. We believe a congestion charge is a suitable temporary action that can be implemented while we wait for the Bodley Road project and implement the Traffic Filter trial. This also allows us to utilise the 10 EIS we implemented through the ZEBRA 2 work which assumed the 10% saving commitment within the EIS would be realised by December 2023. We are therefore concerned by references within the consultation to additional fees passes allowing those who travel from outside the charge area to come into work on a regular basis will be eligible for a charge. We feel this could impact on the effectiveness of reducing congestion at peak times.	Very little impact - I drive into the city under 25 times a year so will have enough buses	Open up some of the LTHs or atleast allow locals to be able to pass through the LTH. You pay for a permit and can only use half the road!
a member of the public living outside Oxfordshire	daily	I commute to the central permit area by car	No impact	Very positive	Positive	There should be no charges at all	Yes	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make bus services more frequent		Very negative	I live in a business in Oxford and commute in from Buckinghamshire. I have worked for the business for 11 years, and I love my job. I feel the charges proposed are unfair, as people who have money won't care and will pay regardless and I won't deter them from using their vehicles and will impact and affect local working people more. It is also additional cost for small businesses to keep up rising business costs from employment costs to everyday expenses from suppliers. The last thing businesses need is staff who won't work and contribute to the local area and by the way the economy leaving because they can't get into home and not have to be there.	As above	Schemes to use train (aka more of them)
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very positive	Very positive	Too low	Yes	Make buses cheaper for all, Make bus services more frequent, Add public cycle parking		Very positive	The current volume of traffic in central Oxford is so high that it is unfair for bus users /cyclists who make the two choice to not drive into the city centre.	May I also suggest the income generated by the EIS be spent on improving cyclist lanes.	In this way Oxford is more populated and more congestion and queues and bad impact
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	There should be no charges at all	Yes	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make bus services more frequent		Very negative	This proposal will mean that I will no longer be able to travel freely through the city of which I am a resident for over two-thirds of each year. No other congestion charge in the UK simply restricts travel by their own means of transport. This will not mean the places I go in the city and will lead to my having to pay to visit the JR or Churchill hospitals if I need to get there in a hurry which as a current cancer patient is always painful.	This is not a congestion charge. It is a road toll. These charges of Oxford should be allowed to drive free of charge through the city for 365 or 366 days each year. Putting in these restrictions could be outside in the city off from each other which will be detrimental to the wider community of the city. These charges will not reduce congestion, it is caused mainly by the hospitals and schools. They will simply push traffic on to the ring road increasing the congestion on the fringes of the city and leading to greater pollution for the poorer parts of Oxford. This will make the A34 an even more dangerous road.	Get rid of, or reduce, the LTHs which will solve the congestion problems in St Clements and on the Hill and Cowley Roads. Make Park & Ride parking cheaper, and the park & ride buses free for people with evidence of having paid parking.
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Negative	There should be no charges at all	No	Make buses cheaper for all, Make bus services more frequent, Other	Concessionary Bus Passes should include travel on local train services, as they do in the West Midlands County Council (Birmingham) etc.	Very negative	Weekly visits to my aging father in Oxford will have to be reduced or at least having to change my route, taking me a long way round to get to him.	Temporary congestion charges will only divert cars away from those areas and therefore produce further traffic congestion elsewhere. The idea should be to keep the traffic flowing smoothly and NOT keeping blocking up.	Change the Woodstock Road linkers back to bus lanes.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make bus services more frequent, Extend hours of operation for buses		Very negative	Oxford is not London. Our bus services are poor, unreliable and not frequent. Above all expensive to travel. Cars are helpful for most needs to travel outside the city centre.	This should not happen. Most residents don't want this	Could you incentivise and educate other than parklets so those who are able to take public transport or cyclist walk are more likely to do so those who can't or for whom it's not practical are not disadvantaged?
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Very negative	Very negative	There should be no charges at all	No	Make buses cheaper for all, Make bus services more frequent, Add public cycle parking		Very negative	Oxford is not London. Our bus services are poor, unreliable and not frequent. Above all expensive to travel. Cars are helpful for most needs to travel outside the city centre.	Have you asked those who drive why they do it? You could then run a targeted campaign on the benefits for the environment and for health and work how to make progress taking hearts and minds with you. How about incentivising employers so they can encourage their employees to travel sustainably via bus?	
an Oxford resident	weekly	Unpaid carers	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very positive	Positive	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Add new bus routes, Make bus services more frequent, Extend hours of operation for buses		Very negative	We live in Old Marston and will be very affected by the proposed bus charge would be. Ferry for us	IMPROVE bus service and make it cheaper. Oxford Buses are more expensive than London	Improve public transport and make it free travel in Central Oxford.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Positive	There should be no charges at all	No	Other	Re-locate school buses. Make park & ride free. Improve bus services	Very negative	We live in Old Marston and will be very affected by the proposed bus charge would be. Ferry for us	I would be good to offer more carrels and fewer school. Many in Oxford feel forced to leave children by road closures and the proposed charge. More banners and less (as it is often) perceived determination to force measures through regardless.	More school buses. Make P&R free. The investment would make long term sense.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very positive	Positive	About right	Not sure	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make bus services more frequent		Very positive	REDACTED	REDACTED	REDACTED
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Negative	About right	Yes	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Add public cycle parking		Negative	I will hammer the shops as those outside Oxford will avoid the city - it is like putting on a CLOSED sign in a shop	Not nearly enough focus on cyclists and the DfE lack of cycle spaces on the main arteries into the city	Make Park and Ride free
a parish, town, district or county councillor	weekly	I don't	I don't	Negative	Positive	There should be no charges at all	Yes	Make buses cheaper for all, Add new bus routes		Negative	It discourages the less well off from visiting Oxford as they will not want to pay the £5 on top of parking. Bus services are terrible for someone wanting a trip. People will end up going to Aylesbury.		
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Negative	Negative	There should be no charges at all	Yes	Make bus services more frequent, Add public cycle parking		Negative	Main concern for me is equity and ethics of the system. I'm not convinced that the whole system benefits the lower income population group and feels very much like leaving the job just for those who live with it, and for those who can't afford it, meanwhile those of us living outside are left paying to get in, a poor transport structure, not feeling able to travel to and from bus stops, having to use more time to travel on public transport than those who live with their own cars, and occasional train fares, excluding the national person from being in. The very fact that most of the income is going on just running the system seems ridiculous. There needs to be more focus on how to improve the system, rather than just charging people to use it. I would like to see and continue to take children to private schools under 3 miles away etc. I find more evidence that lower income people in the city are being considered. Ideally free bus passes to those not able to pay a car or train permit might be a start. As far as I can see it higher income folk bring in substantial profits, are not penalised by the project and encouraged to take the bus.		

Survey Response													
I am responding to this survey as	How often do you travel in or around Oxford?	Please tick which of the following free permits and passes you think you may be eligible for	Do you live in, visit a resident by car or commute by car to the residential central Oxford?	Central Oxford residents' permits is proposed that residents in the central Oxford?	Central Oxford permit area - commuters' permits to residential workers, commuters	We are proposing a single charge of £5 to allow cars without a driver, or permit	Do you think that charges should vary, with drivers of larger cars, taxis more and	Income generated by introducing the proposed temporary congestion charge would be used to lower the deficit and operational costs of the scheme	If other improvement, please state	Taking into account all the information we have provided about the proposal	Please explain your answer	Do you have any other comments about the proposal for six temporary congestion charge locations in Oxford that you have not already shared in this survey?	Do you have any suggestions for other ways to reduce traffic and tackle congestion in and around Oxford?
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 don't	Positive	Negative	About right	No	Make bus services more frequent		Positive	I am hoping it will reduce traffic.	I am concerned this, like the fingers, will increase traffic through Old Marston at peak commuter times.	An aerial egg lifting through Northall, Old Marston & J/R hospital - Town Centre.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 don't	Neutral	Negative	Too low	Yes	Make bus services more frequent		Positive	Could go further, eg restricting hours of access for other vehicles (delivery etc) to outside normal peak times		Reduce the amount of parking currently available with a aim to discourage driving into the centre
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 live in the central Oxford permit area, or visit a resident of the central permit area by car	Positive	Negative	Too low	No	Make bus services more frequent		Positive			restrict larger vehicles such as trucks and vans within certain hours - so not during peak school hours (7:30-9 and 3:30 to 5). This would make cycling with kids safer and more appealing.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	1 don't	No impact	No impact	About right	Not sure	Make buses cheaper for all. Add new bus routes. Add public cycle parking		Very positive	Would expect to see fewer cars crossing the city centre, so buses would be faster more timely and walking/cycling would be safer and more pleasant		School term times seem to produce the heaviest traffic, finding better ways for children to get to schools (rather than being driven in and out individually) could make a big difference. A shift away from the near-universal 8.5 working hours could also help spread out "rush hours".
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	1 commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	Yes			Very negative	I'm an NHS manager working about 24/7, working every day after job planned hours from home, additional commuting time will have impact on my service		Look to other modern cities abroad that have put cycling first and see what measures we can adopt. A good example is Uppsala, in Sweden, which is also a modern university town and is almost entirely car-free in the centre. Cars should be used for getting out of Oxford, and not necessary for getting into or around Oxford.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 don't	No impact	No impact	Too low	Yes			Very positive	I will have to leave my job at the school where I work part time because the most direct route includes one of the changing zones and going the long way would take too long and will use too much petrol. Going there by bus would take ages as there is not a good direct service available.		Removing the LTNs in East Oxford would be a good start. Have more bus routes that cover the entire city and better connect services to the surrounding villages.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	1 don't	Neutral	Neutral	There should be no charges at all	Yes	Make buses cheaper for all. Add new bus routes, Make bus services more frequent		Negative	I suffer.		Use the river to provide alternative transportation into Oxford
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 commute to the central permit area by car	Neutral	Neutral	Too high	No	Make buses cheaper for all		Negative	Push traffic onto already busy alternate routes already impacted by LTNs		Free bus passes, council has the ability now to run its own bus services due to changes in the law, also bus ticket prices are extortionate for such small journeys and cause issues financially. Park and Ride should be free and buses to and from them should be one pound no more, if you want people to use Oxford and use services make it cheaper for them to access them.
an Oxford resident	daily	Taxis and private hire vehicles	1 commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Make BUSES FREE FOR LOCAL PEOPLE BETWEEN WORKING HOURS AND SEE WHAT IMPACT THAT HAS ON TRAFFIC AND SCHOOL RUNS	Very negative	Will hurt people that come to Oxford to work and who live locally. Starting Oxford this a Prison		
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	1 live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Fix the badly managed roads and roundabouts	Very negative	It's literally a money making scheme. Not everyone falls into the same category of 'they should walk, get a bus or cycle' I live in Abingdon, but I grew up in Cowley, I work in Cowley, my partner works in Cowley, my daughter goes to nursery in Rose Hill, I still have a lot of friends and family in Cowley that I see regularly, usually after work.		Open up the LTNs! Simple!
											You have already made difficult with LTNs, I have to sit in a lot more traffic now than I ever did before. People will not stop driving! We pay for our cars, our insurance, our tax, and you want to charge us more just for the privilege of driving in our own city.		
											There is no bus route that will allow me to go to drop off my daughter at nursery, go to work, then to pick up my daughter, and then to visit my family! And I think I would probably double my journey time!		
											I cycle to work when I can, but I don't have to do the nursery run, I have never ever had a problem cycling round Oxford! The majority of families and households can do these runs on their own. However, I do have a 10 year old son who has to be taken to school.		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 don't	Neutral	Very negative	Too low	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make bus services more frequent		Very negative	Oxford City Council's own study indicates that the scheme will significantly increase traffic volumes on other residential roads along Woodstock Road, thus slowing bus routes, increasing air pollution, and increasing the need for parking. The scheme is supported to alleviate it. It is particularly bizarre to favour Marston Ferry Rd, much of which is unrelievedly compared to Woodstock and Banbury Rd which are already well used by residents from east and west.		Full congestion charge - see 12 Improve ring roads to reduce incentives to take short cuts through the city
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 don't	Neutral	Very negative	About right	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make bus services more frequent		Very negative	Oxford Council already indicates that the scheme will have a significant impact on the volume of traffic using other routes for example the Woodstock Road LTNs increase traffic and negative impact on A42 and other residential areas.		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Under no circumstances is this a democratic decision proposed by an unrepresentative County Council	Very negative	More congestion on the ring road and as a live adjacent to the road runs and noise levels have increased substantially since these discussion measures have been in place. I am concerned about the health risks to my family and myself		Remove ALL unnecessary LTNs
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 don't	No impact	No impact	Too low	Yes	Make buses cheaper for all. Make bus services more frequent, Add public cycle parking		Very positive	I commute into Oxford by bicycle. I hope that introducing this scheme congestion will be reduced which will make it safer for me to cycle.		
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	1 live in the central Oxford permit area, or visit a resident of the central permit area by car	Positive	Positive	About right	No	Make buses cheaper for all. Make bus services more frequent, Add public cycle parking		Positive	Nothing wrong with a congestion charge but the bus fair raising was stupid. It's cost my family with a newborn and a toddler £12 return to go from Kensington to Oxford, it is ridiculous and makes it obvious why it's more convenient and cheaper to walk/cycle but you can't with a baby, so there's no other option. Also from Kensington the bus doesn't go to the station, also stupid.		The police make private motorists feel like criminals. There are occasions when the use of a car is highly desirable. Buses are often not practical. Not everyone can cycle. Often there is heavy luggage. The elderly struggle to walk long distances. There should be at least someone who has the job of considering their position.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other		Very negative	Completely unnecessary putting local businesses in peril especially in the Cowley area		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 don't	No impact	No impact	Too low	Yes	Make buses cheaper for all. Make bus services more frequent, Add public cycle parking		Very positive	I commute into Oxford by bicycle. I hope that introducing this scheme congestion will be reduced which will make it safer for me to cycle.		
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an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other		Very negative	Oxford Council already indicates that the scheme will have a significant impact on the volume of traffic using other routes for example the Woodstock Road LTNs increase traffic and negative impact on A42 and other residential areas.		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other		Very negative	More congestion on the ring road and as a live adjacent to the road runs and noise levels have increased substantially since these discussion measures have been in place. I am concerned about the health risks to my family and myself		
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Survey Response													
I am responding to this survey as	How often do you travel in or around Oxford?	Please tick which of the following free permits and passes you think you may be eligible for	Do you live in, visit a resident by car or commute by car to the proposed central Oxford?	Central Oxford residents' comments' permits to residents in the central Oxford?	Central Oxford permit area comment' permits to non-resident workers, commuters	We are proposing a single charge of £5 to allow cars without a driver, or permit	Do you think that charges should vary, with drivers of lower cars, less than more?	Income generated by introducing the proposed temporary congestion charge would be used to lower the admin and operating costs of the scheme	If other improvement, please state	Taking into account all the information we have provided about the proposal, please explain your answer	Do you have any other comments about the proposal for 5 temporary congestion charge locations in Oxford that you have not already shared in this survey?	Do you have any suggestions for other ways to reduce traffic and tackle congestion in and around Oxford?	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 don't	Positive	Negative	About right	No	Make buses cheaper for all. Make bus services more frequent. Add public cycle parking	Make Park & Ride buses cheaper for all. Make bus services more frequent. Add public cycle parking	Positive	I am hoping it will reduce traffic.	An aerial egg lift bringing Thorntal Park - Oaker Road / JR hospital - Town Centre.	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 don't	Neutral	Negative	Too low	Yes	Make buses cheaper for all. Make bus services more frequent. Add public cycle parking	Make Park & Ride parking cheaper. Make Park & Ride buses cheaper. Make bus services more frequent. Extend hours of operation for buses. Add public cycle parking	Positive	Could go further, eg restricting hours of access for "other" vehicles (delivery etc) to outside normal peak times	Reduce the amount of parking currently available with a aim to discourage driving into the centre	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 live in the central Oxford permit area, or visit a resident of the central permit area by car	Positive	Negative	Too low	No	Make buses cheaper for all. Add new bus routes. Add public cycle parking	Make Park & Ride parking cheaper. Make Park & Ride buses cheaper. Make bus services more frequent. Extend hours of operation for buses. Add public cycle parking	Positive	I think 3 cars for commuting is excessive	restrict larger vehicles such as trucks and vans within certain hours - so not during peak school hours (7:30-9 and 3:30 to 5). This would make cycling with kids safer and more appealing.	
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	1 commute to the central permit area by car	No impact	No impact	About right	Not sure	Make buses cheaper for all. Add new bus routes. Add public cycle parking	Make buses cheaper for all. Add new bus routes. Make bus services more frequent. Add public cycle parking	Very positive	Would expect to see fewer cars crossing the city centre, so buses would be faster/more timely and walking/cycling would be safer and more pleasant	School term times seem to produce the heaviest traffic, finding better ways for children to get to schools (rather than being driven in and out individually) could make a big difference. A lift away from the near-central 5.5 working hours could also help spread out "rush hours".	
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	1 commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	Yes	Make buses cheaper for all. Add new bus routes. Add public cycle parking	Make buses cheaper for all. Add new bus routes. Make bus services more frequent. Add public cycle parking	Very negative	It is currently quicker to cycle in and around the city than to go by bus. The roads should be clearer for people who "need" to use their cars and permit the free flow of traffic. Buses will be quicker, and therefore more appealing to use, and cycling will be safer.	Look to other medium cities abroad that have put cycling first and see what measures we can adopt. A good example is Ljubljana, in Slovenia, which is also a medium university town and is almost entirely car-free in the centre. Cars should be used for getting out of Oxford, and not necessary for getting into or around Oxford.	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 don't	No impact	No impact	Too low	Yes	Make buses cheaper for all. Add new bus routes. Add public cycle parking	Make buses cheaper for all. Add new bus routes. Make bus services more frequent. Add public cycle parking	Very positive	I will have to leave my job at the school where I work part time because the most direct route includes one of the changing zones and getting the long way would take too long and will use too much petrol. Going there by bus would take ages as there is not a good direct service available.	Removing the LTNs in East Oxford would be a good. Have more bus routes that cover the entire city and better connect services to the surrounding villages.	
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	1 don't	Neutral	Neutral	There should be no charges at all	Yes	Make buses cheaper for all. Add new bus routes. Make bus services more frequent	Make buses cheaper for all	Negative	Push traffic onto already busy alternate routes already impacted by LTNs	Use the river to provide alternative transportation into Oxford	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make buses cheaper for all	Make BUSES FREE FOR LOCAL PEOPLE BETWEEN WORKING HOURS AND SEE WHAT IMPACT THAT HAS ON TRAFFIC AND SCHOOL RUNS	Negative	It's literally a money making scheme. Not everyone falls into the same category of 'you should work, get a bus or cycle'	Free bus passes, council has the ability now to run its own bus services due to changes in the law, also bus ticket prices are extortionate for such small journeys and cause issues financially. Park and Ride should be free and buses to and from there should be one pound no more, if you want to people to use Oxford and its services make it cheaper for them to access them.	
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	1 live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Fix the badly managed roads and roundabouts	Very negative	It's horrible a money making scheme. Not everyone falls into the same category of 'you should work, get a bus or cycle'	Open up the LTNs! Stop!	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 don't	Very positive	Neutral	Too low	Yes	Make buses cheaper for all. Add new bus routes. Add public cycle parking	Make buses cheaper for all. Add new bus routes. Make bus services more frequent. Add public cycle parking	Very positive	I love to work what I can, but I don't have to do the nursery job. I have never ever had a problem cycling round Oxford. The majority of families and households use their own cars to get to school. I have never heard of a problem with the nursery job. I live on Boulter Street, just off St Clements. Although I've said I expect this proposal to be very positive, my answer is dependent on a few things. Firstly, that the traffic is reduced as I hope it will be. Secondly, that the charge doesn't create a negative behavioural change for drivers to turn in my road, and thirdly, that income from this charge (as well as general progress being made) is used to improve bus services across greater Oxford.	Free bus passes, council has the ability now to run its own bus services due to changes in the law, also bus ticket prices are extortionate for such small journeys and cause issues financially. Park and Ride should be free and buses to and from there should be one pound no more, if you want to people to use Oxford and its services make it cheaper for them to access them.	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 don't	Very positive	Neutral	Too low	Yes	Make buses cheaper for all. Add new bus routes. Add public cycle parking	Make buses cheaper for all. Add new bus routes. Make bus services more frequent. Add public cycle parking	Very positive	I don't expect to live in a city with no traffic and no congestion. But I do expect to live in a city where the traffic doesn't affect every road and every my life, which I think it does on some days.	1. Scooter user behaviour is APPALLING both in use and when they get dumped on the pavement. Please do something about this. I cannot count the number of times I have had a close pass from a scooter whilst either walking or with my baby on the pavement or the road around St Clements. It's bad enough if you're not pregnant or looking after a child but with one it just feels seriously unsafe and stressful. Walking, let alone cycling, is more unappealing with the scooter behaviour as they do. Usually, the legal electric bikes cause a similar problem (light ones are usually fine, but the ones that get at/through without the rider often pedalling are usually accompanied by terrible road noise). 2. The other night (an anecdotal example of one night in July, I acknowledge) But I fully remember I walked to the Lip in Arms and back. We saw four cars parked/dropped the cycle lane on St. C's on the way there and on the way back. We saw some appalling driver and cyclist behaviour on Marlton Rd - people cycling on the pavement, drivers turning in the road in inappropriate places etc. If people held up their behaviour I would feel confident to take my baby on a trailer on my bike. But for now I don't think it's a good idea. 3. Please please please do something about the LTN road closures that have become car parking spaces on the Cowley Road. I regularly walk past the Marlton St and Rectory Rd junctions and they often completely full of cars and massive SUVs parked up and I think so deeply about the pedestrians and cyclists trying to use the roads as intended. Sometimes I can't get the baby across the road comfortably because vehicles are parked across the the dropped kerbs. If I make it I'm grateful for people to park in these places but other people will drive there to park with a. Is it possible to come to some sort of arrangement with MPCS about parents driving their kids to school? Can there be a school about there? I'd be interested to know what proportion of the daily congestion is related to MCS during term time - it feels significant to me in terms of the pattern I see in term time every holiday. 4. Similarly I would love if students didn't bring a car to university and stop. They don't need one! I don't know how the universities can influence this - I think that is the councils and universities to explore.	Free bus passes, council has the ability now to run its own bus services due to changes in the law, also bus ticket prices are extortionate for such small journeys and cause issues financially. Park and Ride should be free and buses to and from there should be one pound no more, if you want to people to use Oxford and its services make it cheaper for them to access them.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, or visit a resident of the central permit area by car	Negative	Negative	Negative	There should be no charges at all	Not sure	Make buses cheaper for all. Make bus services more frequent. Other	There should have been park and ride facilities created on the outskirts of both Cowley and Ilffly Road, before LTNs, congestion charge and carers enforcement were introduced.	Very negative	Our facilities in Marlton are very poor and we are forced to travel to Summertown for dentist, doctors, a reliable pharmacy and decent shops. The library in Old Marlton is tiny and not inspiring for children, which is why we take our grandchildren to Summertown Library.	Yes. More park and ride. Open the park and ride of Eynsham and build a bus lane that is a viable alternative to commuters. Staff and parents at the many private schools in Oxford that discouraged from driving to schools as well as the many people who work in the University Science Area.	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice. Personal cars used as goods vehicles for business purposes.	1 don't	Very negative	Very negative	There should be no charges at all	Not sure	Other	Another layer of control and admin.	Very negative	I am against this idea, it's another reason to get money from your residents. Shameful	Do not do this	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Refund or give to local businesses who suffer as a result of the changes	Very negative	I have to travel around with my part time handy man work and my recovery to do help groups. This will be impossible. I will have to buy another car for my wife so I can get about.	Free regular buses at least £1 cap per day. Put the infrastructure in place first. I can see how well it would work for households (many middle class) who have privilege of choosing.	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 commute to the central permit area by car	Very negative	No impact	There should be no charges at all	No	Make Park & Ride parking cheaper. Make Park & Ride buses cheaper. Make bus services more frequent.	Make Park & Ride parking cheaper. Make Park & Ride buses cheaper. Make bus services more frequent. Add public cycle parking	Very negative	I live in the city. I would have to go on the morning rush hour to get to the train station. Take children to school. Take my mother in law to the supermarket. This would add miles and miles to my journey. Firstly, the timing of the announcement. Too soon for preparations. I could get notes on my job for September. I am worried of the message for the bus gates and get notes to leave my job and therefore leave working in Oxford but too soon for this autumn. Likewise for parents choosing schools and transport, just too soon.	Make park and ride free	
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	1 don't	No impact	No impact	There should be no charges at all	Yes	Make Park & Ride parking cheaper. Make Park & Ride buses cheaper. Make bus services more frequent. Extend hours of operation for buses.	Make Park & Ride parking cheaper. Make Park & Ride buses cheaper. Make bus services more frequent. Extend hours of operation for buses.	Very negative	Bus services from my village are not at suitable times for my job and stop too early in the evening and don't go where I need to go in Oxford necessitating two bus journeys. This adds to my journey. This is why I am not going to the event. I will be able to drive to the event in my own car. I will probably mean the profession by joining early retirement and do a alternative job outside Oxford. But I can't do that for this autumn.	Free regular buses at least £1 cap per day. Put the infrastructure in place first. I can see how well it would work for households (many middle class) who have privilege of choosing.	
a resident of Oxfordshire living outside Oxford	daily	100 day passes for residents in the Oxfordshire permit area, or visit a resident of the central permit area by car	Negative	Negative	Negative	There should be no charges at all	Not sure	Make buses cheaper for all. Make bus services more frequent. Other	There should have been park and ride facilities created on the outskirts of both Cowley and Ilffly Road, before LTNs, congestion charge and carers enforcement were introduced.	Very negative	The roads to the hospital and headlong are already heavily congested - to impose a charge on a road that already causes congestion on the ring road is ridiculous.	Buses that run to Headington from the villages as that is the main center of employment rather than the city centre. Buses that run to times to get to work. Buses that run after 18:45. Buses that don't cost so much. Buses that aren't cancelled frequently in the villages because of roadworks making them unreliable.	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 don't	Very positive	Positive	Too low	Yes	Make Park & Ride parking cheaper. Make Park & Ride buses cheaper. Add public cycle parking	Make Park & Ride parking cheaper. Make Park & Ride buses cheaper. Add public cycle parking	Very positive	At the moment there are huge numbers of cars using Abingdon Road through the Bodley Road closure. This is causing massive congestion and could be solved by people using the park and ride. There is no room to build the park and ride as the bus gates get stuck in the same traffic and the closest park at Westgate than in the Redbridge Park and Ride. This scheme will make using the park and ride more attractive which will ease congestion and allow the buses to run more freely and reliable on Abingdon Road.	Provide access on street parking for bicycles. All CPDs should include access to secure on street bicycle parking for residents - many residents do not have garages, and at the moment the council prioritises providing on street car parking in CPDs rather than cycle parking which makes owning a bicycle less attractive for people.	
a business	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 don't	Very negative	Very negative	There should be no charges at all	No	Other	To allow a route for park and ride bus to come along the Cowley or Ilffly roads or both as neither has any bus from Park & Ride as this isolates East Oxford from using bus	Very negative	They should not be in under any circumstances as the causes more problems than they solve	stop putting cars on selected roads which make them busy and so traffic on side roads, buses will then run more frequently around rush hours 7:30 to 9:30 and 2:30 to 5:00. Also when schools in term the traffic is a lot more. Perhaps have buses on the park and ride for parents to drop their children off and come to school on the buses this will reduce traffic many cars pass	
an Oxford resident	daily	Personal cars used as goods vehicles for business purposes	1 live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	No impact	There should be no charges at all	No	Make Park & Ride parking cheaper. Make Park & Ride buses cheaper. Make bus services more frequent.	Make Park & Ride parking cheaper. Make Park & Ride buses cheaper. Make bus services more frequent. Add public cycle parking	Very negative	Harshly for those who cannot afford the charge. Costs for businesses who need to access central areas but not receive permits	Open LTNs especially in St Clements and east Oxford. The traffic is clogging	
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	1 don't	Neutral	Negative	About right	Yes	Make buses cheaper for young people. Make bus services more frequent. Add public cycle parking	Make buses cheaper for young people. Make bus services more frequent. Add public cycle parking	Positive	There are far too many private cars in Oxford, making roads dangerous for pedestrians and cyclists. The bus service must become more attractive. It seems to be the case that the bus service is not used as much as it should be. The other alternative is to make it more attractive. In principle, it makes a barrier for us to pick somebody up from the bus stops, but we do not have more than 25 times a year. We use a Clements route to access Cowley since the introduction of the low traffic stress, but we are aware of other ways to access.	Open LTNs especially in St Clements and east Oxford. The traffic is clogging	
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	1 don't	Positive	Negative	Too low	Not sure	Make buses cheaper for all. Add new bus routes. Add public cycle parking	Make buses cheaper for all. Add new bus routes. Add public cycle parking	Positive	Feel like Sunday could be excluded? Feels like a three day traffic it had around Oxford.	One way system via Banbury road/Woodstock road to improve road use i.e. cycle lane, bus lane and single traffic lane	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, or visit a resident of the central permit area by car	1 commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Do not introduce congestion charge in Oxford	Very negative	As you can imagine, it's quite complicated for us but I will say systems this will be a good measure.	One way system via Banbury road/Woodstock road to improve road use i.e. cycle lane, bus lane and single traffic lane	
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, or visit a resident of the central permit area by car	1 live in the central Oxford permit area, or visit a resident of the central permit area by car	No impact	No impact	There should be no charges at all	No	Make Park & Ride parking cheaper. Make Park & Ride buses cheaper for all. Make bus services more frequent	Make Park & Ride parking cheaper. Make Park & Ride buses cheaper for all. Make bus services more frequent	Very negative	I live in Bladon and frequently visit Summertown for shopping and entertainment. Headington and Marlton is often to rental properties and hospitals. I will be paying a congestion charge if I travel and it is my property.	Don't support this initiative at all	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 live in the central Oxford permit area, or visit a resident of the central permit area by car	Positive	Positive	Too high	Yes	Make buses cheaper for all. Add new bus routes. Make bus services more frequent	Make buses cheaper for all. Add new bus routes. Make bus services more frequent	Neutral	It is unlikely to personally impact me negatively but I worry about those young children, who are pregnant, an older who may not be able to get to work as easily or be visited as easily in the city but not supported by schemes such as bike badges.	Never be imposed. Disgusting money making scheme that robs people's livelihood	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Give free pass to those living in and necessary commuting to work or forget the imposed charges because it will destroy local people's livelihood	Very negative	This is a highly decisive and necessary action. The bus companies have said that removing done it all LTNs will solve the problem and not cost ordinary people they have earned money. People can afford this extra cash. It has not been done transparently. No news prior to local elections even though this was already planned. Complete lack of democracy. This will impact family and in particular my elderly parents who do not qualify for bike badges but need to get around and have long distances travelled using buses. We treated like second class citizens as we don't live in the city, which means we can't walk or cycle, so we pay the penalty of it cost more and cost with M&P of an congestion charges. It's outrageous to be taking too much money from us and making life so much harder. People and businesses will suffer.	No get rid of the council imposed plans. Council is not fit for purpose. There's a lot	
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	1 don't	No impact	Neutral	There should be no charges at all	No	Make Park & Ride buses cheaper. Make bus services more frequent	Make Park & Ride buses cheaper. Make bus services more frequent	Very negative	As an Oxonian and life-long resident of Oxford I don't think I should be charged for dropping my wife off at work in central Oxford.	Free bus passes, council has the ability now to run its own bus services due to changes in the law, also bus ticket prices are extortionate for such small journeys and cause issues financially. Park and Ride should be free and buses to and from there should be one pound no more, if you want to people to use Oxford and its services make it cheaper for them to access them.	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 commute to the central permit area by car	Very negative	Neutral	There should be no charges at all	Not sure	Make Park & Ride parking cheaper. Make Park & Ride buses cheaper. Make bus services more frequent. Extend hours of operation for buses.	Make Park & Ride parking cheaper. Make Park & Ride buses cheaper. Make bus services more frequent. Add public cycle parking	Very negative	I want to driven when I want and when I want, as often as I want without a congestion charge to pay. Don't put in the traffic filter and get rid of LTNs.	Open the LTNs	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 don't	Very negative	Very negative	There should be no charges at all	No	Make Park & Ride parking cheaper. Make Park & Ride buses cheaper for all	Make Park & Ride parking cheaper. Make Park & Ride buses cheaper for all	Very negative	This is adding an unnecessary strain on the quality of Oxford residents, you have already forced this on Oxford residents, increased their driving distance and traffic and pollution. People of Oxford deserve better. It is an expensive city to live in to begin with, give Oxford residents a break, it seems like the council does not understand the strain it's putting on normal Oxford families, there is increased traffic, due to this, people are driving further to get to the same place without any compensation, income lost through the road and open up, we don't need the council to be reckless and mean.	Remove the filter, accept they were a mistake and remove them, congestion will clear, there is nowhere in the world where you don't get traffic during rush hours, stop over exaggerating the level of congestion we have in Oxford	
a resident of Oxfordshire living outside Oxford	less than weekly	Disability benefit claimants	1 commute to the central permit area by car	No impact	No impact	There should be no charges at all	Not sure	Other	Leave it unchanged	Very negative	If charges go ahead I will struggle to attend leisure activities & hospital appointments with my family as on a low income I can't afford a congestion charge is impossible given that I cannot afford bus fare for the 7 members in my family.	Free bus passes, council has the ability now to run its own bus services due to changes in the law, also bus ticket prices are extortionate for such small journeys and cause issues financially. Park and Ride should be free and buses to and from there should be one pound no more, if you want to people to use Oxford and its services make it cheaper for them to access them.	
a resident of Oxfordshire living outside Oxford	less than weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	1 commute to the central permit area by car	No impact	Neutral	There should be no charges at all	No	Make Park & Ride parking cheaper. Make Park & Ride buses cheaper. Extend hours of operation for buses.	Make Park & Ride parking cheaper. Make Park & Ride buses cheaper. Extend hours of operation for buses.	Neutral	I live in Bladon and frequently visit Summertown for shopping and entertainment. Headington and Marlton is often to rental properties and hospitals. I will be paying a congestion charge if I travel and it is my property.	Free bus passes, council has the ability now to run its own bus services due to changes in the law, also bus ticket prices are extortionate for such small journeys and cause issues financially. Park and Ride should be free and buses to and from there should be one pound no more, if you want to people to use Oxford and its services make it cheaper for them to access them.	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	Very negative	There should be no charges at all	No	Other	Don't do the scheme!!!	Very negative	It's already very expensive to survive in Oxford. I don't think adding extra charges on people will be any help.	Make travel by bus free, provide free parking	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 don't	Negative	Negative	There should be no charges at all	No	Make buses cheaper for all. Add public cycle parking	Make buses cheaper for all. Add public cycle parking	Very negative	The gates on Marlton Ferry and Holloway appear completely disconnected from this scheme (in terms of free passes etc.) On Marlton Ferry in particular it is a key route on which there are several schools and nurseries that already struggle with recruiting staff and making life even more difficult with the quality/availability of these organisations at risk. Using the road daily by bike the main issue at peak times is due to the junction at Bodley Road and Marlton have appear to be designed to provide traffic flow. This combined with wholly inadequate bus services means that there isn't really a viable alternative when needing to travel between Marlton and Summertown (when I use typically 20-40 mins in the Banbury roundabout on the ring road already on days I need to drive this clearly is not an alternative route with any capacity). Secondly this is once again a scheme designed to give the affluent centre free reign over Oxford roads which the wider reaches are doomed to suffer in a cash focused approach to traffic planning.	Free bus passes, council has the ability now to run its own bus services due to changes in the law, also bus ticket prices are extortionate for such small journeys and cause issues financially. Park and Ride should be free and buses to and from there should be one pound no more, if you want to people to use Oxford and its services make it cheaper for them to access them.	
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	1 commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	This is a distribution against cars and car users and I oppose the idea vehemently	Very negative	There is no way I would be able to visit Oxford city centre without the charge. It's discriminatory and unfair. I don't think the council as they do not listen to the public and introduce changes that are not needed. There is a money making scheme adding extra tax on people living in Oxfordshire. No rational to justify. There is no plan that the council has to improve public transport connectivity only plans to tax car users. This is more harsh than the congestion charge in London. Makes no sense.	Council should change its energy to improve public transport rather than tax cars. More positive thoughts needed in the council rather than trying to control public by punitive action.	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	Yes	Make buses cheaper for all	Make buses cheaper for all	Very negative	Will cause gridlock around ring road	Free bus passes, council has the ability now to run its own bus services due to changes in the law, also bus ticket prices are extortionate for such small journeys and cause issues financially. Park and Ride should be free and buses to and from there should be one pound no more, if you want to people to use Oxford and its services make it cheaper for them to access them.	
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	1 commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Other	Very negative	It will no longer be viable to use as a primary school teacher in Oxford city. I will end up having to work closer to home in south Oxford. This area is full of my colleagues. This would be devastating for our 1 form entry school.	Free bus passes, council has the ability now to run its own bus services due to changes in the law, also bus ticket prices are extortionate for such small journeys and cause issues financially. Park and Ride should be free and buses to and from there should be one pound no more, if you want to people to use Oxford and its services make it cheaper for them to access them.	
an Oxford resident	daily	Blue badge holders	1 live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	none of the above would help. No point in making park and ride cheaper until you expand parking at them	Very negative	I have an 85 year old stepdad who drives and doesn't use the internet, how will people like that go pass when they need to use it?	Free bus passes, council has the ability now to run its own bus services due to changes in the law, also bus ticket prices are extortionate for such small journeys and cause issues financially. Park and Ride should be free and buses to and from there should be one pound no more, if you want to people to use Oxford and its services make it cheaper for them to access them.	
other	daily		1 don't	Very negative	Very negative	There should be no charges at all	No	Other	Other	Very negative	This proposal is appalling and will have a detrimental impact on people with disabilities and health conditions, and on the property of Oxford as a city. This you have set for disabled people, blue badge holders or receipt of PIP is too high, there are many people who each week live in Oxford with disabilities that do not meet this level. There are also many with caring responsibilities. I have both caring responsibilities and a disability that does not meet the threshold but both of these factors mean I have to drive to work. I have no option other to consider my long term employment in the city after 16 years in a job I love.	Free bus passes, council has the ability now to run its own bus services due to changes in the law, also bus ticket prices are extortionate for such small journeys and cause issues financially. Park and Ride should be free and buses to and from there should be one pound no more, if you want to people to use Oxford and its services make it cheaper for them to access them.	
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	1 live in the central Oxford permit area, or visit a resident of the central permit area by car	Very positive	Neutral	About right	No	Make buses cheaper for all. Make bus services more frequent. Extend hours of operation for buses. Add public cycle parking	Make bus services more frequent. Extend hours of operation for buses. Add public cycle parking	Very positive	As an Oxford resident I would like to see lower cars and more bikes. I drive into town maybe twice a month and happy with 100p+perweek as well as the visitor permits.	Free bus passes, council has the ability now to run its own bus services due to changes in the law, also bus ticket prices are extortionate for such small journeys and cause issues financially. Park and Ride should be free and buses to and from there should be one pound no more, if you want to people to use Oxford and its services make it cheaper for them to access them.	

Survey Response													
I am responding to this survey as	How often do you travel in or around Oxford?	Please tick which of the following free permits and passes you think you may be eligible for	Do you live in, visit a resident by or commute by car to the residential central Oxford?	Central Oxford residents' permit is proposed that residents in the central Oxford?	Central Oxford permit area commensurate permit to non-resident workers, commuters	We are proposing a single charge of £5 to allow cars without a driver, or permit	Do you think that charges should vary, with drivers of lower cars, residents more and	Income generated by introducing the proposed temporary congestion charge would be used to lower the rate and operating costs of the scheme	If other improvement, please state	Taking into account all the information we have provided about the account in	Please explain your answer	Do you have any other comments about the proposal for six temporary congestion charge locations in Oxford that you have not already shared in this survey?	Do you have any suggestions for other ways to reduce traffic and tackle congestion in and around Oxford?
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Positive	Negative	About right	No	I am hoping it will reduce traffic.		Positive		I am concerned this, like the fingers, will increase traffic through Old Marston at peak commuter times.	An aerial egg lift being Thornhill Park + Oxler Road / JR Hospital + Train Centre.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Negative	Too low	Yes	Could go further, eg restricting hours of access for "other" vehicles (delivery etc) to outside normal peak times		Positive			Reduce the amount of parking currently available with a aim to discourage driving in the centre
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Positive	Negative	Too low	No	Make Park & Ride bus cheaper, Make Park & Ride buses cheaper for all. Make bus services more frequent. Add public cycle parking		Positive			restrict larger vehicles such as trucks and vans with certain hours - so not during peak school hours (7:30-9 and 3:30 to 5). This would make cycling with kids safer and more appealing.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	About right	Not sure	Would expect to see fewer cars crossing the city centre, so buses would be faster more timely and walking/cycling would be safer and more pleasant		Very positive			School term times seem to produce the heaviest traffic, finding better ways for children to get to schools (rather than being driven in and out individually) could make a big difference. A shift away from the near-constant 5-6 working hours could also help spread out "rush hours".
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	Yes	As an HR manager, working about 24/7, working every day after job planned hours from home, additional commuting time will have realistic impact on my service		Very negative			Use the river to provide alternative transportation into Oxford
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	Too low	Yes	It is currently quicker to cycle in and around the city than to go by bus. The roads should be clearer for people who "need" to use their cars and permit the free flow of traffic. Buses will be quicker, and therefore more appealing to use, and cycling will be safer.		Very positive			Look to other medieval cities abroad that have put cycling first and see what measures we can adopt. A good example is Ljubljana, in Slovenia, which is also a medieval university town and is almost entirely car-free in the centre. Cars should be used for getting out of Oxford, and not necessary for getting into or around Oxford.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	There should be no charges at all	Yes	I will have to leave my job at the school where I work part time because the most direct route includes one of the changing routes and going the long way would take too long and will use too much petrol. Going there by bus would take ages as there is not a good direct service available.		Negative			Removing the LTNs in East Oxford would be a good idea. Have more bus routes that cover the entire city and better connect services to the surrounding villages.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	Too high	No	Make buses cheaper for all		Negative			Use the river to provide alternative transportation into Oxford
an Oxford resident	daily	Taxis and private hire vehicles	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make BUSES FREE FOR LOCAL PEOPLE BETWEEN WORKING HOURS AND SEE WHAT IMPACT THAT HAS ON TRAFFIC AND SCHOOL RUNS		Very negative			Free bus passes, council has the ability now to run its own bus services due to changes in the law, also bus ticket prices are extortionate for such small journeys and cause issues financially. Park and Ride should be free and buses to and from them should be one pound no more, if you want people to use Oxford and to use services make it cheaper for them to access them.
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Fix the badly managed roads and roundabouts	Very negative			Open up the LTNs! Simple!
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Very positive	Very positive	Too low	No	Other	It's literally a money making scheme. Not everyone falls into the same category of "they should work, get a bus or cycle" I live in Abingdon, but I grew up in Cowley, I work in Cowley, my partner works in Cowley, my daughter goes to nursery in Rose Hill, I still have a bit of friends and family in Cowley that I see regularly, usually after work. You have already made it difficult with LTNs, I have to sit in a lot more traffic now than I ever did before. People will not stop driving! We pay for our cars, our insurance, our tax, and you want to charge us more for the privilege of driving in our own city. This will cause a lot of congestion. Most cars only have one person in it. I think the scheme doesn't go far enough, we really need to see the volume of private cars with their own cars.	Very positive			
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	No impact	No impact	There should be no charges at all	Yes	Make Park & Ride bus cheaper, Make bus services more frequent. Add public cycle parking		Negative			Get rid of LTNs and open the roads
a resident of Oxfordshire living outside Oxford	less than weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Very negative	Negative	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make bus services more frequent		Negative			Get rid of LTNs and open the roads
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice, or visit a resident of the central permit area by car	Very negative	Very negative	Very negative	There should be no charges at all	Not sure	Make bus services more frequent. Add public cycle parking	Get rid of potholes	Very negative			Deal with the school runs. Make the schools run shuttles from park and ride - no drop-off at school
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Very negative	Negative	There should be no charges at all	Not sure	Make bus services more frequent. Add public cycle parking		Very negative			Traffic level in Oxford is very normal. Maybe we should focus on how we can improve traffic infrastructure rather than making commuting impossible.
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Very negative	Neutral	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make bus services more frequent		Very negative			Make it mandatory for all cyclists use dedicated cycle routes. They tend to use the roads instead, creating more congestion and slowing buses down. Ask parents to either, carpool, use a school bus or walk their children to school. I honestly believe this to be the biggest cause of congestion in Oxford. Very short trips, dipping in and out of the main routes to get kids to school.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	Too low	Yes	Make Park & Ride parking cheaper, Make bus services more frequent. Add public cycle parking		Positive			As above. Buses to private schools from each of the park and ride
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Very positive	Very positive	There should be no charges at all	No	Other	Under impact on users (residents, visitors etc) of Rewley Road.	Very negative			
an Oxford resident	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Negative	Negative	Too low	Yes	Make bus services more frequent. Add public cycle parking		Very positive			
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Very negative	Very negative	There should be no charges at all	No	Make bus services more frequent. Add public cycle parking		Very negative			Remove LTNs
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very positive	Very positive	Too low	Yes	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper		Neutral			
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make bus services more frequent. Add public cycle parking		Very negative			
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	About right	Yes	Make bus services more frequent. Add public cycle parking		Very positive			
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Very negative	Negative	There should be no charges at all	No	Make bus services more frequent. Add public cycle parking		Very negative			
a resident of Oxfordshire living outside Oxford	less than weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Very negative	Very negative	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make bus services more frequent. Add public cycle parking		Very negative			
a resident of Oxfordshire living outside Oxford	less than weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	No impact	No impact	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make bus services more frequent. Add public cycle parking		Negative			
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Negative	Negative	Too low	Yes	Make bus services more frequent. Add public cycle parking		Very positive			
a resident of Oxfordshire living outside Oxford	less than weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Very negative	Very negative	There should be no charges at all	No	Make bus services more frequent. Add public cycle parking		Very negative			
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Negative	Negative	Too low	Yes	Make bus services more frequent. Add public cycle parking		Very positive			
a resident of Oxfordshire living outside Oxford	less than weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Very negative	Very negative	There should be no charges at all	No	Make bus services more frequent. Add public cycle parking		Very negative			
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Negative	Negative	Too low	Yes	Make bus services more frequent. Add public cycle parking		Very positive			
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Very negative	Very negative	There should be no charges at all	No	Make bus services more frequent. Add public cycle parking		Very negative			
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Very negative	Very negative	There should be no charges at all	No	Make bus services more frequent. Add public cycle parking		Very negative			
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Very negative	Very negative	There should be no charges at all	No	Make bus services more frequent. Add public cycle parking		Very negative			
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Very negative	Very negative	There should be no charges at all	No	Make bus services more frequent. Add public cycle parking		Very negative			
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Very negative	Very negative	There should be no charges at all	No	Make bus services more frequent. Add public cycle parking		Very negative			
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Very negative	Very negative	There should be no charges at all	No	Make bus services more frequent. Add public cycle parking		Very negative			
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Very negative	Very negative	There should be no charges at all	No	Make bus services more frequent. Add public cycle parking		Very negative			
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Very negative	Very negative	There should be no charges at all	No	Make bus services more frequent. Add public cycle parking		Very negative			
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Very negative	Very negative	There should be no charges at all	No	Make bus services more frequent. Add public cycle parking		Very negative			
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Very negative	Very negative	There should be no charges at all	No	Make bus services more frequent. Add public cycle parking		Very negative			
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Very negative	Very negative	There should be no charges at all	No	Make bus services more frequent. Add public cycle parking		Very negative			
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Very negative	Very negative	There should be no charges at all	No	Make bus services more frequent. Add public cycle parking		Very negative			
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Very negative	Very negative	There should be no charges at all	No	Make bus services more frequent. Add public cycle parking		Very negative			
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Very negative	Very negative	There should be no charges at all	No	Make bus services more frequent. Add public cycle parking		Very negative			
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Very negative	Very negative	There should be no charges at all	No	Make bus services more frequent. Add public cycle parking		Very negative			
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Very negative	Very negative	There should be no charges at all	No	Make bus services more frequent. Add public cycle parking		Very negative			
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Very negative	Very negative	There should be no charges at all	No	Make bus services more frequent. Add public cycle parking		Very negative			
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Very negative	Very negative	There should be no charges at all	No	Make bus services more frequent. Add public cycle parking		Very negative			
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Very negative	Very negative	There should be no charges at all	No	Make bus services more frequent. Add public cycle parking		Very negative			
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Very negative	Very negative	There should be no charges at all	No	Make bus services more frequent. Add public cycle parking		Very negative			
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Very negative	Very negative	There should be no charges at all	No	Make bus services more frequent. Add public cycle parking		Very negative			
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Very negative	Very negative	There should be no charges at all	No	Make bus services more frequent. Add public cycle parking		Very negative			
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Very negative	Very negative	There should be no charges at all	No	Make bus services more frequent. Add public cycle parking		Very negative			
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Very negative	Very negative	There should be no charges at all	No	Make bus services more frequent. Add public cycle parking		Very negative			
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Very negative	Very negative	There should be no charges at all	No	Make bus services more frequent. Add public cycle parking		Very negative			
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Very negative	Very negative	There should be no charges at all	No	Make bus services more frequent. Add public cycle parking		Very negative			
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Very negative	Very negative	There should be no charges at all	No	Make bus services more frequent. Add public cycle parking		Very negative			
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Very negative	Very negative	There should be no charges at all	No	Make bus services more frequent. Add public cycle parking		Very negative			
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Very negative	Very negative	There should be no charges at all	No	Make bus services more frequent. Add public cycle parking		Very negative			
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Very negative	Very negative	There should be no charges at all	No	Make bus services more frequent. Add public cycle parking		Very negative			
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Very negative	Very negative	There should be no charges at all	No	Make bus services more frequent. Add public cycle parking		Very negative			
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Very negative	Very negative	There should be no charges at all	No	Make bus services more frequent. Add public cycle parking		Very negative			
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Very negative	Very negative	There should be no charges at all	No	Make bus services more frequent. Add public cycle parking		Very negative			
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Very negative	Very negative	There should be no charges at all	No	Make bus services more frequent. Add public cycle parking		Very negative			
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Very negative	Very negative	There should be no charges at all	No	Make bus services more frequent. Add public cycle parking		Very negative			
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Very negative	Very negative	There should be no charges at all	No	Make bus services more frequent. Add public cycle parking		Very negative			
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Very negative	Very negative	There should be no charges at all	No	Make bus services more frequent. Add public cycle parking		Very negative			
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Very negative	Very negative	There should be no charges at all	No	Make bus services more frequent. Add public cycle parking		Very negative			
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Very negative	Very negative	There should be no charges at all	No	Make bus services more frequent. Add public cycle parking		Very negative			
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an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Very negative	Very negative	There should be no charges at all	No	Make bus services more frequent. Add public cycle parking		Very negative			
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an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Very negative	Very negative	There should be no charges at all	No	Make bus services more frequent. Add public cycle parking		Very negative			
an Oxford resident	daily	100 day passes for											



Survey Response													
I am responding to this survey as	How often do you travel in or around Oxford?	Please tick which of the following free permits and passes you think you may be eligible for	Do you live in, visit a resident by car or commute by car to the residential central Oxford?	Central Oxford residents' permits is proposed that residents in the central Oxford?	Central Oxford permit area commuters' permits in non-residential workers' commutes?	We are proposing a single charge of £5 to allow cars without a driver, or permit?	Do you think that charges should vary, with drivers of lower cars, taxis more and...	Income generated by introducing the proposed temporary congestion charge would be used to lower the rate and improve the roads of the scheme?	If other improvement, please state	Taking into account all the information we have provided about the proposal, please explain your answer	Do you have any other comments about the proposal for six temporary congestion charge locations in Oxford that you have not already shared in this survey?	Do you have any suggestions for other ways to reduce traffic and tackle congestion in and around Oxford?	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Positive	Negative	About right	No	Make buses cheaper for all. Make bus services more frequent. Add public cycle parking	Make Park & Ride buses cheaper. Make Park & Ride buses cheaper for all. Make bus services more frequent. Add public cycle parking	Positive	I am concerned this, like the fingers, will increase traffic through Old Marston at peak commuter times.	An aerial egg lifting Thornhill Farm + Oxley Road / JR hospital + Train Centre.	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Negative	Too low	Yes	Make buses cheaper for all. Make bus services more frequent. Add public cycle parking	Make Park & Ride parking cheaper. Make Park & Ride buses cheaper. Make buses cheaper for all. Add new bus routes. Make bus services more frequent. Extend hours of operation for buses. Add public cycle parking	Positive	I am hoping it will reduce traffic.	Reduce the amount of parking currently available with a aim to discourage driving into the centre	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Positive	Negative	Too low	No	Make buses cheaper for all. Add new bus routes. Add public cycle parking	Make Park & Ride parking cheaper. Make Park & Ride buses cheaper. Make buses cheaper for all. Add new bus routes. Make bus services more frequent. Extend hours of operation for buses. Add public cycle parking	Positive	I think 3 cars for commuting is excessive	restrict larger vehicles such as trucks and vans within certain hours - so not during peak school hours (7:30-9, and 3:30 to 5). This would make cycling with kids safer and more appealing.	
a resident of Oxfordshire living outside Oxford	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I commute to the central permit area by car	No impact	No impact	About right	Not sure	Make buses cheaper for all. Add new bus routes. Add public cycle parking	Make buses cheaper for all. Add new bus routes. Make bus services more frequent. Add public cycle parking	Very positive	Would expect to see fewer cars crossing the city centre, so buses would be faster/more timely and walking/cycling would be safer and more pleasant	School term times seem to produce the heaviest traffic, finding better ways for children to get to schools (rather than being driven in and out individually) could make a big difference. A lift away from the near-universal 8.5 working hours could also help spread out "rush hours"	
an Oxford resident	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	Yes	Make buses cheaper for all. Add new bus routes. Add public cycle parking	Make buses cheaper for all. Add new bus routes. Make bus services more frequent. Add public cycle parking	Very negative	On an M161 manager, working almost 24/7, working every day after job planned hours from home, additional commuting time will have negative impact on my service	Looks to other medium cities abroad that have put cycling first and see what measures we can adopt. A good example is Uppsala, in Sweden, which is also a medieval university town and is almost entirely car-free in the centre. Cars should be used for getting out of Oxford, and not necessary for getting into or around Oxford.	
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	Too low	Yes	Make buses cheaper for all. Add new bus routes. Add public cycle parking	Make buses cheaper for all. Add new bus routes. Make bus services more frequent. Add public cycle parking	Very positive	It is currently quicker to cycle in and around the city than to go by bus. The roads should be clearer for people who "need" to use their cars and permit the free flow of traffic. Buses will be quicker, and therefore more appealing to take, and cycling will be safer.	Removing the LTNs in East Oxford would be a good start. Have more bus routes that cover the entire city and better connection services to the surrounding villages.	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	Too high	No	Make buses cheaper for all	Make buses cheaper for all. Add new bus routes. Make bus services more frequent	Negative	I will have to leave my job at the school where I work part time because the most direct route includes one of the charging areas. I don't want to pay for a permit that I won't use. I will continue commuting the way I do, but I will use a bus when I can.	Use the river to provide alternative transportation into Oxford	
an Oxford resident	daily	Taxis and private hire vehicles	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Make BUSES FREE FOR LOCAL PEOPLE BETWEEN WORKING HOURS AND SEE WHAT IMPACT THAT HAS ON TRAFFIC AND SCHOOL RUSH	Very negative	It'll hurt people that come to Oxford to work and who live locally... turning Oxford into a Prison	Free bus passes, council has the ability now to run its own bus services due to changes in the law, also bus ticket prices are reasonable for such small journeys and cause issues financially. Park and Ride should be free and buses to and from there should be one pound or more, if you want people to use Oxford and to see if services make it cheaper for them to access them.	
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	Other	Fix the badly managed roads and roundabouts	Fix the badly managed roads and roundabouts	Very negative	It's literally a money making scheme. Not everyone falls into the same category of 'they should walk, get a bus or cycle'	Open up the LTNs! Stop!	
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I commute to the central permit area by car	Neutral	No impact	There should be no charges at all	No	Other	I oppose the scheme but, if imposed, the charge should cease at 6.30 pm on line with the evening parking period that starts then, and the ability to alter evening performance in the city without the charge.	Neutral	I can live with the 100 permits per year available to those living within the City.	Let me pose one simple question. At the moment, it is possible to drive from (extreme) North Oxford on a quiet day and be in the High Street within 20 minutes of leaving home. How will these measures enable such a journey to be made in under an hour for some one who may be unable to walk across the centre of Oxford without providing a direct bus service?	
a resident of Oxfordshire living outside Oxford	less than weekly	100 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	No impact	Very negative	There should be no charges at all	No	Add new bus routes. Extend hours of operation for buses. Add public cycle parking	1. Regressive and Unfair Taxation The congestion charge is, in effect, a regressive tax - hitting those on lower incomes the hardest. Many key workers, students, and elderly residents from areas like Harwell rely on car travel to access essential services in Oxford. Unlike weather individuals who can absorb the cost or work from home, many do not have that luxury. 2. Lack of Public Transport Alternatives Public transport from Harwell and nearby villages is inadequate. Bus services are infrequent, expensive, and unreliable, with poor connections to major employment centres, schools, and the John Radcliffe and Churchill hospitals. For many, driving isn't a choice - it's a necessity. Limited and affordable alternatives are in place, changing for car access to parks. 3. Impact on Education and Healthcare Access Families with children attending schools or colleges in Oxford will face higher daily costs. Similarly, the sick and elderly needing regular treatment at Oxford hospitals are being least simply for seeking care - this is both morally wrong and socially unjust. 4. Burden on Rural Communities The policy seems to be drawn up with little regard for the realities of village life. We do not benefit from urban infrastructure but are now expected to pay as if we do. This deepens the urban-rural divide and undermines public trust. 5. Economic Consequences Many local businesses, independent, and service workers who travel into Oxford will be directly affected. This could lead to higher costs for services, reduced customer footfall in the city, and even job losses. In summary, introducing a congestion charge without first investing in viable public transport infrastructure is both premature and inequitable. I urge you to reconsider or delay the introduction of this policy until meaningful alternatives are in place for rural areas.	Very negative	The cost of the implementation is likely to be higher than the income		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make buses cheaper for all. Make bus services more frequent. Extend hours of operation for buses	I am writing to raise my concerns about the proposed enforcement of a congestion charge in our city. While I understand the intention may be to reduce traffic and promote sustainability, I believe this approach could have significant negative consequences for residents, businesses, and the local economy. For individuals like myself, the charge would create an additional and undesirable financial burden. Many of us rely on regular travel into the city for work, essential appointments, and family commitments. Paying a fee every time we need to travel will limit our ability to move freely, especially when there are limited or less practical public transport alternatives available. From a broader perspective, businesses in the city will face reduced customer footfall. People may choose to avoid travelling altogether to avoid the charge, leading to lost sales, reduced productivity, and services. This decline in accessibility risks discouraging economic activity and could make it harder for local businesses to thrive. A more balanced approach such as improving public transport options, incentivising carpooling, or introducing targeted exemptions - could achieve the goal of easing congestion without placing a disproportionate financial strain on residents and harming businesses that rely on regular city access. I urge decision-makers to carefully reconsider the long-term impact of enforcing this charge and to explore solutions that support both environmental goals and the vitality of our community. I drive into Oxford almost every weekend for leisure, shopping, and church. I also work in Cowley during the week which has very poor links to where I live requiring me to drive. After work (-6pm) I often drive to the city centre for dinner with friends. I regularly use the parking at Westgate after fun due to the evening rates which will now be completely blocked off due to the charges applied on Hyde Bridge and Thames Street. Traffic on these streets are already high in the evenings so I don't think these charges need to be applied after 6pm. I will have to reconsider whether my business in Oxford is viable or whether I should move elsewhere.	Very negative	Please see previous.		
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	No impact	No impact	There should be no charges at all	Not sure	Make Park & Ride buses cheaper	Make Park & Ride buses cheaper	Very negative	Traffic on these streets are already high in the evenings so I don't think these charges need to be applied after 6pm. I will have to reconsider whether my business in Oxford is viable or whether I should move elsewhere.		
an Oxford resident	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make buses cheaper for all	Make buses cheaper for all	Very negative	You are moving traffic onto one road which can already not handle the volume of the traffic. You will be creating traffic chaos and making everyone late for work and appointments. Not everyone can take public transport	Open the high street back up	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	There should be no charges at all	Yes	Add new bus routes	Add new bus routes	Very negative	Overall good but at such a low rate with so many exemptions and permits I don't believe it will be enough.	Bring back the Jericho LTN as part of the filter / charge proposal.	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	There should be no charges at all	No	Make buses cheaper for all. Add new bus routes. Make bus services more frequent	Make buses cheaper for all. Add new bus routes. Make bus services more frequent	Very negative	I do not believe the congestion charges are necessary or appropriate. Even the timing of the car... I day a week charge does not make sense. Charges will be applied at times when there is not normally any congestion. Furthermore, I do not believe that the charges will be temporary. I expect future restrictions on the number of "free" passes, and then the imposition of charges for all.	Stop funneling so much traffic into one small roundabout (the Plan). Remove 1 in 3 East Oxford Improve traffic flow on the ring road Listen - and actually act in accordance with - the views of all residents and businesses. A mixed concept! Do not allow decisions to be dictated solely by people who are not immediately affected by those decisions. Residents and businesses affected must be given a direct ability to vote on, and veto if necessary, any measures introduced	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make Park & Ride parking cheaper. Add new bus routes. Make bus services more frequent	Make Park & Ride parking cheaper. Add new bus routes. Make bus services more frequent	Very negative	I believe this will have an extremely negative impact on the people who drive into work to central Oxford. It will also affect those as many people drive into the centre and will be discouraged by this fee as well as tourism might drop as a result of this.	The best place to start would be by halting the works under the train station. Many people, businesses and tourists would be affected from this, and would be more happy to take bus option than cars. The real issue would be lowering the fares, weekly and monthly passes, and employees of Oxford would move over those this option instead of driving. I would say this would be a good start. Thank you.	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Negative	Negative	Too low	Yes	Make Park & Ride buses cheaper. Make buses cheaper for all. Make bus services more frequent. Add new bus routes. Add public cycle parking	Make Park & Ride buses cheaper. Make buses cheaper for all. Make bus services more frequent. Add new bus routes. Add public cycle parking	Very positive	Oxford is clogged with cars, and residentially so. So many drivers aren't at the wheel out of necessity but out of habit. For those who need to drive, because of disability or for business reasons, these people are clogging the roads and the buses, and those on them suffer most of all. It's already congested without forcing all cars on to find an alternative to their car. We need easier and more consistent travel by bus and bike. This scheme is frankly a rather modest proposal, with 1 week further and half-hour favourables. All in all, it's a step in the right direction.	Make cycling and walking less perilous in the areas of densest population. Parts of Cowley and Rose Hill are treacherous for pedestrians and cyclists alike. Start from the Rose Hill/Berley Ave/Church Cowley Road junction, which might as well be a motorway junction, and work your way along to between Towns Road/Oxford Road/Garston Road in one direction and up to Rose Hill in the other, removing the barriers to safe active travel. At present, this part of the city is like a deep, fast flowing river with no bridges. Either you can be one side of it or the other, but you cannot cross it safely.	
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	No impact	No impact	There should be no charges at all	Yes	Make Park & Ride parking cheaper. Make Park & Ride buses cheaper. Add new bus routes	Make Park & Ride parking cheaper. Make Park & Ride buses cheaper. Add new bus routes	Very negative	The traffic into Oxford during the school holidays is so much higher. What steps have been taken to encourage staff and school pupils to take public transport / run their own services? £5 / day is probably not much of a burden for some private school parents to pay and will not act as a deterrent to car use.	Consider commuters travelling from the west of the county. There is no adequately functioning P&R currently, and no direct bus route. There is little option other than to sit in traffic jams coming off the A44 at Princes or Henley. Oxford is an expensive city to live in. In order to staff the hospitals, people have to be recruited from outside the city and need to commute. Express bus services are needed to serve towns in addition to multiple stopping services provided for city residents.	
a resident of Oxfordshire living outside Oxford	less than weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	No impact	No impact	There should be no charges at all	Not sure	Make Park & Ride buses cheaper. Make buses cheaper for all. Make bus services more frequent	Make Park & Ride buses cheaper. Make buses cheaper for all. Make bus services more frequent	Neutral	Difficult to assess but if we want to travel into Oxford more times than we have permits for then we will pay the charge and it will not have much financial impact on us. Perhaps there will be positive impacts eg. less congestion, shorter bus times, more reliable bus services	Rethink access to and use of parking at Westgate! Improve bus links to railway & bus station, ice- rink, Brookes, hospitals, centres of employment eg. science parks, Harwell, Culham etc. Other concessionary bus fares for young people. More info on bus routes and booking - more 'joined up' approach. Still some companies/routes that do not 'ticket share'! Why????	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Other	Very negative	It is not necessary and a waste of money. I AM 79 and feel I should be able to drive where I need to go. Don't assume we are all cycle and buses get you to where you want to go	Priority is being given to cyclists who feel they don't need to obey rules of the road. Signalling, traffic lights etc.	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Make roads in Oxfordshire better. Get the botley road sorted quicker.	Very negative	Oxford's war on the car has gone too far. We are faced with constant congestion that has been caused deliberately by council's actions in closing off roads. The centre of town is almost impassable at busy times even on a bicycle because of pedestrians walking about the streets with no understanding that these are roads and still open for vehicular traffic. This scheme will make congestion worse, journeys longer, and add to the already considerable misery of people who have to drive in Oxford.	Recognise the roads that are closed to reduce the congestion at crunch points. Stop the war against the car.	
a resident of Oxfordshire living outside Oxford	daily	100 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very positive	There should be no charges at all	No	Other	Make roads in Oxfordshire better. Get the botley road sorted quicker.	Very negative	You will lose excellent teachers from school in city centre where there are vulnerable children who need the best teachers. Many of these teachers cannot afford to live in places close enough to work that they can commute by bus or cycle. Many schools such as primary schools do not have showering facilities for staff to shower if they cycle in to work like other private businesses do. They work long hours and the traffic on the ring road will be awful and make it an even longer commute that it already is.	Give teachers permits like other workers or teachers in schools with a high percentage of vulnerable children permits so that children are not disadvantaged. Make teachers a priority group.	
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	Too high	Not sure	Make buses cheaper for all. Add new bus routes. Add public cycle parking	Make buses cheaper for all. Add new bus routes. Add public cycle parking	Neutral	For me, if it reduces traffic on the arterial roads - which is presumably the point of assisting bus services, it will be positive. Not entirely sure though how this will happen, but at least it that no modelling has been done. I'm wary of the impact on some people. Taxis seem not to be included in the exemptions, problematic for people of limited mobility who may be some circumstances rely on taxis. Also on small businesses. Shows like Smith and Loe have concerns and I would guess this initiative will benefit larger shops on the ring road. A manager I know tells me the congestion charge will apply to him, as someone who does a delivery round by his car. This is perhaps not the most environmentally friendly of doing a paper round, but presumably his alternative of buying a new van will make things worse. (I don't know if he could categorise himself as a mobile trader in this respect). Perhaps this is all simply a matter of changing the way business is done, with vanmen and buses. I'm not sure I've seen any analysis of this by the council - that it's published data on changes in traffic is a good thing, but the way time is spent (a while ago) didn't seem to end up on wider economic impacts.	More cycle parking as already mentioned, in particular outside the city centre, and I'd suggest in residential areas. I'm not clear how easy it would be for community workers to securely park their cycles whilst visiting clients. A more complete cycle network. To mention the unsafe nature of the cycle path on Barnes Road, where parked cars are forcing people outside the cycle lane to ride on the road. Oxford's network is pretty good in parks, but there are significant gaps and problems. (The inward cycle lane on Oxford Road/Rowley is made very user friendly by drains and - at least at times in the past - an uneven surface. The drains I'm not sure how you'd address, but particularly problematic when cycling downhill and/or at junctions).	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Positive	Neutral	About right	No	Add new bus routes. Make bus services more frequent. Add public cycle parking	Add new bus routes. Make bus services more frequent. Add public cycle parking	Very positive	It will reduce traffic volume leading to better safety for vulnerable road users.	There needs to be work on recognizing car dependence as a problem in itself for the health of both individuals and the community. In practical terms this means moving beyond statements of goodwill to a redirection of funds towards vulnerable road users.	
a parish, town, district or county	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Neutral	Positive	Too low	Yes	Make Park & Ride parking cheaper. Make buses cheaper for all. Make bus services more frequent	Make Park & Ride parking cheaper. Make buses cheaper for all. Make bus services more frequent	Positive	Congestion in Oxford is appalling. Residents in my ward accessing central Oxford are most likely to do so via Abingdon Road which is very badly congested by car or bus. My hope is that the charge will encourage more people to Park and Ride and the bus journey times on Abingdon Road will improve.	I have commented that the charge is too low, but what I mean is that the charge is too low compared to the cost of the Park and Ride. My preference would be for Park and Ride to get cheaper rather than for the congestion charge to be higher. I would also like to see cheaper bus fares for other routes. You can access many parts of the city easily on bus routes from Reddingle Park and Ride, but only the Park and Ride bus benefits from the cheaper parking and bus in one ticket.	Provide the Oxford Blue Age journey planner at Reddingle Park and Ride. Many car drivers don't realise the options they have to get to hospitals, the Plan, and other locations directly by bus from Reddingle.
an Oxford resident	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Positive	Positive	About right	No	Make Park & Ride parking cheaper. Make Park & Ride buses cheaper. Add public cycle parking	Make Park & Ride parking cheaper. Make Park & Ride buses cheaper. Add public cycle parking	Positive	I cycle to work every day, and reducing congestion will make my daily commute safer.	Make the park and ride free (see Cambridge scheme)	
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Neutral	Neutral	Too low	Yes	Make buses cheaper for all. Make bus services more frequent	Make buses cheaper for all. Make bus services more frequent	Positive	I cycle to work every day, and reducing congestion will make my daily commute safer.	A bus lane on the A44 could entice commuters of cars. At the moment if you travel at peak time the bus gets stuck with all the other traffic!	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make buses cheaper for all. Add new bus routes. Make bus services more frequent	Make buses cheaper for all. Add new bus routes. Make bus services more frequent	Very negative	I hope that it will reduce congestion, especially on roads into the centre. I will be happy when I see only one way out connecting road which is already congested at all times of the day and on all days. The buses are frequently redirected and waiting times are not acceptable. Do councillors even live in the Cowley area? Who decided that road should be kept being the bottom of highway kerfing? If you could live on the road that doesn't seem to be anything, I would like the council to make these decisions to come out of the areas highlighted for this proposition. I'm not sure I've seen any analysis of this by the council - that it's published data on changes in traffic is a good thing, but the way time is spent (a while ago) didn't seem to end up on wider economic impacts.	Take out cycle lanes in the roads. Take out the LTNs. Forget all thought of congestion charging and planned bus gates.	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	Too high	Yes	Make buses cheaper for all. Add new bus routes. Make bus services more frequent	Make buses cheaper for all. Add new bus routes. Make bus services more frequent	Very negative	Disproportionate impact on working families.		

Survey Response														
I am responding to this survey as	How often do you travel in or around Oxford?	Please tick which of the following free permits and passes you think you may be eligible for	Do you live in, visit a resident by car or commute by car to the proposed central Oxford?	Central Oxford residents' permit in the central Oxford?	Central Oxford permit area commuted permit in non-commuter workers' commuted	We are proposing a single charge of £5 to allow cars without a driver, or permit	Do you think that charges should vary, with drivers of lower cars, less than more?	Income generated by introducing the proposed temporary congestion charge would be used to lower the rate and operating costs of the scheme	If other improvement, please state	Taking into account all the information we have provided about the proposal	Please explain your answer	Do you have any other comments about the proposal for 6 temporary congestion charge locations in Oxford that you have not already shared in this survey?	Do you have any suggestions for other ways to reduce traffic and tackle congestion in and around Oxford?	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Positive	Negative	About right	No	Make bus services more frequent		Positive	I am hoping it will reduce traffic.	I am concerned this, like the fingers, will increase traffic through Old Marston at peak commuter times.	An aerial egg lift bringing Thorntree Park - Old Marston - JR hospital - Train Centre.	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Negative	Too low	Yes	Make bus services more frequent		Positive	Could go further, eg restricting hours of access for "other" vehicles (delivery etc) to outside normal peak times	Reduce the amount of parking currently available with a aim to discourage driving into the centre		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Positive	Negative	Too low	No	Make bus services more frequent		Positive	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make bus services more frequent, Extend hours of operation for buses, Add public cycle parking	restrict larger vehicles such as trucks and vans within certain hours - so not during peak school hours (7:30-9 and 3:30 to 5). This would make cycling with kids safer and more appealing.		
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	About right	Not sure	Make bus services more frequent		Very positive	Would expect to see fewer cars crossing the city centre, so buses would be faster/more timely and walking/cycling would be safer and more pleasant	School term times seem to produce the heaviest traffic, finding better ways for children to get to schools (rather than being driven in and out) and individually could make a big difference. A shift away from the non-universal 9-5 working hours could also help spread out "rush hours".		
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	Yes	Make bus services more frequent		Very negative	It's an awful message, working almost 24/7, working every day after planned hours from home, additional commuting time will have realistic impact on my service	Seems like a good way to test out the traffic filter ideas before going into the full proper		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	Too low	Yes	Add new bus routes. Make bus services more frequent, Add public cycle parking		Very positive	It is currently chaotic to cycle in and around the city than by bus. The roads should be clearer for people who "need" to use their cars and permit the free flow of traffic. Buses will be quicker, and therefore more appealing to take, and cycling will be safer.	Charging to the right of conditions, there needs to be provision for those at risk, whether that is by improving bus services or adjusting the congestion charge for users. However, training would be affected to such an extent that competitive standards need to move to other risks, such as Sweden, which are further away, which will affect the ability to operate and maintain themselves.	Look to other medium cities abroad that have put cycling first and see what measures we can adopt. A good example is Uppsala, which is also a medium university town and is almost entirely car-free in the centre. Cars should be used for getting out of Oxford, and not necessary for getting into or around Oxford.	
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	There should be no charges at all	Yes	Make bus services more frequent		Negative	I will have to leave my job at the school where I work part time because the most direct route includes one of the charging zones. I am not going the long way would take too long and will use too much petrol. Going there by bus would take ages as there is not a good direct service available.	Removing the LTNs in East Oxford would be a good start. Have more bus routes that cover the entire city and better connection services to the surrounding villages.		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	Too high	No	Make buses cheaper for all		Negative	Push traffic onto already busy alternate routes already impacted by LTNs	Use the river to provide alternative transportation into Oxford		
an Oxford resident	daily	Taxis and private hire vehicles	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Make BUSES FREE FOR LOCAL PEOPLE BETWEEN WORKING HOURS AND BE WHAT IMPACT THAT HAS ON TRAFFIC AND SCHOOL RUNS	Very negative	Will hurt people that come to Oxford to work and who live locally. Turning Oxford into a Prison	Free bus passes, council has the ability now to run its own bus services due to changes in the law, also bus ticket prices are extortionate for such small journeys and cause issues financially. Park and Ride should be free and buses to and from there should be one priced no more, if you want people to use Oxford and use services make it cheaper for them to access them.		
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Fix the badly managed roads and roundabouts	Very negative	It's literally a money making scheme. Not everyone falls into the same category of 'they should walk, get a bus or cycle' I live in Abingdon, but I grew up in Cowley, I work in Cowley, my partner works in Cowley, my daughter goes to nursery in Rose Hill, I still have a lot of friends and family in Cowley that I see regularly, usually at work.	Open up the LTN? Simple!		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	There should be no charges at all	Yes	Make buses cheaper for all		Negative	You have already made that difficult with LTNs, I have to sit in a bit more traffic now than I ever did before. People will not stop driving! We pay for our cars, our insurance, our tax, and you want to charge us more just for the privilege of driving in our own city!	Put your congestion charge in areas where you've voted in Leavis Cowley already! Majority of residents do not want your greedy schemes! You seem to be targeting the poorer areas!		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	There should be no charges at all	Yes	Make buses cheaper for all		Negative	And I have already probably double my journey time!	If you really want it, then open up some of the LTNs so that the traffic can flow freely!		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Neutral	Negative	There should be no charges at all	Yes	Make buses cheaper for all		Negative	I struggle to work what I can, but I don't have to do the nursery as I have never ever had a problem getting round Oxford! The number of families and households that run their cars to go about their daily lives is ridiculous! I have never had a problem getting round Oxford! I struggle to work what I can, but I don't have to do the nursery as I have never ever had a problem getting round Oxford! I struggle to work what I can, but I don't have to do the nursery as I have never ever had a problem getting round Oxford!	Remove the Car Traffic Neighbourhoods that you have put in place. They have made driving around Oxford impossible and added extra pressure on several routes. We should be let out of our driveway with cars outside!		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very positive	Neutral	About right	Yes	Make bus services more frequent, Add public cycle parking		Very positive	It's outrageous that we have to pay to drive in Oxford. Some of it has been busy, with young families and full time jobs. The charge is not to add revenue extra pressure on the roads.	Unacceptable!		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make bus services more frequent		Very negative	My son just starting a business would not be able to afford these charges, the local businesses are already suffering with the current cost of living. I would also be in the more frequent restaurants more often if it wasn't for the charge. It's already proven that the LTNs make traffic worse for all. Just stop making. Offer better bus services and cycle and cycling schemes. Allow people to make choices by using more options. Trust people to make the change. But for people with no viable options is foolish. Also remember that it will work for the residents of Oxford. You need to listen to what people want. We don't live in a dictatorship. This is a democracy.	As a resident of Oxford, I reject any requirement for any temporary congestion charges. And I want the LTNs removed.	Stop restricting people, give people more choices. Make Lime bikes more accessible- there are too few in Oxford.	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make Park & Ride parking cheaper, Make bus services more frequent, Other	Just stop all congestion charges altogether	Very negative	What are you trying to do to our city. You are making it impossible to live here, impossible to have a business here and impossible for people to visit here. This is the most awful idea which will have unringing impacts on peoples lives that you haven't even been able to consider. You should be ashamed and immediately reverse the idea	Remove the LTNs the traffic CAN ACTUALLY RUN FREE! What you have done is put all traffic into the same place on the same roads and stop it up to no one can move. Focus on the few roads, traffic lights, roundabouts so the actual flow works. If there is one accident on one road it's the moment it blocks the whole thing. You really got here a clue what flow works in the suburbs.		
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	There should be no charges at all	No	Add new bus routes. Make bus services more frequent, Extend hours of operation for buses		Very negative	I agree Oxford has traffic issues but penalising those who live in the city simply because they live there is not the answer. Already the LTNs have caused havoc. Many people will not be able to afford these fees and will be trapped at home, especially if they have young children. Buses will be more frequent and more reliable. I am not sure about the LTNs. I live in Marston and often need to go to Summertown. If passes have run out, then that would mean a difficult and long commute. I do not understand why a probably completed ring road and back into town. In what way does that help the city or ecological concerns? I do use buses when I can but they need to be driven as my mobility is affected. Please do not assume, as you tend to do, that everyone is either enough to hop on a bike or to a bus stop.	As intended, a well thought out road system might help along with a better bus. The latter should be considered on punishing coaches with poorly thought out road systems and high fees. Surely a reliable bus system should not be beyond the wit of man.		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make Park & Ride parking cheaper, Make bus services more frequent, Other		Very negative	I support efforts to reduce traffic in and around Oxford, but I believe this must be done fairly, transparently, and in cooperation with the community. Here are my suggestions: Target congestion points. Oxford's traffic issues are most acute during the school run and commuter peaks. Measures should focus on these windows rather than blanket restrictions that affect everyone equally, regardless of need or time. Parents could drop children at Park & Ride sites, where dedicated buses would take them to schools in the city centre. This would reduce short trips and improve safety around schools. Build a Park & Ride to the East of the City. A new Park & Ride east of Oxford would help absorb demand and reduce pressure on residential roads. Reduce the cost of parking and bus fares at Park & Ride sites. Current pricing can deter use. Making it more affordable, especially for families and low-income residents, would encourage uptake and reduce city centre congestion. Restructure and expand community "pepper" buses. These smaller, more agile buses could serve residential areas and those with mobility challenges, especially where walking to main bus stops is difficult. Use real-time data to manage traffic flow dynamically. Instead of static restrictions, Oxford could explore smart traffic management using sensors and adaptive signals to respond to congestion in real time. Adopt a bottom-up approach to transport planning. Any future schemes should be co-designed with residents, traders, carers, and service users. Oxford's diversity of needs demands inclusive, locally informed solutions, not top-down impositions.			
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	There should be no charges at all	Not sure	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make bus services more frequent		Very negative	While some areas may benefit from reduced traffic, others will bear the brunt of displaced congestion, pollution, and inconvenience. This mirrors what happens with the East Oxford tolls, where residents outside the zones often reported quieter streets, but those on boundary roads faced increased traffic and disruption. Policies that redistribute problems rather than solve them are not equitable. They risk dividing communities and fostering resentment, especially when consultation and communication are inadequate, as was widely acknowledged during the LTN rollout. Any scheme of this scale and impact should be designed with the community, not imposed on it. A bottom-up approach, rooted in genuine collaboration with residents, businesses, and service providers, is essential for building trust and delivering solutions that reflect the lived realities of those affected. The current top-down model leads to disconnected and dismissive local knowledge and concerns. Crucially, no one should be separated from essential services, such as their GP, dentist, or local chemist, by a congestion charge or bus gate. These are not luxury destinations; they are vital to health and wellbeing. Restricting access to them risks creating barriers to care, especially for those who cannot easily walk, cycle, or use public transport. If the council wants to build trust and deliver genuine improvements, it must stop designing schemes that put neighbourhoods against each other and instead pursue inclusive, city-wide solutions that don't rely on selective restrictions.	more consistent cycle lanes (which don't cut in or narrow) reduce stops of PR&R so that people outside can get into the centre more quickly		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Neutral	Very negative	Too low	Yes	Make Park & Ride parking cheaper, Add new bus routes, Make bus services more frequent		Positive	We've got to move towards a no-private-car city	20 CUH roads in Headington should be cut off of residential areas (eg Leiner Road) 20 CUH signs should be clearer and the limit enforced (eg Old Road)		
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	No impact	No impact	About right	Yes	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper		Negative	It looks as though central parking areas have inside the proposed area. Congestion charging plus parking would be quite punitive			
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, or visit a resident of the central permit area by car	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	Yes	Add new bus routes. Make bus services more frequent, Extend hours of operation for buses		Very negative	Penalising residents like myself who have lived in Oxford for 48 years is utterly outrageous. Surely discouraging the use of roads such as the Marston Ferry Road create further congestion elsewhere, such as the Ring Road, as well as increase petrol consumption and fuel costs. Surely roadworks will be needed to deal with the traffic pollution, and the area would be a total disaster. This would apply to all pedestrians and cyclists. Buses would be more reliable and on time and hopefully, more people would use the bus for short journeys and for commuting to work from outside the city.	Much cheaper and more frequent and efficient bus services throughout the city.		
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	No impact	No impact	Too low	Yes	Make Park & Ride parking cheaper, Make bus services more frequent		Positive	Commuting, shopping, there's no point coming to Oxford. Everything is becoming more difficult, train fares increasing. There's no consideration for local or Oxfordshire residents.	Families who live outside Oxford are put off using the Park and Ride buses because of the cost of both parking and the buses. Many prefer to drive to town buses such as Witney and Banbury. It's a shame that local people are put off travelling to the city because of the cost.		
a resident of Oxfordshire living outside Oxford	less than weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Neutral	There should be no charges at all	Yes	Make bus services more frequent, Extend hours of operation for buses		Very negative	Commuting, shopping, there's no point coming to Oxford. Everything is becoming more difficult, train fares increasing. There's no consideration for local or Oxfordshire residents.	Remove LTN's. There's insufficient transport, irregular and extremely expensive. Offer free travel to all to encourage commuting as opposed to charging		
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Negative	Neutral	There should be no charges at all	Yes	Make buses cheaper for young people		Negative	I will deter people going to Oxford for entertainment in the evening	Sound buses coaches from travelling into the city centre		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very positive	Neutral	About right	Yes	Make bus services more frequent		Positive	The impact will persuade people to do other things that just driving whenever they feel like it. We HAVE TO reduce motorcars.			
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make bus services more frequent, Add new bus routes, Make bus services more frequent, Add public cycle parking		Very negative	I pay road tax to drive on the road. It's unbelievable I am filling in a questionnaire hoping that this ridiculous scheme won't go ahead. It's a luxury not to have a car. Life is busy. This scheme will mean the ring road will become grid locked constantly. Wouldn't you rather sit in your car than a crap bus that doesn't go where you need to go. Who wants these extra LTNs or restrictions imposed for north Oxford?	Really hope this ridiculous scheme doesn't go ahead. The East Oxford LTNs have caused enough chaos and negatives impact on businesses.	How about all Oxford residents get given a cheap electric car?	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	Yes	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Add public cycle parking		Very negative	Like the air traffic filter, this scheme is not going to do what you should be doing, which is get anyone living near school and work to walk or cycle to school because residents can't in any case have a permit. You are just introducing a tax on people who will have more difficulty coming into Oxford.	When we first had to get a parking permit to park our car on our street we were told the scheme would be free. I have put the scheme will have a very negative impact, because I have no reason to think that the charge really will be scrapped once the air traffic filter is in place. It was so cynical to introduce this three weeks after the old time were voted back in in our area and was never mentioned before the election - get another unhelpful introduction of a traffic scheme which results in extra penalties for motorists and makes life more complicated for people without actually solving the problem of congestion in Oxford!		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Negative	Negative	There should be no charges at all	No	Other	Make park and ride free	Negative	All this leads to more bureaucracy as well as set up costs. If you are serious about reducing traffic in the city, either make the park & ride free, or the bus journey in free, or both. To support businesses in Oxford, we need to encourage shoppers not to arrive there with congestion charges.	Already stated		
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	The charge is unacceptable.	Very positive	We are already living in a very difficult time, you're proposing to add another financial burden on people. It's unacceptable.	As above.		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	Too low	Not sure	Make bus services more frequent		Very positive	Fewer cars on the roads will help buses more freely, reduce pollution, and make streets safer for pedestrians and cyclists.			
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Very positive	Positive	About right	No	Make bus services more frequent		Negative	It will lead to congestion in the other areas and decrease traffic flow.	I think they should all be limited to peak hours only		
a business	daily	I commute to the central permit area by car	I commute to the central permit area by car	Positive	Very positive	There should be no charges at all	No	Make bus services more frequent		Very negative	I have commuted to Oxford for over 10 years, especially through Pear Tree roundabout route. Made so much worse after it was completed by Biley Road closure. Most traffic clears once you pass the school run round. It is the same after 13:40hrs. These cars will be affected and congest the roads the most. None of this should be considered until Biley Road is completed and my team can commute easily. Like many businesses we will leave Oxford if this is introduced and commuters are so slow. Bus services are terrible to Park & Ride. If there are delays on A44 it's worse.	Six is a huge number; it makes it really hard to get around a very small city, to the hospitals for example. I had a serious medical problem that required 3 years ago and had to rely on taxis and buses. It was terrible.		
a resident of Oxfordshire living outside Oxford	less than weekly	Community health or care workers who need to visit multiple locations or travel urgently	I don't	Very negative	Very negative	There should be no charges at all	No	Make Park & Ride parking cheaper, Add new bus routes, Make bus services more frequent, Extend hours of operation for buses		Negative	It will divide the city making short journeys much longer and congesting residential streets.	It's unreasonable, we need to have congestion and not achieve the stated aims	Sync the traffic lights leaving Oxford via Redbridge so traffic can leave smoothly without generating more exhaust gases	
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very positive	Very positive	Too low	Yes	Make bus services more frequent, Add public cycle parking		Very positive	Reducing car traffic will cut congestion and pollution, improve health, and make it easier for more people - especially those on lower incomes - to get around the city, less free, less slow, and less stressful.	I strongly support the Citizens' Assembly recommendation for longer-term change, particularly: 1. Designating some roads for buses, emergency vehicles, bike badge holders, and cycles 2. Creating a car-free city centre	Designating some roads for buses, emergency vehicles, and bike badge holders. Creating a car-free city centre	
a resident of Oxfordshire living outside Oxford	less than weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Neutral	Neutral	There should be no charges at all	No	Make buses cheaper for all, Make bus services more frequent		Negative	Just another example of how bureaucracy in Oxford is aimed at stopping people moving around the city. Not everyone can afford a car. It's not a good idea for the County Council to control climate change.	A perfect excuse to cut the traffic filters a different name so as to not look like the council have gone back on their word	Remove LTNs and allow traffic to use the roads that were always available to them in the past	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Very positive	Very negative	There should be no charges at all	No	Make bus services more frequent		Very negative	It costs an estimated £2m in charges and PCNs for people many of whom can't afford it. The main impact is modelled to be affecting residents who have journeys within Oxford. It bears similar cases in contradictory way eg 90 motor permits are issued in the central area but not elsewhere, even though visitors to eg junctions, travelling from East, West or South have no meaningful alternative to paying the charge. The long way round actually costs more in fuel/overseas. The 100 permits issued to residents appear randomly calculated (less than 2 per week) and cannot be based on an assessment of actual need. For example if I visit my son and new grand-daughter in London, and stay overnight we use up 2 permits, more than a weeks worth. No permit left for anything else that week, if we average out it's just less than 2 per week. For those who can't afford it, the scheme may become a driver to buy a second car (particularly in preparation for the traffic filter), which is a odd way for the County Council to control climate change. The scheme is discriminatory. The number also distributed against those who are less mobile and need to use their car more often than to move around the city for routine tasks. A Blue Badge exemption is a bare minimum, but actually only covers a small proportion of those likely to be affected. The scheme discourages visitors from anywhere driving to visit us in Jericho, Chipping or other than from the north, because they either pay the charge or have to drive round the ring road and then down Woodstock Rd (single journey, more expensive, but they may not want the hassle of paying the charge if they're driving or taking a train). This discourages against all residents, but creates stark discrimination against many on grounds of age or disability. The social and mental health benefits of receiving visitors is well recognised. It imposes a drop-off tax on the visitors which is effectively discrimination on grounds of age or disability. A Blue Badge exemption is not sufficient. Anyone with bulky or heavy luggage is also disadvantaged. The modelling doesn't actually support the claimed objective: The objective is ostensibly "quicker and more reliable buses" (para 2 cabinet paper of 17 June 2020) While the Stern Report modelling suggests that central areas should see less traffic, which logically suggests buses may run slightly faster there, there is no express explanation of where or at what times the congestion affecting bus times currently exists, nor any maps or evidence demonstrating where this congestion is forecast to be alleviated, or to causal link.	Not sure I know		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Very positive	Very negative	There should be no charges at all	No	Make bus services more frequent		Very negative	The purpose of a city is to make it easy for people to meet. This proposal defeats the purpose of living in a city.	I do not believe it should be implemented until Biley Road work continues.	Proper bus routes up and through Bishops Hill.	
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	No impact	Negative	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper		Negative	We do not want any charges applied to residents of Oxford. This is not going to help anybody but a matter of revenue to collect more money from the local residents and visitors. It is additional indirect way of taxing local residents under the flag of environmental protection and congestion. Please stop this policy which will destroy the city centre.	I won't be able to meet friends as easily and frequently as I wish.	I think the traffic flow is reasonable today.	
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I commute to the central permit area by car	Very negative	Neutral	There should be no charges at all	No	Make bus services more frequent, Extend hours of operation for buses		Very negative	We do not want any charges applied to residents of Oxford. This is not going to help anybody but a matter of revenue to collect more money from the local residents and visitors. It is additional indirect way of taxing local residents under the flag of environmental protection and congestion. Please stop this policy which will destroy the city centre.	I do not support this scheme at all. The design of this survey is based, as the questions assume that we accept the scheme and move on to discuss the details - such as the type of permit, the location of cameras, and how the collected funds will be spent. It would be more honest to propose a straightforward survey without these biases. You are providing visitors from outside the city with free access to the centre via Burby Road, while local residents of Oxford are excluded from residents' car-free streets.	Remove low traffic neighbourhood schemes that are causing excess traffic elsewhere. Bus companies are covering the city and the council is doing nothing. The center is doing and you foolish transport plans will not help the city. You are removing the LTNs. This traffic will get better and will be happy. You are causing the congestion by introducing the LTNs and are trying to add another layer of controls that make the city living unbearable.	

Survey Response													
I am responding to this survey as	How often do you travel in or around Oxford?	Please tick which of the following free permits and passes you think you may be eligible for	Do you live in, visit a resident by car or commute by car to the proposed central Oxford?	Central Oxford residents' permits is proposed for residents in the central Oxford?	Central Oxford permit area commutants' permits is proposed for non-resident workers, commutants?	We are proposing a single charge of £5 to allow cars without a driver, or permit	Do you think that charges should vary, with drivers of lower cars, less than more and	Income generated by introducing the proposed temporary congestion charge would be used to lower the deficit and operating costs of the scheme	If other improvement, please state	Taking into account all the information we have gathered about the proposal in	Please explain your answer	Do you have any other comments about the proposal for six temporary congestion charge locations in Oxford that you have not already shared in this survey?	Do you have any suggestions for other ways to reduce traffic and tackle congestion in and around Oxford?
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Positive	Negative	About right	No	Yes		Positive	I am hoping it will reduce traffic.	I am concerned this, like the fingers, will increase traffic through Old Marston at peak commuter times.	An aerial egg lift bringing Thorntall Park - Olden Road / JR hospital - Train Centre.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Negative	Too low	Yes	Yes		Positive	Could go further, eg restricting hours of access for other vehicles (delivery etc) to outside normal peak times		Reduce the amount of parking currently available with a aim to discourage driving into the centre
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Positive	Negative	Too low	No	No		Positive	Make bus services more frequent. Make Park & Ride cheaper, Make Park & Ride buses cheaper for all. Add new bus routes. Make bus services more frequent. Extend hours of operation for buses. Add public cycle parking		restrict larger vehicles such as trucks and vans with certain hours - so not during peak school hours (7:30-9 and 3:30 to 5). This would make cycling with kids safer and more appealing.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	About right	Not sure	Yes		Very positive	Would expect to see fewer cars crossing the city centre, so buses would be faster more timely and walking/cycling would be safer and more pleasant		School term times seem to produce the heaviest traffic, finding better ways for children to get to schools (rather than being driven in and out individually) could make a big difference. A lift away from the rear-universal 5's working hours could also help spread out "rush hours"
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	Yes	Yes		Very negative	It's an HRG manager, working about 24/7, working every day after job finished hours from home, additional commuting time will have realistic impact on my service		Looking to other medieval cities abroad that have put cycling first and see what measures we can adopt. A good example is Ljubljana, which is also a medieval university town and is almost entirely car-free in the centre. Cars should be used for getting out of Oxford, and not necessary for getting into or around Oxford.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	Too low	Yes	Yes		Very positive	Add new bus routes. Make bus services more frequent. Add public cycle parking		Removing the LTNs in East Oxford would be a good start. Have more bus routes that cover the entire city and better connection services to the surrounding villages.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	There should be no charges at all	Yes	Yes		Negative	Make bus services more frequent. Add new bus routes. Make bus services more frequent		Use the river to provide alternative transportation into Oxford
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	Too high	No	No		Negative	Make buses cheaper for all		Free bus passes, council has ability to run its own bus services due to changes in the law, also bus ticket prices are unrealistic for such small journeys and cause issues financially. Park and Ride should be free and buses to and from them should be one pound or more, if you want people to use Oxford and use services make it cheaper for them to access them.
an Oxford resident	daily	Taxis and private hire vehicles	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Make BUSES FREE FOR LOCAL PEOPLE BETWEEN WORKING HOURS AND SEE WHAT IMPACT THAT HAS ON TRAFFIC AND SCHOOL RUSH	Negative	Will hurt people that come to Oxford to work and live locally. Starting Oxford into a Prison		
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Fix the badly managed roads and roundabouts	Very negative	It's literally a money making scheme. Not everyone falls into the same category of 'you should walk, get a bus or cycle' I live in Abingdon, but I grew up in Cowley. I work in Cowley, my partner works in Cowley, my daughter goes to nursery in Rose Hill, I still have a lot of friends and family in Cowley that I see regularly, usually at work.		Open up the LTN? Simple!
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	Too low	Yes	Yes		Positive	Make buses cheaper for all. Add new bus routes. Add public cycle parking		Put your congestion charge in areas where you voted in Leaver County anyway! Majority of residents do not want your greedy schemes! You seem to be targeting the poorer areas!
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Fix the badly managed roads and roundabouts	Very negative	There is no bus route that will allow me to go to drop off my daughter at nursery, go to work, then to pick up my daughter, and then to visit my family! And if there is, it would probably double my journey time!		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	Too low	Yes	Yes		Positive	I cycle to work about 1.5 hrs, but I don't have to do the nursery run. I have never over had a problem cycling round Oxford. The majority of families and households who use their cars to go to their children's nurseries have to make a 30-40 min journey.		
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Fix the badly managed roads and roundabouts	Very negative	I work at a college in Brewer Street, I've worked there for over 30 years and now these charges are going to make it hard for me to get to work. I live in west Oxfordshire and my working hours are 6:30am-2:30pm.		
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	Yes	Yes		Negative	Make buses cheaper for all. Extend hours of operation for buses. Add public cycle parking		See comments above
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice. Frequent hospital patients	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Negative	Negative	There should be no charges at all	No	No		Very negative	Make Park & Ride parking cheaper, Make buses cheaper for all. Add new bus routes		Segregating cyclists and drivers. Build a cycleway/work from the river to the Westgate over Christ Church Meadow
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Very negative	Very negative	There should be no charges at all	No	Other	Do not introduce this ridiculous and costly scheme	Very negative	Business/Oxford are already suffering from LTNs and this will crush businesses in the central area. Instead of making a sound and heritage city welcoming it will have the reverse effect. And in terms from 3:30 to 5:30 pm the main congestion in St Clements, for example is not just buses - I have the phobos to travel and usually walk from Headington in Queen's Lane as it's quieter		Ban bicycles if they do not use lights at night - they are a real nuisance and behave with no thought for other road users. They also hold up and obstruct other traffic on narrower roads.
a resident of Oxfordshire living outside Oxford	daily	Business cars used as goods vehicles	I commute to the central permit area by car	No impact	Neutral	There should be no charges at all	No	Other		Very negative	I travel in from Witney daily and I do not see the 'emergency' that requires this drastic action. If you take the St Cross road one for instance, I use the bus daily and there are never any issues. It takes me 30 minutes from Witney to reach the station and then to my car and the bus is not busy. I have the phobos to travel and usually walk from Headington in Queen's Lane as it's quieter		As stated there are only two times of day when this is an issue. Sort the school drop offs. Have specific park and ride routes for the schools. The fact most of these charges are 12+ hours is ridiculous. If you have to do this then make them like the Marston Ferry Road and specific times only. There is evidently a hidden agenda behind this, the council, and the bus company to do with the great grandfathered bus company. Why else would you rush through such a scheme and not even put signs at the charge point about the survey where the most affected pass every day. (Which is the very simple question: Do you approve this proposal Yes/No?)
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very positive	Neutral	About right	Yes	Yes		Positive	Make buses cheaper for all. Make bus services more frequent. Add public cycle parking		Get rid of LTNs.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	No		Very negative	The Council will have more money to waste and will impose more administration and constraint on residents with penalties for errors.		
an Oxford resident	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	No		Very negative	Most stupidly idea I've come across. As a carer for my son I need daily access to the marston ferry road		Better cycle paths.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	No		Very negative	Myself and my wife are registered (para) carers who care for our son who needs extra assistance. We live at the same address as my son and are therefore excluded from the proposed scheme (and the bus gates). We have to drive our son around Oxford all the time, every day. This includes hospital visits to the JR which means passing through congestion zones and the future bus gates. Furthermore, we rely on help from family and friends that live outside of the 'free' (or now) allocated passes zones. They all now have to pay the congestion charge to come in to Oxford and help us care for our son and his siblings. This is our main income. We cannot afford to pay £20.50 a week for them to come and help us. To limit the impact on carers who do not live in the central area, we need to have a separate scheme for carers who are caring for a disabled and/or elderly person that is exempt from the proposed scheme. I am troubled by the lack of empathy and understanding by the people who are supposed to be helping the community that they are not making our lives more difficult and adding to the stress and frustration that carers face daily. Please rethink this scheme. There is very limited support for it, it hurts more people than it helps and it would be better to invest in other services elsewhere as soon as possible. Either make public transport completely free and set an example for the rest of the country to what can be done, or scrap these £5 charges and bus gates so we live our lives without extra hardship.		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Very negative	Too low	Yes	Yes		Positive	Make buses cheaper for all. Add new bus routes. Extend hours of operation for buses		School buses, bus carers. Drivers won't charge if they don't have to, but they do quickly accept charge when they have no other choice. The scheme is too generous to them and too so to the mass of who use bikes, boats and buses
a member of the public living outside Oxfordshire	less than weekly	Personal cars used as goods vehicles for business purposes	I live in the central Oxford permit area, or visit a resident of the central permit area by car	No impact	No impact	There should be no charges at all	Not sure	Yes		Very negative	I totally oppose both this temporary congestion charge and other future congestion charges.		School buses.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	There should be no charges at all	Not sure	Negative		Negative	How can this be seen as positive?		Yes, remove the LTNs and stop always penalising the motorist. Not everyone can walk or cycle!
an Oxford resident	daily	Blue badge holders	I don't	Very positive	Very positive	Too low	Yes	Yes		Very positive	It will reduce congestion. Make buses run faster for all.		A vast array including shuttle buses; increasing pedestrian areas; Reducing car access to the high st, at abbeys, St Giles etc.
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice. Personal cars used as goods vehicles for business purposes	I commute to the central permit area by car	Neutral	Neutral	There should be no charges at all	No	No		Very negative	It will have a very negative impact on business it will also increase congestion and pollution to areas without the charge cameras.		Lock into traffic light timing, some lights could work much better with each other. More bridge crossing at junctions would mean less stopping for lights. Investing in increasing busways and stopping attractions in other parts of Oxford other than Westgate, making Park and Ride free on certain days or certain times. Making Park and ride either parking or bus parking only. Increase not driving rather than parking it locally. Increase available out of town centre parking for those who would commute. Offer a free coffee or a discount meal voucher in Westgate for those who use the Park and Ride.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	Too low	Not sure	Yes		Very positive	Car traffic on Cowley Road blocks buses and bicycles. Much of it is unnecessary, cutting through the city instead of using the ring road, and people need to be discouraged in order to change behaviour. The exceptions are good and address issues not really remedied by incentives. The incentive that funds will be used towards, however is questionable		There should be thought given to the parking situation and pavement width on Cowley Road. It takes up precious space that could make cycling much safer, and leads to lots of bicycles from people parking and turning. Consider what's actually needed and whether a realistic solution elsewhere can be better, as a better town.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very positive	Very positive	There should be no charges at all	No	No		Negative	The closure of the Botley Rd was not caused by the residents of Oxford or residents should not have to pay for the disruption in traffic that has caused		Improve bus services
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I commute to the central permit area by car	No impact	Negative	There should be no charges at all	No	No		Very negative	Resident Impact Oxford has a large family demographic. Families need cars to support their schedules and activities whether its the school run with multiple drop offs, after school activities, at different locations, the large family food shop or transporting all the items that go along with having babies. This cannot be accommodated by public transport. These things also have some social which if you have to deal with increase traffic (gates will mean you're there, impacting the education and benefit of our children. Many households are struggling with bills even those that don't qualify for low income support. Adding a £5 daily fee once the passes are gone (even in the first 6 months of a year) will really impact their ability to maintain their bills and additional costs will need to be made for nothing which they benefit. If this has the desired impact to reduce cars, it will likely cause people to sell their car. This restriction of movement will impact them and Oxford at large because a growing amount of people will become stuck and dependent within Oxford. They won't be able to visit other places within Oxfordshire or further afield easily causing a wider economic impact but also a group of people poorer in experience with a narrower set of options.		
a resident of Oxfordshire living outside Oxford	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	No		Very negative	Economic Impact Shops, restaurants and entertainment businesses in Oxford are already struggling even with the high volume of tourists which visit each year. Adding a daily charge will put people off coming and cause more financial strain likely forcing some to close.		Please do not go ahead with it. This will make traffic worse.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Positive	Neutral	There should be no charges at all	Not sure	Yes		Very negative	Make buses cheaper for all. Add new bus routes. Make bus services more frequent		It will negatively impact freedom of movement. It will prevent people from being able to travel to work, places of worship, medical appointments, visiting family and friends.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	No		Very negative	I think that this will be the business in Oxford and any prospect of economic survival. It would be a foolish scheme.		Remove the LTNs. Stop the idiotic idea of traffic lights. Increase the speed limits back to 30 and allow traffic to flow. This will improve bus transit times. Reduce the price of buses. Increase their reliability.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice. Unpaid carers	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Negative	No impact	There should be no charges at all	Yes	Yes		Very negative	I feel the increased traffic congestion in many areas of Oxford has been as a result of the creation of 'low traffic neighbourhoods' that the closure of the Botley Rd. These should be removed rather than the introduction of this complex and possibly costly scheme.		As above get rid of the low traffic neighbourhoods! Exclude students from being able to have cars in Oxford (do not issue them parking permits). Cheaper buses. One car/bike bus provider/ tickets transferable between bus companies.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice. Unpaid carers	I don't	Neutral	Neutral	About right	Not sure	Yes		Very positive	REDACTED		REDACTED
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Invest in road maintenance	Very negative	REDACTED		One of the most effective ways to reduce traffic would be to restore proper school transport services. Over the past few decades, OCC has steadily cut back on school buses, forcing thousands of parents to drive daily. This is a key contributor to congestion, especially at peak times. Restoring school buses, while school transport would reduce car use for a more effectively than providing residents with charges. More broadly, it's time to accept that a degree of congestion is a normal part of modern urban life - not everything can or should be engineered away, especially at the expense of access and fairness. Other modes of transport simply aren't viable for many people, and policy needs to reflect that reality.







Survey Response												
I am responding to this survey as	How often do you travel in or around Oxford?	Please tick which of the following free permits and passes you think you may be eligible for	Do you live in, visit a resident by car or commute by car to the proposed central Oxford?	Central Oxford residents' comments' permits to residents in the central Oxford?	Central Oxford permit area - comments' permits to non-resident workers, commuters?	We are proposing a single charge of £5 to allow cars without a flexi-pass, or permit	Do you think that charges should vary, with drivers of lower cars, less than more and	Income generated by introducing the proposed charge would be used to lower the admin and operating costs of the scheme	If other improvement, please state	Please explain your answer	Do you have any other comments about the proposal for six temporary congestion charge locations in Oxford that you have not already shared in this survey?	Do you have any suggestions for other ways to reduce traffic and tackle congestion in and around Oxford?
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Positive	Negative	About right	No	Yes		Positive	I am hoping it will reduce traffic.	An aerial egg lift bringing PMR to Oxler Road / JR hospital + Train Centre.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Negative	Too low	Yes	Yes		Positive	Could go further, eg restricting hours of access for "other" vehicles (delivery etc) to outside normal peak times	Reduce the amount of parking currently available with a aim to discourage driving into the centre
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Positive	Negative	Too low	No	No		Positive		restrict larger vehicles such as trucks and vans within certain hours - so not during peak school hours (7:30-9 and 3:30 to 5). This would make cycling with kids safer and more appealing.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	About right	Not sure	Yes		Very positive	Would expect to see fewer cars crossing the city centre, so buses would be faster/more timely and walking/cycling would be safer and more pleasant	School term times seem to produce the heaviest traffic, finding better ways for children to get to schools (rather than being driven in and out individually) could make a big difference. A lift away from the near-universal 8.5 morning hours could also help spread out "rush hours"
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	Yes	Yes		Very positive	I'm an HRD manager working about 24/7, working every day after job planned hours from home, additional commuting time will have negative impact on my service	Seems like a good way to test out the traffic filter ideas before going into the full proposal
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	Too low	Yes	Yes		Very positive	It is currently quicker to cycle in and around the city than to go by bus. The roads should be clearer for people who "need" to use their cars and permit the free flow of traffic. Buses will be quicker, and therefore more appealing to use, and cycling will be safer.	Changes to the timing of congestion, there needs to be provision for access to the car park, whether that is by improving bus services or adjusting the congestion charge for users. Otherwise, training would be affected to such an extent that competitive students will need to move to other cities, such as Swindon, which are further away, which will affect the risk's ability to operate and recruit members.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	There should be no charges at all	Yes	Yes		Negative	I will have to leave my job at the school where I work part time because the most direct route includes one of the charging zones and getting the long way would take too long and will use too much petrol. Going there by bus would have ages as there is not a good direct service available.	Removing the LTNs in East Oxford would be a good start. Have more bus routes that cover the entire city and better connection services to the surrounding villages.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	Too high	No	No		Negative	Push traffic onto already busy alternate routes already impacted by LTNs	Use the river to provide alternative transportation into Oxford
an Oxford resident	daily	Taxis and private hire vehicles	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Make BUSES FREE FOR LOCAL PEOPLE BETWEEN WORKING HOURS AND SEE WHAT IMPACT THAT HAS ON TRAFFIC AND SCHOOL RUNS	Very negative	Will that mean that come to Oxford to work and live locally... Starting Oxford this is a Pison	Free bus passes, council has the ability now to run its own bus services due to changes in the law, also bus ticket prices are reducing. Buses are becoming more reliable and more frequent. This reduction in parking can be achieved for example by - removing all on-road parking on main roads such as Cowley Road and London Road, leaving just some loading spaces along the main roads (before would align with TCC parking) - make all parking on minor/residential roads 24/7 residents-only - reduce the amount of parking spaces, re-allocating them for cycle and scooter parking, parks, and pavements where there don't exist (e.g. outside the Oxler Road entrance to the JR and on Cheyne Lane) or are too small - use bollards/benches to prevent parking on pavements, in cycle lanes and in LTN stubs on Cowley Road
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Fix the badly managed roads and roundabouts	Very negative	As someone who cycles, uses buses and walks for the vast majority of journeys within Oxford, any reduction in traffic is going to benefit me and my family by making bus journeys faster and more reliable, reducing the number of cars that block cyclists, particularly on London Road, St Clements Street and Cowley Road, and reducing the amount of air pollution. The reason I selected "Positive" rather than "Very positive" is because the huge number of permits and exemptions means that the scheme will not be as effective as it could be at reducing unnecessary car/motor journeys.	As with the Traffic Filters scheme, I disagree with the free day passes for residents, as these will allow (for example) two-car families to continue to drop their children at school every day regardless of congestion charging locations. These are unnecessary, as every destination can still be accessed by car without passing through a congestion charging point. They are therefore just a step to drivers, defunding the whole point of the scheme and negatively favouring the most wealthy households and reducing drivers' sense of decency.
an Oxford resident	daily	Registered car clubs	I don't	No impact	No impact	Too low	Yes	Yes		Positive	I disagree with the exemption for vans, because vans are particularly dangerous for cyclists and pedestrians due to the lack of visibility they create and how poorly they are often driven and parked. Vans also disproportionately contribute to congestion due to their size and being parked ways that block moving traffic, and tend to be more polluting than cars. I fear the exemption will also encourage more people to switch from cars to vans, increasing the danger, congestion and pollution caused by vans on Oxford's roads.	As with the Traffic Filters scheme, I disagree with the free day passes for residents, as these will allow (for example) two-car families to continue to drop their children at school every day regardless of congestion charging locations. These are unnecessary, as every destination can still be accessed by car without passing through a congestion charging point. They are therefore just a step to drivers, defunding the whole point of the scheme and negatively favouring the most wealthy households and reducing drivers' sense of decency.
an Oxford resident	daily	Frequent hospital patients	I don't	No impact	Very negative	There should be no charges at all	No	No		Very negative	I agree to work what I can, but I don't have to do the statutory one. I have never ever had a problem getting into Oxford. The number of families and households who live there is too small to affect their local environment. Residents to reduce road usage in Oxford with friends and family in and around the congestion charge zones makes an already expensive day a day worse.	As with the Traffic Filters scheme, I disagree with the free day passes for residents, as these will allow (for example) two-car families to continue to drop their children at school every day regardless of congestion charging locations. These are unnecessary, as every destination can still be accessed by car without passing through a congestion charging point. They are therefore just a step to drivers, defunding the whole point of the scheme and negatively favouring the most wealthy households and reducing drivers' sense of decency.
a business	daily	Personal cars used as goods vehicles for business purposes	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	No	Make Park & Ride parking cheaper, Make Park & Ride buses	Very negative	Bad for the City	Bad for the City
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	No	Make Park & Ride parking cheaper, Make Park & Ride buses	Very negative	My 75s, increasingly unreliable. Need to visit others and have others visit me - nobody will want to visit	Make bus fares free for all school age children and parents will not need to drive cars. More expensive for family of 4 to bring into Oxford city centre than parking on a Westgate for example
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	No impact	No impact	Too high	Not sure	No	Make buses cheaper for all. Make bus services more frequent	Negative	The charges on Mansford Ferry and Hollow way will increase by outgates and create a free cut.	Concession is not that bad when the schools are out - so a large amount of the congestion is caused by school drop off and pick ups and those attending university. I have seen parents driving from Summertown to drop their child at Magdalen or St Cross for example - this is what needs to be tackled and decreased - not those driving in and around work, FREE SCHOOL BUSES WITH PROPER NETWORKS SET UP WITH DROP OFF AND PICK UP POINTS IN THE PARK AND RIDES MIGHT?
a resident of Oxfordshire living outside Oxford	less than weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	No impact	No impact	About right	Yes	Yes	Make Park & Ride parking cheaper	No impact	There's an urgent need to reduce the number of cars using the city streets especially at peak hours and make public transport and active travel more attractive	You have already had car parking charges and this has had an impact. The problem is often around school traffic, other bus services to park and rides or other central, non city areas where parents can collect their children rather than the school bus.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Very negative	About right	Yes	Yes	Make buses cheaper for all. Add new bus routes, Other	Very positive	Transport and active travel more attractive	Make a comprehensive network of segregated cycle routes in the city so people feel confident to ride in from the park and rides and to all locations in city as often the Congestion Charge. Plus as often the Congestion Charge has duplicated bus services in direction of commuting, this could mean they swap directions during rush hours as Abingdon road is a bare lane going into town in mornings and then out in afternoon 3 lanes in total
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	About right	No	No	Make buses cheaper for all. Add new bus routes, Make bus services more frequent	Positive	I welcome opportunity for drastic action to improve Oxford environment	Tourist coaches do not provide much income to Oxford - can they be charged for driving into the city? Encourage cycling by properly separating bicycles from pedestrians and road traffic. The Plan is still unable for cyclists.
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice. School students with special educational needs, Unpaid carers	I commute to the central permit area by car	Very positive	No impact	There should be no charges at all	No	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all	Very negative	REDACTED	Limit bus lanes to rush hour times only, they are empty the majority of the time. A private company should NOT be able to take over half the main road around the city centre, and the best Get off of it. This is a traffic calm freely. More speed cameras for those speeding and aggressive driving. Bring back the 'viper' type smaller buses, running more frequently and have more stops. I have to walk 10 minutes to a bus stop in Madingley. (0214717)
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	Too low	Yes	Yes	Make Park & Ride parking cheaper, Add new bus routes, Make bus services more frequent	Very positive	With reduced congestion and so bus journeys being faster will help everyone on their commute or trip to the shops or to hospitals. Drivers need to think a little bit more about their car use, which is very far considering the congestion that they cause collectively and impacts the bus passengers who are doing the right thing to tackle congestion, pollution and emissions by using buses.	Taxied pavement parking, it's just too easy to get a car and park it on pavements without any consequences. Grass verges are damaged and walking becomes more burdensome.
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	No impact	No impact	About right	Yes	Yes	Make Park & Ride buses cheaper, Make buses cheaper for all. Make bus services more frequent	Very positive	There are still too many people opting to use the car when there are good public traffic alternatives. A change in behaviour can seemingly only be achieved with financial penalties. My concern is that a, the ability to afford the charges is parking at Westgate shopping centre continues to be the first choice for shoppers. £5 is not going to put them off.	Make cycling easier and safer generally; good & safe bike storage at various points, invest in better & safer cycling paths.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	No	Make buses cheaper for all. Add new bus routes, Make bus services more frequent	Very negative	The horrendously negative impact of LTNs resulting in congestion around East Oxford and the levels on effect onto the ring road is well documented and evident to anyone who drives in these areas. The closing of further roads will also create even more congestion on the ring road.	The ring road was created as a bypass around the city and should not be used as the only way from one part of the city to another.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make bus services more frequent	Very negative	Another 'temporary' road that will inevitably become permanent. Another negative policy for the city and will drive away Oxfordshire residents from coming to the city.	Do not implement and do not implement the bus gates either for the same reasons.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice, Unpaid carers	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very positive	No impact	There should be no charges at all	No	No	Make Park & Ride parking cheaper, Add new bus routes, Make bus services more frequent	Very negative	REDACTED	Remove LTNs
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	There should be no charges at all	No	No	Make buses cheaper for all. Add new bus routes, Make bus services more frequent	Very negative	I will discourage me from going into Oxford to shop and make Oxford more congested on the roads which are not part of the scheme.	Remove LTNs
a resident of Oxfordshire living outside Oxford	less than weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice. Blue badge holders	I don't	Negative	Neutral	There should be no charges at all	No	Negative	Make Park & Ride parking cheaper, Make bus services more frequent	Negative	I will put me off driving into Oxford if I have to pay a congestion charge, so using the Park and Ride bus is not an option.	Remove LTNs
a resident of Oxfordshire living outside Oxford	weekly	100 day passes for residents in the Oxfordshire permit area, on days of your choice. Blue badge holders	I don't	Negative	Positive	There should be no charges at all	Yes	Very negative	Make bus services more frequent, Add public cycle parking	Very positive	I use services, work and shop in Oxford, spending about £3000 per year in Oxford City. With the congestion charge, I will be looking to visit Wallingford and Didcot much more frequently. This is a standard response for many people I know on South Oxfordshire.	Remove LTNs
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice. Blue badge holders	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	Not sure	Yes	Very negative	Very negative	Will reduce pollution, make buses faster and cycling safer	Remove LTNs
a resident of Oxfordshire living outside Oxford	weekly	100 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	No impact	No impact	There should be no charges at all	Yes	Yes	Make Park & Ride parking cheaper, Add new bus routes, Make bus services more frequent	Negative	I can no longer access sports and leisure facilities in east Oxford without paying more	More frequent and much cheaper buses and more routes
an Oxford resident	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Negative	Very negative	There should be no charges at all	No	Negative	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make bus services more frequent	Negative	I always go to rugby sports centre by car using St Ernest street every day. I am going to have to have a free permit, if I have only 100-day passes, what should I do for the rest of days in a year?	More frequent and much cheaper buses and more routes
a resident of Oxfordshire living outside Oxford	daily	100 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	No impact	No impact	There should be no charges at all	No	Very negative	Make buses cheaper for all. Make bus services more frequent	Very negative	I will significantly waste my time	Why is Mansford ferry which is a relief road for cars being out in huff? The wild drive traffic onto the ring road making using the ring road to travel around Oxford significantly worse.
an Oxford resident	daily	Community health or care workers who need to visit multiple locations or travel overnight	I don't	Very positive	Very positive	Too low	Yes	Yes	Make buses cheaper for all. Make bus services more frequent, Add public cycle parking	Positive	Less noise and fume pollution, safer streets for pedestrians and cyclists, less congestion for buses, better public transport.	Make walking and cycling safer by improving relevant infrastructure in any possible way
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice. Frequent hospital patients	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Negative	There should be no charges at all	No	Very negative	Add new bus routes, Other	Very negative	Less noise and fume pollution, safer streets for pedestrians and cyclists, less congestion for buses, better public transport.	Remove LTNs
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	No impact	Neutral	There should be no charges at all	No	Very negative	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make bus services more frequent	Very negative	It's not needed it's a money grab. I live just outside the ring road and will call a taxi to do my usual things like visit the shops, leisure and leisure.	Remove LTNs
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very positive	Neutral	Too low	Yes	Yes	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make bus services more frequent	Very negative	I will not restrict what I do and when I need to go to shopping in Wallingford in Headington and having to travel on the already congested A44. Pushing traffic out further causing traffic and more fumes	Remove LTNs
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	There should be no charges at all	Yes	Very negative	Add new bus routes, Make bus services more frequent, Other	Very negative	In my mid 60s with health conditions particularly relating to park. My car is essential for my needs to regular visits to rheumatologist, mental health services, Mansford Ferry Road	Remove LTNs
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	No impact	Neutral	About right	Not sure	Neutral	Make Park & Ride buses cheaper, Make bus services more frequent	Neutral	I typically commute weekly to Oxford for work and use a Park and Ride to park the car and bus in as the bus service is used to use is not feasible (at least an hour and 20 minutes to come 20 miles, which gets extended when the operator adds to the route). I rarely come to Oxford for non-work purposes and if I have a reason to, will either pay the daily charge or make use of the permit available at a residential charge. The Oxfordshire area permits are disappointing though, limited to two people per household and all cars must be registered at the same owner. I live with two other adults, each with their own registered car. I can afford the daily charge but can see that for many this may be a further challenge to finances if they have occasion to commute more regularly by car.	Remove LTNs
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Positive	Negative	About right	Yes	Positive	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make bus services more frequent, Add public cycle parking	Positive	I think there are too many exemptions and permits for people working in Oxford (3 cars per person permitted??). So while I am very supportive of congestion charging I don't think this goes far enough. Esp not one who able bodied individual living in Oxford need such a high exemption. Best I think to those with disabilities.	See above
an Oxford resident	less than weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Neutral	Neutral	There should be no charges at all	No	Negative	Make Park & Ride parking cheaper, Make bus services more frequent	Negative	I live in Oxfordshire and travel to the city centre by car several times a year with a very large musical instrument that you can't take on a bus. I am already exempted because of disability parking to meet the cost.	See above
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Neutral	Neutral	There should be no charges at all	No	Negative	Add new bus routes, Make bus services more frequent, Other	Negative	Increase passes from outside the Oxford permit area. In August we would have 25 permits per year. However we only have 3 buses per day and no wheelchair services. Either improve car bus services considerably or give more free passes	See above
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Positive	Neutral	There should be no charges at all	No	Negative	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make bus services more frequent	Negative	I live in a road off Hollow way so therefore my route out. It is not that busy except at school drop off/pick ups times. It seems an easy target. The Sidde and the Seem are the issue but they can't be targeted to Hollow Way. It seems the Council think we are not capable of seeing through their flawed plans	Remove LTNs
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Neutral	Neutral	There should be no charges at all	Yes	Very negative	Add public cycle parking	Very negative	I live on a major route into Oxford centre. This proposal will add to the congestion caused by the Bodley road closure and the extra congestion caused by the bus lane changes on the Woodstock road.	Remove LTNs
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Very negative	Add new bus routes, Other	Very negative	I will stop going into Oxford to shop or to school, I will not pay any more money to the council, they are ripping us off.	Remove LTNs
a resident of Oxfordshire living outside Oxford	less than weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	No impact	No impact	About right	Yes	Very positive	Make Park & Ride parking cheaper, Make bus services more frequent	Very positive	I use PMR. It would be great if the bus journeys to/from the city centre are faster and more reliable. This is of course not just to the environmental and health benefits which come with less air pollution.	Remove LTNs
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Positive	Positive	About right	Yes	Very positive	Make Park & Ride parking cheaper, Add new bus routes, Add public cycle parking	Very positive	I don't own a car. I'm a member of the Co-vochers car club and make occasional car journeys, usually out of the city. Generally I cycle everywhere within Oxford. I'm therefore in favour of measures which reduce the number of private cars within the city.	Remove LTNs

Survey Response														
I am responding to this survey as	How often do you travel in or around Oxford?	Please tick which of the following free permits and passes you think you may be eligible for	Do you live in, visit a resident by car or commute by car to the residential central Oxford?	Central Oxford residents' comments on proposed permits to residents in the central Oxford?	Central Oxford permit area comments on proposed permits to non-resident workers, commuters?	We are proposing a single charge of £5 to allow cars without a driver, or permit?	Do you think that charges should vary, with drivers of lower cars, less than more and...	Income generated by introducing the proposed temporary congestion charge would be used to lower the education and operating costs of the scheme	If other improvement, please state	Taking into account all the information we have provided about the proposal in...	Please explain your answer	Do you have any other comments about the proposal for six temporary congestion charge locations in Oxford that you have not already shared in this survey?	Do you have any suggestions for other ways to reduce traffic and tackle congestion in and around Oxford?	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Positive	Negative	About right	No	Make buses cheaper for all. Add new bus routes. Add public cycle parking		Positive	I am hoping it will reduce traffic.	I am concerned this, like the fingers, will increase traffic through Old Marston at peak commuter times.	An aerial egg lift bringing FRB + Oxler Road / JR hospital + Train Centre.	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Negative	Too low	Yes	Make buses cheaper for all. Add new bus routes. Add public cycle parking		Positive	Could go further, eg restricting hours of access for other vehicles (delivery etc) to outside normal peak times		Reduce the amount of parking currently available with a aim to discourage driving into the centre	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Positive	Negative	Too low	No	Make buses cheaper for all. Add new bus routes. Add public cycle parking		Positive		I think 3 cars for commuting is excessive	restrict larger vehicles such as trucks and vans within certain hours - so not during peak school hours (7:30-9, and 3:30 to 5). This would make cycling with kids safer and more appealing.	
a resident of Oxfordshire living outside Oxford	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I commute to the central permit area by car	No impact	No impact	About right	Not sure	Make buses cheaper for all. Add new bus routes. Add public cycle parking		Very positive	Would expect to see fewer cars crossing the city centre, so buses would be faster more timely and walking/cycling would be safer and more pleasant	Seems like a good way to test out the traffic filter ideas before going into the full proposal	School term times seem to produce the heaviest traffic, finding better ways for children to get to schools (rather than being driven in and out) could make a big difference. A lift away from the near-central 5-6 working hours could also help spread out "rush hours"	
an Oxford resident	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	Yes	Make buses cheaper for all. Add new bus routes. Add public cycle parking		Very negative	As an HR manager, working about 24/7, working every day after job finished hours from home, additional commuting time will have negative impact on my service	Very negative	Charging to the benefit of taxpayers, there needs to be provision for access to the car risk, whether that is by ignoring bus services or adjusting the congestion charge for users. Otherwise, training would be affected to such an extent that competitive standards need to move to other risks, such as Sweden, which are further away, which will affect the risk's ability to operate and re-evaluate.	Look to other medieval cities abroad that have put cycling first and see what measures we can adopt. A good example is Ljubljana, in Slovenia, which is also a medieval walled town and is almost entirely car-free in the centre. Cars should be used for getting out of Oxford, and not necessary for getting into or around Oxford.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	There should be no charges at all	Yes	Make buses cheaper for all. Add new bus routes. Make bus services more frequent		Very positive	I will have to have my job at the school where work part time because the most direct route includes one of the changing zones and getting the long way would take too long and will use too much petrol. Going there by bus would take ages as there is not a good direct service available.	Negative	They are not a good idea because the rich can afford to pay to avoid congesting the road, but those on lower income will struggle.	Removing the LTNs in East Oxford would be a good start. Have more bus routes that cover the entire city and better connection services to the surrounding villages.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	Too high	No	Make buses cheaper for all		Negative	Push traffic onto already busy alternate routes already impacted by LTNs	Negative	Use the river to provide alternative transportation into Oxford	
an Oxford resident	daily	Taxis and private hire vehicles	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Make BUSES FREE FOR LOCAL PEOPLE BETWEEN WORKING HOURS AND SEE WHAT IMPACT THAT HAS ON TRAFFIC AND SCHOOL RUNS	Negative	Will hurt people that come to Oxford to work and who live locally - starting Oxford this is a Prison	All the surrounding roads will be impacted massively, there wasn't a congestion problem before that LTNs went in... SUMMERTOWN IS THE WORST FOR PEOPLE THAT DON'T LIVE LOCALLY	Free bus passes, council has the ability now to run its own bus services due to changes in the law, also bus ticket prices are extortionate for such small journeys and cause issues financially. Park and Ride should be free and buses to and from them should be one pound or more, if you want people to use Oxford and use its services make it cheaper for them to access them.	
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Fix the badly managed roads and roundabouts	Very negative	It's literally a money making scheme. Not everyone falls into the same category of 'you should walk, get a bus or cycle' I live in Abingdon, but I grew up in Cowley, I work in Cowley, my partner works in Cowley, my daughter goes to nursery in Rose Hill, I still have a lot of friends and family in Cowley that I see regularly, usually after work. You have already made that difficult with LTNs, I have to sit in a lot more traffic now than I ever did before. People will not stop driving 'till they pay for their cars, our insurance, our tax, and you want to charge us for the privilege of driving in our own city. There is no bus route that will allow me to go to drop off my daughter at nursery, go to work, then to pick up my daughter, and then to visit my family. And if there is, it will probably double my journey time!	Negative	You never speak about this pre election as you knew you would struggle to get voted if you have named Cowley with your LTNs already. As a council are not listening to residents. Just look at the petition with over 10,000 signatures against! Look at the comments!	Open up the LTN! Stop!
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I commute to the central permit area by car	No impact	No impact	There should be no charges at all	No	Make buses cheaper for all. Make bus services more frequent. Extend hours of operation for buses		Very negative	I cycle to work when I can, but if I have to do the nursery run, I have never ever had a problem getting round Oxford. The majority of families and households join on these cars to avoid their own vehicles. Run vans to resolve them! As an Oxford resident for most of my 83 years life, the city is no longer interested in saving its council tax paying residents. All restrictive moves such as this, work against the very purpose of a city and living in a city. I have children at school and young one to drop to nursery on daily basis within the permit areas and then go to work. I have to use the car because doing all this round in the morning with bus will make me late to arrive at work and increase my stress. The charge will be too much for me as well.	Negative	The proposals will displace me and my wife from the very services and facilities we have known and lived through out our lives. Our life with family and friends and colleagues suddenly become a logistical nightmare and not one we want to be part of.	Abandon LTNs.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I commute to the central permit area by car	Very negative	Neutral	There should be no charges at all	No	Make Park & Ride parking cheaper. Make Park & Ride buses cheaper. Make bus services more frequent		Negative	I will not be able to drive to the westgate centre, the station or the hospital easily	Negative	this should not happen, it will affect everyone negatively.	Buses could have useful fares - eg you used to be able to get tickets that were valid on Oxford City Buses and Stagecoach - the no. 8 and no. 1 charge different amounts? Why can't you get one ticket from eg Cowley to Summertown? Crossing the road at the Plain is not good
a resident of Oxfordshire living outside Oxford	daily	Unpaid carers	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	Yes	Make Park & Ride parking cheaper. Make Park & Ride buses cheaper. Make bus services more frequent		Very negative	I won't be able to afford the daily charge.	Very negative	the park and ride has no impact on residents within Oxford the proposed locations will have no impact on the Cowley road charge on driving along Hallow Way and Thames Street affects residents adversely, (one-off trips to the hospital and to the station) the ring road is unable to cope with more traffic at peak times this will affect businesses very badly, especially those choosing to park in the westgate centre for shopping and evening entertainment etc. Theatres	Getting cyclist off the pavements
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	About right	Yes	Other	Give residents permits for limited number of electric bike & scooter uses per year	Very positive	Reducing car traffic will cut congestion and pollution - improving our health, make it easier for people (especially poorer people) to get around by buses & bikes, etc., and improve journeys for those who need to drive - including tradespeople.	Very positive	Encourage people to fly cabs and scooters by giving residents a limited number of free mile miles per year, work with national and local bus companies to encourage use, provide bus services between station & city centre, encourage speed limits, clamp down on unauthorised pavement parking.	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	No impact	There should be no charges at all	Yes	Add public cycle parking		Very negative	Outside of the 50 round trips per permit/insurance how I can get from central road to work in Headington without having to join the ring road which seems ridiculous	Very negative	Please make it easier for people who live in these areas to use their car when necessary. I cycle most days but need car more than once per week	Encourage people to fly cabs and scooters by giving residents a limited number of free mile miles per year, work with national and local bus companies to encourage use, provide bus services between station & city centre, encourage speed limits, clamp down on unauthorised pavement parking.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	About right	Yes	Other	Give residents permits for limited number of electric bike & scooter uses per year	Very positive	Reducing car traffic will cut congestion and pollution - improving our health, make it easier for people (especially poorer people) to get around by buses & bikes, etc., and improve journeys for those who need to drive - including tradespeople.	Very positive	Encourage people to fly cabs and scooters by giving residents a limited number of free mile miles per year, work with national and local bus companies to encourage use, provide bus services between station & city centre, encourage speed limits, clamp down on unauthorised pavement parking.	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	No impact	There should be no charges at all	Yes	Add public cycle parking		Very negative	I do not believe that the congestion charge will be temporary. Once the Council begins receiving its fees, the scheme will become permanent.	Very negative	I do not believe that the congestion charge will be temporary. Once the Council begins receiving its fees, the scheme will become permanent.	Encourage people to fly cabs and scooters by giving residents a limited number of free mile miles per year, work with national and local bus companies to encourage use, provide bus services between station & city centre, encourage speed limits, clamp down on unauthorised pavement parking.
other	less than weekly	Personal cars used as goods vehicles for business purposes	I don't	Neutral	Neutral	There should be no charges at all	No	Make Park & Ride parking cheaper. Make bus services more frequent. Extend hours of operation for buses		Very negative	I think there should be freedom of movement for people who live in and around Oxford. For families whose children may go to various schools and activities in and around Oxford and for those who work locally, it should be possible to drive as needed. Also, the LTN system forces people in East Oxford like ourselves to drive down St Clements even when they don't want to go further into town, so if a charge is levied at Magdalen roundabout on St Clements this would be deeply unfair.	Very negative	I think there should be freedom of movement for people who live in and around Oxford. For families whose children may go to various schools and activities in and around Oxford and for those who work locally, it should be possible to drive as needed. Also, the LTN system forces people in East Oxford like ourselves to drive down St Clements even when they don't want to go further into town, so if a charge is levied at Magdalen roundabout on St Clements this would be deeply unfair.	Remove the LTNs which have produced more problems than they have caused. Congestion has increased dramatically as a result of LTNs and the proposed congestion charge is a remedy to a problem which the Council itself created. In particular, LTNs have increased the mileage that I must travel to my home thereby increasing pollution. They also disrupt journey times, disorientate businesses investing in the area and have reduced house prices in the OX4 area simply because it is more difficult and time consuming to get to your own front door.
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	No impact	No impact	There should be no charges at all	Not sure	Add new bus routes. Make bus services more frequent.		Very negative	I use the ice rink at least twice a week, there is no bus service I can access and I have to carry big bags.	Very negative	We, in Abingdon have a VERY limited bus service and it would be nice to be able to get into Oxford when we want to without out having to pay extra doing this. The park and ride is fine if it wants to do a big thing you cannot take your car out of Abingdon to the car and then start again!!	Make park and ride free or much cheaper than parking centrally. Provide adequate buses
a resident of Oxfordshire living outside Oxford	less than weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Very negative	Very negative	There should be no charges at all	No	Add new bus routes. Other	Make rural areas with no or very little bus service accessible to Oxford without having to pay for the privilege of getting shopping	Very negative	We, in Abingdon have a VERY limited bus service and it would be nice to be able to get into Oxford when we want to without out having to pay extra doing this. The park and ride is fine if it wants to do a big thing you cannot take your car out of Abingdon to the car and then start again!!	Very negative	Cut the number of buses running within the ring road, buses running every 10 minutes from Blackbird Leys, Headington, North Oxford and Cowley (not to mention three buses along the London and airports route) could be cut in half to pay for more rural vehicles which they are lack rural have three 4.	
a resident of Oxfordshire living outside Oxford	less than weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice. Unpaid carers. Frequent hospital patients	I don't	Very negative	Very negative	There should be no charges at all	No	Other	There should be no car ban on the roads mentioned. My main focus the load put on the ring road and the intense difficult people from the north of the county will have getting to the JR after essential services have been removed from Barry's	Very negative	The increased traffic on the ring road will make it a much more onerous (and possibly risky) journey for the thousands of patients forced to travel to the OJH hospitals in Headington as a result of downgrading of the Horton General. I am a member of the Kenes the Horton General committee and would like OCC to accept this as the view of the group which represents the 200,000 patients of the Horton catchment. It is not enough to exempt some people - visitors and carers and mothers in labour and going for antenatal appointments are others who cannot afford charges or delays. The OJH should not be left with the responsibility of informing patients of these changes and applying charges, voluntary drivers, visitors and all patients to have to go on their way to find an exemption every time they drive to hospital. Many other people do not have the technology. This appears to be OCC seeking a 'Net Zero' ambitions at the totally unreasonable expense of vulnerable people who must never have had to travel 25-30 miles to hospital anyway. The same principle applies to all those in other parts of Oxfordshire who will be forced into a cramped ring road. It may benefit the city centre but it will be terrible environmentally for those living near the ring road, for extra pollution as cars queue unnecessarily for the centre. It is badly thought out, impulsive and unwise. The fact that your 'survey/consultation' does not make it clear that a car ban on these streets has already been agreed and will follow this 'temporary' charge is unprofessional and neglects by the county council.	Get the traffic light systems coordinated so they don't cause build-ups of traffic.		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice. 25 day passes for residents in the Oxfordshire permit area, on days of your choice. Personal cars used as goods vehicles for business purposes	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very positive	Very positive	There should be no charges at all	No	Make Park & Ride parking cheaper. Make Park & Ride buses cheaper. Make bus services more frequent. Extend hours of operation for buses. Add public cycle parking		Negative	Penalising existing car drivers will have a significant affect on congestion; most people will just pay it and drive anyway. It will have however a negative impact on local business as it will discourage visitors. There are other solutions	Negative	A significant portion of traffic in private school drop offs. This could be targeted. Free or cheaper buses for all. Open Boleby road and remove LTNs will improve traffic flow everywhere. Better advertising of park and ride and making it free could be a more interesting experiment.	
other	less than weekly	Personal cars used as goods vehicles for business purposes	I don't	Neutral	Neutral	There should be no charges at all	Not sure	Make Park & Ride parking cheaper. Make bus services more frequent. Extend hours of operation for buses		Very negative	I think there should be freedom of movement for people who live in and around Oxford. For families whose children may go to various schools and activities in and around Oxford and for those who work locally, it should be possible to drive as needed. Also, the LTN system forces people in East Oxford like ourselves to drive down St Clements even when they don't want to go further into town, so if a charge is levied at Magdalen roundabout on St Clements this would be deeply unfair.	Very negative	I think there should be freedom of movement for people who live in and around Oxford. For families whose children may go to various schools and activities in and around Oxford and for those who work locally, it should be possible to drive as needed. Also, the LTN system forces people in East Oxford like ourselves to drive down St Clements even when they don't want to go further into town, so if a charge is levied at Magdalen roundabout on St Clements this would be deeply unfair.	Lift the LTNs, which have caused more problems than they have solved.
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	No impact	No impact	There should be no charges at all	Not sure	Other	The charge targets disproportionately low risk users. Any income generated from ice rink users invested in the leisure centre or to lower membership fees, not the buses as they do not offer a viable transport alternative.	Very negative	As a frequent user of Oxford ice rink, I speak on behalf of my family and ice skaters in general. We live in Abingdon and travel to the ice rink at least twice a week throughout (as my child and wife practice ice skating and there is alternative venues or ice skating clubs anywhere nearby). This means that we do approximately 100 trips to Oxford a year. In Abingdon, we'd be entitled for 25 trips per year, meaning that we'd need to pay for 75 additional £13 trips per year (£275) to top up already high parking charges. Unfortunately, buses and park ride are not an option given the size of work, school, and on times. We're not strangers to buses and bikes but making it from work to school to ice rink in time is not viable without a car - no matter how great it would be. With the charge we'd be £275 out of pocket or would have to find another hobby. The cost is higher for those who also commute and train many times a week. But, using a bike is not an option, and I think anyone who thinks otherwise to join me and give it a go.	Point 5 proposes that residents in the central Oxford permit area should be eligible for: - up to 50 free day passes per year designating any vehicle being used to visit them.	I propose that County Council takes initiative and builds a new ice rink somewhere near but outside Oxford City Centre to serve the whole county. This would move the weekly traffic of 180,000 to somewhere less congested while providing better facilities to ice skaters and spectators. Cambridge opened a new ice rink in 2019 so an Oxford could do it as well.	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Negative	There should be no charges at all	No	Make buses cheaper for all. Add new bus routes		Very negative	I have lived in Oxford for 75 years and in various parts of Oxford. I am very against the proposal of reducing my freedom to travel within Oxford	Very negative	You might be creating a secondary market here. Residents who do not have 50 genuine visitors per year could designate them to people who come to normally visit them. In this case, they could sell designations for example for £4 (50% x £20), thus diverting income from the scheme to those residing in central Oxford without reducing traffic. For example, some students might find it extra £200 worth a little hassle.	Also, a last mile to connect the city from in north-south and east-west directions would be great, making transport faster and convenient, or build a suspended train from that travels above the street. Otherwise, given the general lack of street space, buses, trams, and cars and other things will remain eternally stuck on the same lane.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Negative	There should be no charges at all	No	Make Park & Ride parking cheaper. Make Park & Ride buses cheaper. Make bus services more frequent		Very negative	I welcome investment and improvement in public transport, putting a payroll around a well-used sports facility, which is mostly used by children and young, is not a policy I can support. It is not fair as they have no alternative venue or route to travel.	Very negative	My commute time is doubled taking public transport compared to driving	Make public transport better
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Positive	Neutral	There should be no charges at all	No	Make Park & Ride parking cheaper. Make bus services more frequent		Very negative	This policy will not reduce traffic, but kill the city. There is no lack of improvement on infrastructure for commuters such as underground transport or very cheap reliable public transport for all people. This only achieves one goal - discouraging anyone from getting into or around Oxford city. Not one single city on the globe will shut down free road without adding other commute options that London, New Singapore, and Amsterdam. If it takes a flood, or open more channels but not shutting more roads. This approach is against all city planning common sense. It's not about money. It's about the council relying to blame to anyone but only trying different means to achieve their goal after election, using the good name of improving traffic.	Very negative	LTNs should be removed if these zones are introduced. LTNs are the root cause of congestions around Oxford.	Remove LTNs and make buses cheaper.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I commute to the central permit area by car	Very positive	Very negative	There should be no charges at all	No	Make Park & Ride parking cheaper. Make Park & Ride buses cheaper. Make bus services more frequent		Very negative	It will become very difficult to commute to key parts of Oxford, especially near the town centre and the hospital. I will have to take longer routes adding to time, congestion and pollution. The LTNs have already made it difficult to commute around Oxford and this congestion at the end of the trainee scheme has caused more buses than benefits to probably a few. I live just outside the central zone, Jericho where there is no public transportation. When my daughter went to school in Headington she had to walk 25 min to the high street to catch a bus - ridiculous, easier to drive and frankly we can afford £5 a day to avoid the walking to the car and the dust! The only way in and out of Oxford for us is Woodstock/Barnbury Road. To get to the hospital we have to go all the way around the ring road and M4 which usually costs 100p. Also 7 days a week as per long from 7-11 in ridiculous. If you're going to implement this congestion charge why not do it during the lower rush hour times and certainly not on school days. You're punishing people who live in central Oxford, you need to do after schools who live outside the ring road	Very negative	Since we all know we will implement this congestion charge AND a PERMANENT phase within the free passes to those living within the ring road. Also, to get to the hospital we have to go all the way around the ring road, that just encourages people to have 3 cars. We will be 3rd car if needs be!	Park and ride parking is free! Get rid of LTNs.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	There should be no charges at all	No	Make buses cheaper for all. Add new bus routes. Make bus services more frequent		Very negative	On top of the LTNs getting around the City is getting impossible, especially when a vehicle is needed for work purposes, hospital visits etc.	Very negative	This is just another technology taking initiative to impose on citizens of the city in an already highly congested. These decisions are made by people which has absolutely no impact on their daily lives as they do not live anywhere these areas. The citizens of Oxford are not responsible for these bus lanes initiatives.	How can you make people walk or cycle when a vehicle is needed for their livelihoods. Get rid of the LTNs then there would be more congestion. Congestion is created by these LTNs as they have no other routes to use. It will lead more cars on the roads, use slower, no vehicles, no reduction in motorist bus amount. To make a further effort, the bus lanes!
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I commute to the central permit area by car	Positive	Very positive	There should be no charges at all	Yes	Make Park & Ride parking cheaper. Make Park & Ride buses cheaper. Make bus services more frequent. Extend hours of operation for buses		Very negative	Congestion is terrible during school times, not all year round. Other drivers should not be punished because of families undertaking school runs, more should be done to make other modes of school transport (including walking) safe and attractive to more families.	Very negative	Friday I think you should remove all the East Oxford LTNs for a period of six months and measure the impact on traffic - I and many others believe the current congestion is primarily caused by forcing so much traffic into a pinch point at the Plain roundabout. Secondly, I don't agree with the filters in principle but they must be introduced, all of them should be in effect only on Monday - Friday mornings 08:00 -09:30 and Monday - Friday afternoons/evenings from 15:00-17:00 and in school term time only.	See previous comments.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very positive	Neutral	About right	Not sure	Make Park & Ride buses cheaper. Add new bus routes. Make bus services more frequent		Very positive	As a cyclist and user of buses I feel this will improve journeys across the city and hopefully will improve air quality. I am effectively getting a free lift is important for people with the condition.	No	No	No
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very positive	Positive	Too high	No	Make Park & Ride parking cheaper. Make Park & Ride buses cheaper. Make bus services more frequent		Negative	REDACTED	REDACTED	REDACTED	
an Oxford resident	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Very negative	Very negative	There should be no charges at all	No	Other	Repair pot holes and general road repairs	Very negative	Will create more traffic problems elsewhere	Will compound traffic problems already created by LTNs elsewhere in Oxford	Open up all roads to allow traffic to run freely	

Survey Response												
I am responding to this survey as	How often do you travel in or around Oxford?	Please tick which of the following free permits and passes you think you may be eligible for	Do you live in, visit a resident by car or commute by car to the proposed central Oxford?	Central Oxford residents' permits is proposed that residents in the central Oxford?	Central Oxford permit area commutator' permits to non-resident workers, commuters	We are proposing a single charge of £5 to allow cars without a driver, or permit	Do you think that charges should vary, with drivers of lower cars, less than more and	Income generated by introducing the proposed temporary congestion charge would be used to lower the admin and operating costs of the scheme	If other improvement, please state	Taking into account all the information you have provided about the proposal, do you think that the proposed congestion charge locations in Oxford that you have not already shared in this survey?	Do you have any suggestions for other ways to reduce traffic and tackle congestion in and around Oxford?	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 don't	Positive	Negative	About right	No	Make buses cheaper for all. Make bus services more frequent. Add public cycle parking	Positive	I am hoping it will reduce traffic.	An aerial egg lift being Thornhill Park + Oster Road + JR hospital + Train Centre.	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 don't	Neutral	Negative	Too low	Yes	Make Park & Ride parking cheaper. Make Park & Ride buses cheaper. Make bus services more frequent. Add public cycle parking	Positive	Could go further, eg restricting hours of access for other vehicles (delivery etc) to outside normal peak times	Reduce the amount of parking currently available with a aim to discourage driving into the centre	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 live in the central Oxford permit area, or visit a resident of the central permit area by car	Positive	Negative	Too low	No	Make bus services more frequent. Add public cycle parking	Positive	I think 3 cars for commuting is excessive	restrict larger vehicles such as trucks and vans within certain hours - so not during peak school hours (7:30-9 and 3:30 to 5). This would make cycling with kids safer and more appealing.	
a resident of Oxfordshire living outside Oxford	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	1 commute to the central permit area by car	No impact	No impact	About right	Not sure	Make buses cheaper for all. Add new bus routes. Add public cycle parking	Very positive	Would expect to see fewer cars crossing the city centre, so buses would be faster/more timely and walking/cycling would be safer and more pleasant	School term times seem to produce the heaviest traffic, finding better ways for children to get to schools (rather than being driven in and out individually) could make a big difference. A lift away from the near-conventional 9.5 working hours could also help spread out "rush hours"	
an Oxford resident	daily	25 day passes for residents in the Oxford permit area, on days of your choice	1 don't	No impact	No impact	Too low	Yes	Add new bus routes. Make bus services more frequent. Add public cycle parking	Very positive	It is currently quicker to cycle to and around the city than to go by bus. The roads should be clearer for people who "need" to use their cars and permit the free flow of traffic. Buses will be quicker, and therefore more appealing to use, and cycling will be safer.	Look to other medieval cities abroad that have put cycling first and see what measures we can adopt. A good example is Ljubljana, in Slovenia, which is also a medieval walled town and is almost entirely car-free in the centre. Cars should be used for getting out of Oxford, and not necessary for getting into or around Oxford.	
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	1 don't	Neutral	Neutral	There should be no charges at all	Yes	Make bus services more frequent	Negative	I will have to leave my job at the school where I work part time because the most direct route includes one of the charging zones and getting the long way would take too long and will use the bus, would take ages as there is not a good direct service available	Removing the LTNs in East Oxford would be a good start. Have more bus routes that cover the entire city and better connection services to the surrounding villages.	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 commute to the central permit area by car	Neutral	Neutral	Too high	No	Make buses cheaper for all	Negative	Push traffic onto already busy alternate routes already impacted by LTNs	Use the river to provide alternative transportation into Oxford	
an Oxford resident	daily	Taxis and private hire vehicles	1 commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Very negative	It's literally a money making scheme. Not everyone falls into the same category of 'you should work, get a bus or cycle'	Free bus passes, council has the ability now to run its own bus services due to changes in the law, also bus ticket prices are extortionate for such small journeys and cause issues financially. Park and Ride should be free and buses to and from them should be one pound no more, if you want people to use Oxford and its services make it cheaper for them to access them.	
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	1 live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Very negative	It's literally a money making scheme. Not everyone falls into the same category of 'you should work, get a bus or cycle'	Open up the LTNs! Simple!	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 don't	Neutral	Neutral	About right	Yes	Make Park & Ride parking cheaper. Make Park & Ride buses cheaper. Make bus services more frequent	Very positive	I live in Abingdon, but I grew up in Cowley, I work in Cowley, my partner works in Cowley, my daughter goes to nursery in Rose Hill, I still have a bit of friends and family in Cowley that I see regularly, usually at work.		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 don't	Neutral	Neutral	About right	Yes	Make Park & Ride parking cheaper. Make Park & Ride buses cheaper. Make bus services more frequent	Very positive	You have already made difficult with LTNs, I have to sit in a bit more traffic now than I ever did before. People will not stop driving! Pay for your cars, our insurance, our tax, and you want to charge us more just for the privilege of driving in our own city.		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 commute to the central permit area by car	Negative	Neutral	About right	Not sure	Add new bus routes. Make bus services more frequent. Extend hours of operation for buses	Negative	There is no bus route that will allow me to go to drop off my daughter at nursery, go to work, then to pick up my daughter, and then to visit my family! And if there was it would probably double my journey time!		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 don't	Neutral	Neutral	About right	Yes	Make Park & Ride parking cheaper. Make Park & Ride buses cheaper. Make bus services more frequent	Very positive	I couldn't work what I can, but I don't have to do the nursery, as I have never ever had a problem getting round Oxford! The majority of families and households who live in the city do not have to do the nursery, as I have never ever had a problem getting round Oxford! But I do have to do the nursery, as I have never ever had a problem getting round Oxford! But I do have to do the nursery, as I have never ever had a problem getting round Oxford!		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 don't	Negative	Neutral	About right	Not sure	Add new bus routes. Make bus services more frequent. Extend hours of operation for buses	Negative	Living in Marston and having essential needs - health, shopping - in Summertown and Headington, we will be most affected by the Council's own forecasts by the displaced traffic.		
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	1 commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	Not sure	Make buses cheaper for all. Add new bus routes. Make bus services more frequent. Extend hours of operation for buses	Very negative	I am a teacher and feel strongly that I should not have to pay to drive into work.	LTN has caused the congestion so remove them!	
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	1 don't	No impact	No impact	About right	Not sure	Make buses cheaper for all. Add new bus routes. Make bus services more frequent. Extend hours of operation for buses	Negative	My child starts at the bus stop and the timing of services is such that during term-time it is not possible for them to get there well before 8am. Therefore, as the sessions run throughout the year then 25 permits as an Oxfordshire resident will only cover half the year. Adding an extra £5 on to the cost of the sessions, along with the pre-existing parking charge will potentially force me to stop attending and consider a South on-rink release.		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 don't	Very negative	Very negative	There should be no charges at all	No	Make Park & Ride parking cheaper. Make Park & Ride buses cheaper. Make bus services more frequent	Very negative	Unfair to pay extra as everyone already pays taxes for roads etc, the state of the time is terrible. They need to be fixed into alternative and consider a South on-rink release.	It should not go ahead. Fix the roads and pavements.	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 live in the central Oxford permit area, or visit a resident of the central permit area by car	Positive	Negative	About right	Yes	Make Park & Ride parking cheaper. Make Park & Ride buses cheaper for all. Add public cycle parking	Positive	Anything that reduces the traffic in Oxford is a positive way to be beneficial. I imagine there are people who are entitled to their strong foothold who could or would use buses if they were cheaper and better installed. Oxford is choked up.		
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	1 don't	Negative	Very negative	There should be no charges at all	No	Add new bus routes. Make bus services more frequent. Extend hours of operation for buses	Very negative	I am opposed to any taxes introduced a few weeks after an election campaign where no suggestion of this scheme was raised by the Liberal Democrat party. The Council does not have the consent of the people to raise taxes in this way. Furthermore, it is an unacceptable constraint on the liberty of British people. This way of raising money will hit low income households the most.		
an Oxford resident	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	1 don't	Very positive	Very negative	Too low	Yes	Make buses cheaper for all	Very positive	I am also concerned that many Oxford businesses are already closing or leaving Oxford. This will leave the council with no income from Business Rates and looking for more sources of income very hard. You can expect Budget reductions from Central Government as their economic policies bear "fruit".		
an Oxford resident	less than weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	1 don't	No impact	No impact	There should be no charges at all	No	Make bus services more frequent. Add public cycle parking	Negative	I am not sure if the bus from the railway station to East Oxford. That journey is like 15 mins longer than it is now. I cycle along the Cowley Road to work every day. It's getting very dangerous. It's so congested.	Make the charge permanent.	
an Oxford resident	daily	Blue badge holders. Disability benefit claimants. Disabled tax cars	1 live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make bus services more frequent. Add public cycle parking	Very negative	Sometimes I take the bus from the railway station to East Oxford. That journey is like 15 mins longer than it is now. I cycle along the Cowley Road to work every day. It's getting very dangerous. It's so congested.	More traffic wardens, both day and evening, keeping the cycle routes free of cars.	
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	1 live in the central Oxford permit area, or visit a resident of the central permit area by car	Negative	Neutral	There should be no charges at all	No	Make buses cheaper for all. Add new bus routes. Make bus services more frequent. Other	Positive	Everyone travel free on the City centre buses. Like in Luxembourg by the Oxford Bus Company and have real proper public transport free for all and open up routes. Private responses only look at profit and close routes. Bring back Park ME UP accessible bus	For safety please remove the electric Motorbikes from public area, on roads and pavements alert deadly these are becoming more common. The road works in business and in the small business that make Oxford so special.	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 don't	Positive	Neutral	About right	Yes	Make buses cheaper for all. Add new bus routes. Make bus services more frequent	Positive	My son is a student living in Oxford, in the central congestion area. We visit his regularly, to provide support to his studies, and when his services are also required. We would have to pay £10 per trip. It is a burden on our family.		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 don't	Neutral	Negative	About right	Yes	Make Park & Ride parking cheaper. Make Park & Ride buses cheaper for all. Make bus services more frequent	Positive	It should be easier and safer to walk and cycle		
an Oxford resident	daily	Personal cars used as goods vehicles for business purposes	1 live in the central Oxford permit area, or visit a resident of the central permit area by car	Very positive	Very positive	There should be no charges at all	No	Make Park & Ride parking cheaper	Very positive	It will allow buses to travel more quickly encouraging more people to use them		
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	1 commute to the central permit area by car	Very positive	Very positive	There should be no charges at all	Not sure	Make Park & Ride parking cheaper. Make Park & Ride buses cheaper. Extend hours of operation for buses	Very negative	Increases daily costs for those who live or work in the city but rely on their cars.		
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	1 commute to the central permit area by car	Very negative	Very negative	Too high	No	Make Park & Ride parking cheaper. Make Park & Ride buses cheaper. Make bus services more frequent	Very negative	Without a solid transport network in place, a congestion charge might backfire, especially for those who live in rural Oxfordshire public transport area.		
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	1 commute to the central permit area by car	Very negative	Very negative	Too high	No	Make Park & Ride parking cheaper. Make Park & Ride buses cheaper. Make bus services more frequent	Very negative	I am a member of the PCC in St Aldemes church. I also attend church at St Aldemes with my family every Sunday and we live in Didcot. We attend church and other church activities at least 2 times a week. We park and pay at the Westgate. With this new congestion charge we will be paying twice, one at the Westgate and the other for the charge every week simply to attend church services. This is going to cost me much more than £25 a week to attend church, currently we pay about £1 a week to park at the Westgate twice a week.	I will suggest that you exclude Sundays or at least provide more permits for those who come in to church.	
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	1 don't	No impact	No impact	About right	No	Make Park & Ride parking cheaper. Make Park & Ride buses cheaper. Make bus services more frequent	Neutral	It is unlikely to meet the aim that 25 times per year through the congestion charge locations, and when it does need to do so it would be nice if traffic was lighter. On the other hand, I often drive on the ring road and I hope the often bad congestion there will be reduced.	Why don't Oxfordshire County Council consider improving bus times and reducing congestion by removing the LTNs.	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 commute to the central permit area by car	Very negative	Negative	There should be no charges at all	No	Make bus services more frequent. Add public cycle parking	Very negative	Travel around Oxford is already very difficult due to an inept council that is unable to plan road closures and repairs. They would be unable to operate a congestion charge accurately. The closed ring road Oxford has already caused chaos on the ring road further along of routes due to changes in the present arrangement.	Planning of road works and closures must be planned. The reliability. Ask why people not use public transport	
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	1 don't	Very negative	Very negative	There should be no charges at all	No	Add new bus routes. Make bus services more frequent. Other	Very negative	This will have a limited impact on my ability to get to work and be very expensive. There is no need for this scheme and it is a waste of council tax funds, during a cost of living crisis. This is not London, and takes away civil liberties. Bus Service to Marston is shrinking and very slow. I live in Oxfordshire which is one of the most rural counties in England. At present I can drive directly to work by the bus and park. Bringing in this scheme will add hours to my daily journey and be inefficient. Parking charges applied at all times, and the bus service will be reduced to a minimum. The council has already increased its budget by 1.4%, and we don't get London weighting! Oxford is turning into an area that is anti-car and anti-bus.	Provide better parking especially at hospitals like the JR (Moor) could have been better spend making a link road to the hospital from the hospital. Provide an incentive for staff to work flexibly. This would spread out the travel times. Improve your services first for people to support rather than harming everyone with a big stick! Road charging only hits the people who are less able to pay - are you developing a road traffic system to support the NHS? How are people going to drop off passengers at the rail station?	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 don't	No impact	No impact	Too low	Yes	Make buses cheaper for all. Add new bus routes. Make bus services more frequent	Very positive	I would avoid Oxford by walking or cycling, so reducing the number of cars on the road will only improve things for me: health, safety, time, etc.	It should not be possible for private vehicles (cars, vans, etc) to be directed through the city as this only incentivises people to drive more, especially through inner roads that have a fixed maximum possible capacity. Bigger cars should definitely face higher costs since they are more dangerous, do more damage to the roads, and take up more space while only moving the same number of people.	
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	1 don't	Very negative	Very negative	There should be no charges at all	No	Make buses cheaper for all. Add new bus routes. Extend hours of operation for buses	Very negative	Travel by car is needed for disabled people.	Yes.	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make Park & Ride buses cheaper. Make bus services more frequent	Very negative	I teach and run drum sessions for young people with SEND and SEMH. This scheme is going to create either greater costs for me or an increased level of bureaucracy that takes me more time, which I would rather spend supporting the young people I work with.	Firstly make buses in Oxford much cheaper. This is the single biggest barrier stopping people from using them more frequently especially people commuting from beyond the ring road. I live in Headington and it is cheaper for me and my partner to get a bus to the city than it is to get the bus. The buses on the main routes are already reliable and regular they're just too expensive.	
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	1 don't	Negative	Neutral	There should be no charges at all	No	Make buses cheaper for all. Add new bus routes. Make bus services more frequent	Very negative	You are going about it the wrong way! The charging hours are wrong, they're not below those of London (which were initially set as 7p to £30 pm), then that was changed to the present arrangement.	Yes, why no proper provisions, look at effects already in increasing pollution because of slow congested traffic and slow parking. No amount of roadwork will be not bad enough for bus cards. Especially getting to JR and Church!	
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	1 don't	No impact	No impact	There should be no charges at all	Yes	Make Park & Ride parking cheaper. Make Park & Ride buses cheaper. Make bus services more frequent	Very negative	These should be your charge hours, it's really late at night.	Parents will not be able to take their children to school and collect them as this is in school hours. Assuming 40 weeks term time, 100 free passes would only cover half of this. If free passes are not available that is £25 a week to take children to school. That is £1,000 a year!	Open up all the LTNs and bus gates. This will allow traffic to spread. If you close roads a just pushes traffic on to other roads.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 don't	Very negative	Very negative	Too high	Yes	Make buses cheaper for all. Add new bus routes. Add public cycle parking	Very negative	It is already broken in the mornings and afternoons, can't imagine how much more buses the Swainin between road and the Garsington road will get, just to get into the ring road.	Take buses into business, create more incentives for cycling and public transport rather than punishment for driving (which impacts low income families more than privileged ones)	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 live in the central Oxford permit area, or visit a resident of the central permit area by car	Very positive	Very positive	Too high	Not sure	Make Park & Ride parking cheaper. Make Park & Ride buses cheaper. Add public cycle parking	Very positive	Lower traffic = more reliable buses	No	
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	1 don't	Neutral	Neutral	There should be no charges at all	Other	Disagree with introduction of permit/charging	Very negative	It is becoming increasingly difficult to drive to any of the locations that I need to get to on the occasions that I use a car, including to work and to medical appointments. None of the traffic schemes introduced by the council have reduced congestion and in fact have made it worse and moved problems to other areas where pollution is now higher due to increased traffic which is often at a stand still. Businesses are negatively affected and closing with people in the area are choosing to take their custom elsewhere because of the impact on journeys in and around the city. Introducing a charge will do nothing to help businesses and will inevitably push even more traffic into overloaded roads, worsening the quality of life of those who live there and those who have to use the roads.	I do not recall seeing this proposal in any of the manifestos for councillors.	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 live in the central Oxford permit area, or visit a resident of the central permit area by car	Neutral	Neutral	About right	Yes	Make Park & Ride parking cheaper. Make bus services more frequent	Positive	As a cyclist and pedestrian (without a driving licence), and as a grandparent, I welcome anything that will reduce car traffic in Oxford. Reducing congestion in the Plain area is also important, especially in term time, this causes a great deal of stress and pollution.	Remove the LTNs.	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 live in the central Oxford permit area, or visit a resident of the central permit area by car	Positive	Positive	About right	No	Make Park & Ride parking cheaper. Make Park & Ride buses cheaper. Make bus services more frequent	Positive	If it works in reducing emissions, worthwhile. But why hasn't the been modelled in great detail for so we know more?	Only allow electric and hybrid vehicles. New bus routes across town in S E W	
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	1 don't	No impact	No impact	There should be no charges at all	No	Make buses cheaper for all. Add new bus routes	Very negative	Currently I commute into Oxford every week day by driving a fully electric car on a road that will have a congestion camera on it if the congestion charge proposal goes ahead. If I don't go ahead to access my workplace, I will need to alter my route by driving an extra distance along a road that will be busier than at present, as other road users unable to travel by their existing route will also be accessing it. The added wear and tear on my car and additional time taken will negatively impact me due to additional costs and a longer working day. It is not practical for me to travel by my workplace via public transport.	No	

Survey Response														
I am responding to this survey as	How often do you travel in or around Oxford?	Please tick which of the following free permits and passes you think you may be eligible for	Do you live in, visit a resident permit is proposed to be introduced in the central Oxford?	Central Oxford residents' permit is proposed to be introduced to residents in the central Oxford?	Central Oxford permit area - consented permit to non-resident workers, commuters	We are proposing a single charge of £5 to allow cars without a driver, or permit	Do you think that charges should vary, with drivers of lower cars, less than more and	Income generated by introducing the proposed temporary congestion charge would be used to lower the admin and operating costs of the scheme	If other improvement, please state	Taking into account all the information we have provided about the proposal in	Please explain your answer	Do you have any other comments about the proposal for six temporary congestion charge locations in Oxford that you have not already shared in this survey?	Do you have any suggestions for other ways to reduce traffic and tackle congestion in and around Oxford?	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 don't	Positive	Negative	About right	No	Yes	Make Park & Ride buses cheaper for all. Make bus services more frequent. Add public cycle parking	Positive	I am hoping it will reduce traffic.	I am concerned this, like the fingers, will increase traffic through Old Marston at peak commuter times.	An aerial egg lift being Thrombol F&R + Older Road / JR hospital + Train Centre.	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 don't	Neutral	Negative	Too low	Yes	Yes	Make Park & Ride buses cheaper for all. Make bus services more frequent. Add public cycle parking	Positive	Could go further, eg restricting hours of access for "other" vehicles (delivery etc) to outside normal peak times	Reduce the amount of parking currently available with a aim to discourage driving into the centre		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 live in the central Oxford permit area, or visit a resident of the central permit area by car	Positive	Negative	Too low	No	No	Make Park & Ride parking cheaper. Make Park & Ride buses cheaper. Make buses cheaper for all. Add new bus routes. Make bus services more frequent. Extend hours of operation for buses. Add public cycle parking	Positive		I think 3 cars for commuting is excessive	restrict larger vehicles such as trucks and vans within certain hours - so not during peak school hours (7.30-9, and 3.30 to 5). This would make cycling with kids safer and more appealing.	
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	1 don't	No impact	No impact	About right	No sure	No	Make buses cheaper for all. Add new bus routes. Add public cycle parking	Very positive	Would expect to see fewer cars crossing the city centre, so buses would be faster more timely and well-servicing would be safer and more pleasant	Seems like a good way to test out the traffic filter ideas before going into the full proper	School term times seem to produce the heaviest traffic, finding better ways for children to get to schools (rather than being driven in and out individually) could make a big difference. A shift away from the non-universal 8.5 working hours could also help spread out "rush hours"	
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	1 commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	Yes	Yes	1 commute to the central permit area by car	Very negative	I'm an NHS manager working about 24/7, working every day after planned hours from home, additional commuting time will have immediate impact on my service	Very negative	It is currently difficult to cycle in and around the city than to go by bus. The roads should be clearer for people who "need" to use their cars and permit the free flow of traffic. Buses will be quicker, and therefore more appealing to take, and cycling will be safer.	Looking to other medieval cities abroad that have put cycling first and see what measures we can adopt. A good example is Ljubljana, in Slovenia, which is also a medieval university town and is almost entirely car-free in the centre. Cars should be used for getting out of Oxford, and not necessary for getting into or around Oxford.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 don't	No impact	No impact	Too low	Yes	Yes	Add new bus routes. Make bus services more frequent. Add public cycle parking	Very positive	I will have to leave my job at the school where work part time because the most direct route includes one of the changing zones and getting the long way would take too long and will use too much petrol. Going there by bus would have again as there is not a good direct service available	Very positive	They are not a good idea because the rich can't afford to pay and will continue congesting the road, but those on lower income will struggle.	Removing the L1Ns in East Oxford would be a good start. Have more bus routes that cover the entire city and better connect services to the surrounding villages.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	1 don't	Neutral	Neutral	Too high	No	No	Make buses cheaper for all	Negative	Push traffic onto already busy alternate routes already impacted by L1Ns	Negative	Will hurt people that come to Oxford to work and who live locally. Turning Oxford into a Prison	Free bus passes, council has the ability now to run its own bus services due to changes in the law, also bus ticket prices are reasonable for such small journeys and cause issues financially. Park and Ride should be free and buses to and from them should be one pound no more, if you want people to use Oxford and use services make it cheaper for them to access them.
an Oxford resident	daily	Taxis and private hire vehicles	1 commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Other	Other	Will hurt people that come to Oxford to work and who live locally. Turning Oxford into a Prison	Negative	At all surrounding roads will be impacted massively. There wasn't a congestion problem before that L1Ns went in... SUMMERTOWN IS THE WORST FOR PEOPLE THAT DON'T LIVE LOCALLY	Use the river to provide alternative transportation into Oxford
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	1 live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Fix the badly managed roads and roundabouts	Very negative	It's literally a money making scheme. Not everyone falls into the same category of 'you should walk, get a bus or cycle' I live in Kidlington, but I grew up in Cowley, I work in Cowley, my partner works in Cowley, my daughter goes to nursery in Rose Hill, I still have a bit of friends and family in Cowley that I see regularly, usually after work	Very negative	You never spoke about this pre election as you knew you would struggle to get elected if you have named Cowley with your L1Ns already	Free bus passes, council has the ability now to run its own bus services due to changes in the law, also bus ticket prices are reasonable for such small journeys and cause issues financially. Park and Ride should be free and buses to and from them should be one pound no more, if you want people to use Oxford and use services make it cheaper for them to access them.
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	1 live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Fix the badly managed roads and roundabouts	Very negative	There is no bus route that will allow me to go to drop off my daughter at nursery, go to work, then to pick up my daughter, and then to visit my family! And I'm sure I could probably double my journey time!	Very negative	Put your congestion charge in areas where you were voted in Leazes Colney already! Majority of residents do not want your greedy schemes! You seem to be targeting the poorer areas!	Open up the L1Ns! Simple!
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	1 commute to the central permit area by car	No impact	Very positive	There should be no charges at all	No	Other	Cheaper bus fares than those on benefits	Very negative	I cycle to work when I can, but if I have to do the nursery run, I have never ever had a problem cycling round Oxford. The majority of families and households who use their cars do not have their own cars. It's not a necessity. It's a luxury. Travelling to the city for work at least 3 times per week during the proposed charge times, will add another £20-£40 per week to my travel charges, so I find an alternative route which will impact my travel time. I would need to use Marsh Lane, Marston, an already congested route, queuing back to the bypass from 6.45am - how safe do the proposers of this scheme believe it will be for the queuing on the bypass? How many accidents will it take to reconsider the decision?	Very negative	You've considered the increased delays for ambulances getting to the JR along Marsh Lane which is already struggling with the current volume of traffic?	No
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 live in the central Oxford permit area, or visit a resident of the central permit area by car	Very positive	Positive	There should be no charges at all	Yes	Yes	Add new bus routes. Make bus services more frequent. Add public cycle parking	Very negative	Depends on the locations. Not clear that Marston Ferry Road and St Clements areas are sensible. It includes people living in marston. Buses on marston Road have already been out and are returning. This is further isolation.	Very negative	This idea penalises the residents of Oxford.	Cut back hedges regularly and repair pavements which are often unusable for both pedestrians (particularly elderly or those with luggage) and cyclists even though they are often designed to be shared by them. Properly dealt with potholes in cyclepaths and also bus lanes. Encourage collaboration between bus companies. There are so many buses immobilised to some extent at the same time going to the same place, they should be staggered, this would mean less congestion for buses at stops. Every stop should have accurate, free, well timed for buses making them more likely to be used by visitors and elderly who will be more concerned for their safety while for an otherwise unknown amount of time the immobilised being generally more concerned. Bus journeys were cheaper more people would use them. Increasing the cost of using a car does not make bus journeys more attractive, people will just aim to avoid the cost by driving further, in increased traffic leading to even greater pollution levels.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No sure	No	Make buses cheaper for all. Add new bus routes. Make bus services more frequent. Extend hours of operation for buses	Very negative	I am an Oxford resident living in Marston and working in Somers Common Reading. I need to use the roads every day to come out Oxford. St Clements area is where I would have an issue and Marston Ferry Road	Very negative	This idea penalises the residents of Oxford.	Yes. Dynamic traffic management. According to the needs, including the bus lanes.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 live in the central Oxford permit area, or visit a resident of the central permit area by car	Positive	Neutral	Too high	No	No	Make buses cheaper for all. Add new bus routes. Make bus services more frequent	Very negative	Just as the filter proposal this will make a much more expensive for people outside of Oxford who are on their way to work in and out of Oxford, including for work. They will be asked to pay for a considerable cost to those they never benefit from Oxford or even those not using cars will indirectly paying for this cost. These people would not be able to use the bus network. In addition the original traffic which is already difficult will become horrendous. It will also increase the pollution levels around the circumference of Oxford, which due to the geography of the landscape will spread towards and increase levels within Oxford, save for the very centre which I suppose will benefit certain university dominated areas.	Very negative	The proposal of this and the imagined filters will unfairly impact those on lower incomes located outside central Oxford, who for work do not and cannot use the bus services, it will disproportionately affect people who make more numerous smaller journeys in and out of Oxford over the course of the week comes for children and elderly residents. These will not be exempt that can be covered in a bus journey. The exception for commuters with parking spaces in Oxford benefits them, which is why these exemptions generally increase. It will allow to discrimination on charges ended.	Yes. Dynamic traffic management. According to the needs, including the bus lanes.
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	1 don't	Positive	Neutral	About right	No	No	Make Park & Ride buses cheaper. Extend hours of operation for buses. Add public cycle parking	Positive	We need to reduce the amount of car traffic in Oxford. However, there are areas are difficult to reach by public transport from outside the city, so Cowley Road services	Positive	I'm worried about the impact on income, health and nightlife. I would be happier if a charge ended at 5.00 pm.	Cut back hedges regularly and repair pavements which are often unusable for both pedestrians (particularly elderly or those with luggage) and cyclists even though they are often designed to be shared by them. Properly dealt with potholes in cyclepaths and also bus lanes. Encourage collaboration between bus companies. There are so many buses immobilised to some extent at the same time going to the same place, they should be staggered, this would mean less congestion for buses at stops. Every stop should have accurate, free, well timed for buses making them more likely to be used by visitors and elderly who will be more concerned for their safety while for an otherwise unknown amount of time the immobilised being generally more concerned. Bus journeys were cheaper more people would use them. Increasing the cost of using a car does not make bus journeys more attractive, people will just aim to avoid the cost by driving further, in increased traffic leading to even greater pollution levels.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 don't	Positive	Positive	Too low	Yes	Yes	Make Park & Ride parking cheaper. Make Park & Ride buses cheaper. Make buses cheaper for all	Very positive	Make Park & Ride parking cheaper. Make Park & Ride buses cheaper. Make buses cheaper for all	Very positive	I am a member of OCC has taken this step to avoid going up on the bus filter plan altogether or not doing anything until Marston Road is open. I am extremely pleased to see the bus companies have invested in electric buses, which is a positive step forward. I am not in favour of, especially with the Botley Road closed until 2026. Traffic filters are not a solution to congestion either they had been proposed less congestion as part of the overall plan	Get in more cameras to catch drivers who enter yellow boxes and junctions and thereby causing severe congestion. This is common in London. I have been caught and fined and it has made me more careful. Equally using camera to police illegal parking which can also cause congestion.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	No	Make buses cheaper for all. Add new bus routes. Make bus services more frequent. Extend hours of operation for buses	Very negative	The people who commute into Oxford by necessity live outside because they cannot afford to live in Oxford. Hence the need to travel. By car to allow dropping children at childcare, buses do not allow the flexibility made by these workers.	Very negative	This idea penalises the residents of Oxford.	Yes. Dynamic traffic management. According to the needs, including the bus lanes.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 live in the central Oxford permit area, or visit a resident of the central permit area by car	Positive	Neutral	Too high	No	No	Make buses cheaper for all. Add new bus routes. Make bus services more frequent	Very negative	Buses go into the centre. Few allow you to get from a park and ride to your desired destination without getting 2 buses. No bus expensive for a family to go into town, plus a lack of return fares with a discount. A family of 4 to go to town costs more than the journey. No wonder people drive to the Westgate.	Very negative	Yes the same restrictions for Woodstock and Banbury road if this goes ahead.	Yes. Dynamic traffic management. According to the needs, including the bus lanes.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	No	Make buses cheaper for all. Add new bus routes. Make bus services more frequent. Extend hours of operation for buses	Very negative	Those who propose this have flexible walking, cycling routes which are safer in north Oxford or down the tow path and presumably the financial resources to live in this neighbourhood. It's really lacking in empathy for those who earn less probably working in an occupation which serves others. Or is low paid. Please reconsider.	Very negative	Yes the same restrictions for Woodstock and Banbury road if this goes ahead.	Yes. Dynamic traffic management. According to the needs, including the bus lanes.
a representative of a group or organisation	less than weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	1 don't	Positive	Positive	Too low	Yes	Yes	Make Park & Ride buses cheaper. Make buses cheaper for all. Make buses cheaper for young people	Very positive	We are being reducing car traffic will cut congestion and pollution, improve health, and make it easier for more people - especially those on lower incomes - to get around by bus, bike, foot, or wheelchair	Very positive	Both had 88% support from Assembly participants and should guide future action.	We support the Citizens' Assembly recommendations for longer-term change, particularly
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 don't	No impact	No impact	About right	No	No	Add public cycle parking, Other	Negative	enforcement of congestion charge and general roads to enhance safety of road users in line with the vision zero commitment	Negative	None of the proposals address the issues of road safety and commitment to vision zero. The walking and cycling infrastructure is very poor and needs both a higher priority and greater investment.	Much stronger enforcement using both local authority and police resources of the existing restrictions and speed limits. Address restrictions for buses at stops. Every stop should have accurate, free, well timed for buses making them more likely to be used by visitors and elderly who will be more concerned for their safety while for an otherwise unknown amount of time the immobilised being generally more concerned. Bus journeys were cheaper more people would use them. Increasing the cost of using a car does not make bus journeys more attractive, people will just aim to avoid the cost by driving further, in increased traffic leading to even greater pollution levels.
a member of the public living outside Oxfordshire	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 don't	No impact	No impact	There should be no charges at all	No	No	Other	Very negative	I drive into Oxford on an almost daily basis as I live in the city centre but live in a rural area where there is no public transport and frequently from work after 10pm. At this time the park and ride service is infrequent and unpleasant. I do not like the idea and after a long day, do not welcome the additional 20 to 40 minutes waiting for and then journeying on the bus. By forcing traffic around the ring road and into the centre by a route determined by their destination congestion will worsen at all points such as near Tree Roundabout to Woodstock Road/Bus. People will be cars for longer and any accident on the road will bring the city to a standstill. Those who have to drive because of poor transport options when they work (early morning runs or late evenings ones) have to live with the consequences.	Very negative	With Botley Road closed there will be no way for me to drop off or collect my disabled sister from Oxford station. As she doesn't drive and I can't see her on a regular basis there is no alternative to a blue badge.	Remove your strategy and work with the residents and car drivers to come up with a solution that works for the majority and not just the minority. Stop negotiating with people who only want to cycle and walk to work. It's not always possible for some people to take these options. Stop working out always allow, so car trips are a necessity.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 live in the central Oxford permit area, or visit a resident of the central permit area by car	Negative	Negative	There should be no charges at all	No	No	Make Park & Ride parking cheaper. Make Park & Ride buses cheaper. Make buses cheaper for all. Add new bus routes. Other	Very negative	The roads are throughly congested on the ring road now. This has been increased through L1Ns, and poorly co-ordinated residents, which are constantly being reported on by residents. Introducing congestion charges on these roads will push more traffic into areas of the ring road which are already congested at peak times, which have been extended since the introduction of L1Ns. Also pushing the traffic onto the ring road increases emissions in these bus lanes. Something which OCC don't take into consideration.	Very negative	To not allow access to a main shopping centre without a congestion charge is unacceptable. Also this same area has the ice rink which will also be impacted too. Review other types of solutions before you try to introduce something which the majority are not in favour of, especially with the Botley Road closed until 2026. Traffic filters are not a solution to congestion either they will just cause additional issues for residents.	Review your strategy and work with the residents and car drivers to come up with a solution that works for the majority and not just the minority. Stop negotiating with people who only want to cycle and walk to work. It's not always possible for some people to take these options. Stop working out always allow, so car trips are a necessity.
a business	daily	Business cost used as goods vehicles, Personal cars used as work vehicles for business reasons	1 don't	Neutral	Neutral	There should be no charges at all	No	Other	Nothing to say	Neutral	Nothing to say	Neutral	Nil	Nil
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 don't	Negative	Negative	About right	No	No	Add new bus routes. Add public cycle parking	Positive	We live near the ring road the traffic is poor, even for cycling. This measure should reduce the traffic.	Positive	The filter should apply to cars visiting the Westgate, commuters, and drop school off.	Quoting cars block bike routes, one particular example is along Between Towns road. There should be a physically separate bike lane there to stop traffic lanes blocking this route and others.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 live in the central Oxford permit area, or visit a resident of the central permit area by car	Positive	Neutral	Too high	Yes	Yes	Make buses cheaper for all. Make bus services more frequent. Other	Negative	Fix road surfaces and be more responsive to hockdies by allowing travel through spaces. L1Ns gets away from hockdies or other road closures occur.	Negative	Everything that the Council has implemented in the last few years has made congestion worse, particularly in and around St Clements. There is likely to be increased traffic on the ring road and around the centre as people circulate avoiding the congestion charge zones.	Place the congestion charging points on the periphery at ring road entry points. If you are serious about reducing traffic, this is the logical place to put them.
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, or visit a resident of the central permit area by car	Very negative	No impact	No impact	There should be no charges at all	No	No	Make buses cheaper for all. Add new bus routes	Very negative	It would be well implemented at all.	Very negative	I would not be implemented at all.	Take out the restrictions currently in place on all roads that are closed to cars.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 don't	Very negative	Very negative	About right	Yes	Yes	Make bus services more frequent	Negative	Other people especially those who have mobility issues but do not qualify for blue badges do not want to use cars, especially for food and other shopping. These restrictions can only disadvantage such people from using city centre shops, and lead to further deterioration of the city centre (as seen in Broad Street, Cornmarket and the Covered Market).	Negative	Other people especially those who have mobility issues but do not qualify for blue badges do not want to use cars, especially for food and other shopping. These restrictions can only disadvantage such people from using city centre shops, and lead to further deterioration of the city centre (as seen in Broad Street, Cornmarket and the Covered Market).	Consider introducing cycle permits with better training for cyclists on the highway code. Improve park and ride dramatically for commuters, out of town visitors etc. Above all make the white elephant Eyreham car park function, rather than the shocking waste and inefficiency it currently represents.
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	1 don't	Neutral	Neutral	Too high	Yes	Yes	Make Park & Ride parking cheaper. Make Park & Ride buses cheaper. Make buses cheaper for all. Add new bus routes. Make bus services more frequent. Extend hours of operation for buses	Very negative	A filter is planned between where I live and where I work (full time and often with unsocial hours). To avoid paying for the filter I would have to drive an additional 3-4 miles in each direction which adds a cost. This is half term in the school holidays would have to OK, but during school term dates it will be impossible, due to the almost 60 minutes bus journey on the road and Cowley Road. The gridlock will make bus services impossible for the residents of Effley Village, Rose Hill, Temple Cowley, Blackbird Leys and the surrounding villages. Traffic will be at a standstill leading to a pollution for the local residents of East Oxford and those within the ring road.	Very negative	Oxford has a school drop-off, and pick-up, problem. There are no buses during school half term.	School buses from the Park and Ride, picking up on the city. Stop the 1000 car journeys per day to each of the big schools in the centre of the city. Trying to stop the parents by charging them £1.50 a year when they are already able to pay £200 school fees will be a waste of money and will be a waste of money for the local residents and businesses who will suffer the financial blow.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 don't	Very negative	No impact	There should be no charges at all	No	Other	Other	Very negative	I am not in favour of a congestion charge that restricts residents from travelling around their city.	Very negative	I think the whole transport proposal needs a rethink. Traffic has been pushed out of the city and the ringroad and the A34 doesn't have the capacity to take the traffic. The new transport ideas are not working.	Have Oxford City have the heart and the four main routes in and out via veins and arteries.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	No	Other	Very negative	We need to increase the ability for cars to get in to town and stop deliberately slowing them down and removing parking. This just makes three more difficult for drivers.	Very negative	All traffic restrictions must be removed.	The congestion is caused by bad management in the council and this just adds another bad idea to a history of other bad ones (both at and via L1Ns).
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 live in the central Oxford permit area, or visit a resident of the central permit area by car	Very positive	Positive	Too low	Yes	Yes	Make Park & Ride parking cheaper. Make Park & Ride buses cheaper. Make buses cheaper for all. Add new bus routes. Extend hours of operation for buses. Add public cycle parking.	Very positive	Faster bus travel, fewer cars, less pollution, safer for cyclists and pedestrians. Start of process to shift travel modes to more sustainable modes	Very positive	I think that vehicle weight categories would be a useful means of discouraging larger vehicles, reducing carriageway wear. Improved outflow of pedestrians will be by drivers of large vehicles.	Work towards a car free zone in Oxford similar to that in many European city centres. Reduce traffic speed limits on Oxford city roads to achieve higher vehicle flowrate with reduced pollution and better safety. Use speed cameras to achieve compliance.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 live in the central Oxford permit area, or visit a resident of the central permit area by car	Neutral	Neutral	There should be no charges at all	No	No	Make buses cheaper for all	Neutral	Nothing to say	Neutral	Nil	Nil
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 don't	Neutral	Neutral	There should be no charges at all	No	No	Make Park & Ride parking cheaper. Make Park & Ride buses cheaper. Make buses cheaper for all. Add new bus routes. Make bus services more frequent. Extend hours of operation for buses. Add public cycle parking	Negative	I live between Marston Ferry Road and St Clements and do not want to be restricted to 100 journeys a year. There is no bus from Marston to Summertown, only a bus and two buses, neither options for me regarding walking distances from my shopping spurs wear etc. Neither can I afford to pay £5 each journey for the rest year when the 100 passes run out. This is a worry and would restrict my movements. It is also a restriction of off of Benliss in my own neighbourhood.	Negative	I have a plan to vastly improve public transport at the same time as any restriction of car movements. Making buses free or cheaper is inadequate as waiting for buses is really often takes 40 minutes and involves a lot of walking and standing about. This makes getting out and about normally for the elderly or infirm impossible. This is discrimination.	Free Park and ride buses and parking. £1 bus fares. Unrestricted car use and routes for pedestrians. Remove the L1Ns to allow free flow of traffic (as before) instead of stogging up main roads & exhaust fumes. Book me an hour to go from Fern Road to St Aldens, about 4/5 stops. (not waiting)
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 don't	Neutral	Very negative	Too low	Yes	Yes	Make buses cheaper for all. Add new bus routes. Add public cycle parking	Neutral	I support filters, L1Ns, congestion and emission schemes in general. However, as a resident of St Clements the L1Ns have significantly increased the pollution and traffic in this area. It's really unpleasant to live here now in a way that I wasn't before. And so, I support the proposed scheme above "1" it's actually going to reduce traffic on St Clements in a way that makes a meaningful difference to that live here. If that doesn't happen I have to pay £5 every time I want to turn left out of my street but the volume of traffic is unchanged then that will certainly feel like it's adding nothing to my day.	Neutral	I live on Boulter Street which is next to the proposed congestion charge location on St Clements. I have very real concerns about the fact that (to quote from the press release) "Traffic signs would clearly mark the locations of the charging cameras to make drivers aware of where the charges apply" as what this is likely to mean is that people who don't want to pay will use Boulter Street to turn round in. This is what happened when the L1Ns were introduced and Jervis Street was left open on the grounds that you could only drive down it and turn left towards the Park. Boulter St is directly opposite Jervis Street and so cars would drive across to Boulter Street, turn around, and then turn left onto St Clements. This sounds innocent enough, but there were literally hundreds of cars a day doing this (sometimes queuing to do so) and was incredibly dangerous, unpleasant and polluting. When Jervis Street was eventually closed the problem stopped. If my saying all of this to demonstrate that we have experience of exactly this problem and I have real concerns that as soon as people spot that they are about the cross the charging threshold, they will drive into Boulter Street and we will have the exact same problem again. Being told to hunker down and then report it is incredibly distressing because we live with the difficulties for the intervening time. Please give some thought to this ahead of time, and consult with us residents who have had to live with the reality of cars doing 2, 3, 7, 20, 25, 30, 40, 50, 60, 70, 80, 90, 100, 110, 120, 130, 140, 150, 160, 170, 180, 190, 200, 210, 220, 230, 240, 250, 260, 270, 280, 290, 300, 310, 320, 330, 340, 350, 360, 370, 380, 390, 400, 410, 420, 430, 440, 450, 460, 470, 480, 490, 500, 510, 520, 530, 540, 550, 560, 570, 580, 590, 600, 610, 620, 630, 640, 650, 660, 670, 680, 690, 700, 710, 720, 730, 740, 750, 760, 770, 780, 790, 800, 810, 820, 830, 840, 850, 860, 870, 880, 890, 900, 910, 920, 930, 940, 950, 960, 970, 980, 990, 1000, 1010, 1020, 1030, 1040, 1050, 1060, 1070, 1080, 1090, 1100, 1110, 1120, 1130, 1140, 1150, 1160, 1170, 1180, 1190, 1200, 1210, 1220, 1230, 1240, 1250, 1260, 1270, 1280, 1290, 1300, 1310, 1320, 1330, 1340, 1350, 1360, 1370, 1380, 1390, 1400, 1410, 1420, 1430, 1440, 1450, 1460, 1470, 1480, 1490, 1500, 1510, 1520, 1530, 1540, 1550, 1560, 1570, 1580, 1590, 1600, 1610, 1620, 1630, 1640, 1650, 1660, 1670, 1680, 1690, 1700, 1710, 1720, 1730, 1740, 1750, 1760, 1770, 1780, 1790, 1800, 1810, 1820, 1830, 1840, 1850, 1860, 1870, 1880, 1890, 1900, 1910, 1920, 1930, 1940, 1950, 1960, 1970, 1980, 1990, 2000, 2010, 2020, 2030, 2040, 2050, 2060, 2070, 2080, 2090, 2100, 2110, 2120, 2130, 2140, 2150, 2160, 2170, 2180, 2190, 2200, 2210, 2220, 2230, 2240, 2250, 2260, 2270, 2280, 2290, 2300, 2310, 2320, 2330, 2340, 2350, 2360, 2370, 2380, 2390, 2400, 2410, 2420, 2430, 2440, 2450, 2460, 2470, 2480, 2490, 2500, 2510, 2520, 2530, 2540, 2550, 2560, 2570, 2580, 2590, 2600, 2610, 2620, 2630, 2640, 2650, 2660, 2670, 2680, 2690, 2700, 2710, 2720, 2730, 2740, 2750, 2760, 2770, 2780, 2790, 2800, 2810, 2820, 2830, 2840, 2850, 2860, 2870, 2880, 2890, 2900, 2910, 2920, 2930, 2940, 2950, 2960, 2970, 2980, 2990, 3000, 3010, 3020, 3030, 3040, 3050, 3060, 3070, 3080, 3090, 3100, 3110, 3120, 3130, 3140, 3150, 3160, 3170, 3180, 3190, 3200, 3210, 32	

Survey Response													
I am responding to this survey as	How often do you travel in or around Oxford?	Please tick which of the following free permits and passes you think you may be eligible for	Do you live in, visit a resident by car or commute by car to the proposed central Oxford?	Central Oxford residents' permits is proposed that residents in the central Oxford?	Central Oxford permit area - commuters' permits to non-resident workers, commuters	We are proposing a single charge of £3 to allow cars without a flexi-pass, or none	Do you think that charges should vary, with drivers of larger cars, taxis more and lower for others, or none?	Income generated by introducing the proposed temporary congestion charge would be used to lower the rate and operating costs of the scheme	If other improvement, please state	Taking into account all the information we have provided about the proposal in	Please explain your answer	Do you have any other comments about the proposal for 5 temporary congestion charge locations in Oxford that you have not already shared in this survey?	Do you have any suggestions for other ways to reduce traffic and tackle congestion in and around Oxford?
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Positive	Negative	About right	No	Make buses cheaper for all. Make bus services more frequent. Add public cycle parking		Positive	I am hoping it will reduce traffic.	I am concerned this, like the fingers, will increase traffic through Old Marston at peak commuter times.	An aerial egg lift bringing Thorntall Farm - Old Marston - JR hospital - Train Centre.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Negative	Too low	Yes	Make bus services more frequent. Add public cycle parking		Positive	Could go further, eg restricting hours of access for other vehicles (delivery etc) to outside normal peak times		Reduce the amount of parking currently available with a aim to discourage driving into the centre
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Positive	Negative	Too low	No	Make bus services more frequent. Add public cycle parking		Positive			restrict larger vehicles such as trucks and vans within certain hours - so not during peak school hours (7:30-9 and 3:30 to 5). This would make cycling with kids safer and more appealing.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	About right	Not sure	Make buses cheaper for all. Add new bus routes. Add public cycle parking		Very positive	Would expect to see fewer cars crossing the city centre, so buses would be faster more timely and walking/cycling would be safer and more pleasant		Seems like a good way to test out the traffic filter ideas before going into the full proper
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	Yes			Very positive	It's an odd message - working about 24/7, working every day after planned hours from home, additional commuting time will be incurred on my service		Charging to the right of occasions, there needs to be provision for those at risk, whether that is by improving bus services or adjusting the congestion charge for users. However, charging would be affected to such an extent that competitive riders would need to move to other risks, such as Swindon, which are further away, which will affect the risk's ability to operate and remain competitive.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	Too low	Yes	Add new bus routes. Make bus services more frequent. Add public cycle parking		Very positive	It is currently unclear to cycle in and around the city than to go by bus. The roads should be clearer for people who "need" to use their cars and permit the free flow of traffic. Buses will be quicker, and therefore more appealing to use, and cycling will be safer.		Look at other medium cities around that have put cycling first and see what measures we can adopt. A good example is Ipswich, in Sweden, which is also a medium university town and is almost entirely car free in the centre. Cars should be used for getting out of Oxford, and not necessary for getting into or around Oxford.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	There should be no charges at all	Yes	Make bus services more frequent. Add public cycle parking		Negative	I will have to leave my job at the school where I work part time because the most direct route includes one of the changing zones and getting the long way would take too long and cost too much more. Going there by bus would take ages as there is not a good direct service available.		Removing the LTNs in East Oxford would be a good start. Have more bus routes that cover the entire city and better connection services to the surrounding villages.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	Too high	No	Make buses cheaper for all	Make BUSES FREE FOR LOCAL PEOPLE BETWEEN WORKING HOURS AND SEE WHAT IMPACT THAT HAS ON TRAFFIC AND SCHOOL RUNS	Negative	Push traffic onto direct busy alternate routes already impacted by LTNs		Use the river to provide alternative transportation into Oxford
an Oxford resident	daily	Taxis and private hire vehicles	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other		Very negative	Will that people that come to Oxford to work and who live locally... Starting Oxford this a Prison		Free bus passes, council has the ability now to run its own bus services due to changes in the law, also has bus ticket passes available for such small journeys and cause issues financially. Park and Ride should be free and buses to and from there should be one pound no more, if you want people to use Oxford and use services make it cheaper for them to access them.
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Fix the badly managed roads and roundabouts	Very negative	It's literally a money making scheme. Not everyone falls in the same category of 'they should walk, get a bus or cycle' I live in Abingdon, but I grew up in Cowley. I work in Cowley, my partner works in Cowley, my daughter goes to nursery in Rose Hill, I still have a lot of friends and family in Cowley that I see regularly, usually after work.		Open up the LTN? Simple!
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	About right	Yes	Make buses cheaper for all. Add new bus routes. Add public cycle parking		Positive	There is no bus route that will allow me to go to drop off my daughter at nursery, go to work, then to pick up my daughter, and then to visit my family! And I think I would probably double my journey time!		Put your congestion charge in areas where you've voted in Leaver Cowley already! Majority of residents do not want your greedy schemes! You seem to be targeting the poorer areas!
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very positive	Very positive	About right	Yes	Make buses cheaper for all. Add new bus routes. Extend hours of operation for buses		Very positive	I would benefit from reduced traffic in the centre of Oxford since I cycle from Jericho to Littlemore everyday.		More dedicated cycle lanes
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I commute to the central permit area by car	Neutral	Positive	There should be no charges at all	Not sure	Add new bus routes. Make bus services more frequent. Extend hours of operation for buses		Very negative	I find unacceptable that Oxford city residents going about their lawful business should be charged even more for the 'privilege' of doing so. Schemes to reduce car use that do not include a car but sometimes restrict one. People who have done the right thing for the environment and gain up their car should not be penalised compared to people who have done the wrong thing for the environment and gain up their car. You should get the same permits that you can't use to get to work, but you should get the same permits that you can't use to get to work.		Improve the provision of cycle lanes in Oxford
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice. Registered car clubs	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Neutral	Neutral	Too low	Yes	Make Park & Ride buses cheaper. Make buses cheaper for all. Extend hours of operation for buses		Neutral	(The proposition reducing car use in the city centre but this aims to reduce car use, don't design a scheme that gives more benefits to people who own a car than for people who've given up their cars and retributed when periodic)		Abolish LTNs.
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	Too high	No	Extend hours of operation for buses		Very negative	I'm writing to formally raise my concerns regarding what I believe to be a serious oversight in traffic and infrastructure planning - particularly in relation to the Westgate development and its ongoing impact on congestion in the city centre. When planning permission was granted for Westgate and its substantial underground car park, I should have been consulted or mitigated at the time. The consequences are now being felt acutely, and I believe Oxford is falling behind other cities - such as York - where Park & Ride schemes are well-organised and actively encouraged as the primary means of accessing the city. While I appreciate the broader aim of reducing traffic into the city centre, especially from tourists and shoppers, I am deeply concerned about the unintended consequences this is having on local residents and community amenities - particularly the Oxford bus fleet. My daughter trains at the risk several times a week, and the proposed congestion charge risks making it economically unviable for us to continue. The risk is a vital community asset, supporting youth development, physical wellbeing, and local sport. Penalties, families and spectators who rely on this facility feels short-sighted and unfair. The congestion charge will deter regular users and spectators alike, undermining the viability of the risk and the teams who train and compete there. I urge the Council to reconsider the scope and implementation of the congestion charge and to explore exemptions or alternative arrangements for these accessing essential community facilities like the risk. This could include: - A dedicated "Sports Access Permit" for regular users - Validated or discounted parking for spectators and athletes - Improved Park & Ride connectivity with shuttle services timed to risk sessions - Validated condition Charge on entering the ice rink I hope this complaint is taken seriously and prompts a more joined-up approach to planning that balances environmental goals with the needs of local families and community services.		Live camera feeds of the traffic in the city centre shown near the park and ride, so drivers understand just how bad traffic is, and hopefully then give up and take the Park bus
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	About right	Yes	Make buses cheaper for all. Add new bus routes. Add public cycle parking		Positive	I cycle to work when I can, but I don't have to do the nursery job. I have never over had a problem getting round Oxford. The needs of families and households who use their cars to work are not about their own personal convenience but about the needs of the wider community.		Make everyone who is rich enough to drive to the Westgate to park and stop pay extra
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very positive	Very positive	About right	Yes	Make buses cheaper for all. Add new bus routes. Extend hours of operation for buses		Very positive	I want to see a reduction in the number of cars driving into Oxford.		More dedicated cycle lanes
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I commute to the central permit area by car	Neutral	Positive	There should be no charges at all	Not sure	Add new bus routes. Make bus services more frequent. Extend hours of operation for buses		Very negative	I find unacceptable that Oxford city residents going about their lawful business should be charged even more for the 'privilege' of doing so. Schemes to reduce car use that do not include a car but sometimes restrict one. People who have done the right thing for the environment and gain up their car should not be penalised compared to people who have done the wrong thing for the environment and gain up their car. You should get the same permits that you can't use to get to work, but you should get the same permits that you can't use to get to work.		Abolish LTNs.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice. Registered car clubs	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Neutral	Neutral	Too low	Yes	Make Park & Ride buses cheaper. Make buses cheaper for all. Extend hours of operation for buses		Neutral	(The proposition reducing car use in the city centre but this aims to reduce car use, don't design a scheme that gives more benefits to people who own a car than for people who've given up their cars and retributed when periodic)		Live camera feeds of the traffic in the city centre shown near the park and ride, so drivers understand just how bad traffic is, and hopefully then give up and take the Park bus
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	Too high	No	Extend hours of operation for buses		Very negative	I'm writing to formally raise my concerns regarding what I believe to be a serious oversight in traffic and infrastructure planning - particularly in relation to the Westgate development and its ongoing impact on congestion in the city centre. When planning permission was granted for Westgate and its substantial underground car park, I should have been consulted or mitigated at the time. The consequences are now being felt acutely, and I believe Oxford is falling behind other cities - such as York - where Park & Ride schemes are well-organised and actively encouraged as the primary means of accessing the city. While I appreciate the broader aim of reducing traffic into the city centre, especially from tourists and shoppers, I am deeply concerned about the unintended consequences this is having on local residents and community amenities - particularly the Oxford bus fleet. My daughter trains at the risk several times a week, and the proposed congestion charge risks making it economically unviable for us to continue. The risk is a vital community asset, supporting youth development, physical wellbeing, and local sport. Penalties, families and spectators who rely on this facility feels short-sighted and unfair. The congestion charge will deter regular users and spectators alike, undermining the viability of the risk and the teams who train and compete there. I urge the Council to reconsider the scope and implementation of the congestion charge and to explore exemptions or alternative arrangements for these accessing essential community facilities like the risk. This could include: - A dedicated "Sports Access Permit" for regular users - Validated or discounted parking for spectators and athletes - Improved Park & Ride connectivity with shuttle services timed to risk sessions - Validated condition Charge on entering the ice rink I hope this complaint is taken seriously and prompts a more joined-up approach to planning that balances environmental goals with the needs of local families and community services.		Free bus passes, council has the ability now to run its own bus services due to changes in the law, also has bus ticket passes available for such small journeys and cause issues financially. Park and Ride should be free and buses to and from there should be one pound no more, if you want people to use Oxford and use services make it cheaper for them to access them.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	About right	Yes	Make buses cheaper for all. Add new bus routes. Add public cycle parking		Neutral	I strongly support efforts to reduce car use and encourage cyclists of public transport. However, I am unconvinced that the Council's current approach is sufficient to achieve this aim. A lot more effort needs to be put in to actively encourage people to cycle. A lot more could be done to improve public transport. Penalties car use needs to be coupled with the provision of viable alternatives.		More dedicated cycle lanes
an Oxford resident	weekly	100 day passes for residents in the Oxfordshire permit area, on days of your choice. Disability benefit claimants. School students with special educational needs. Community health care workers who need to visit multiple locations or travel urgently. Frequent hospital patients. Emergency service vehicles	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make buses cheaper for all. Other	The congestion in Oxford is caused by too many empty buses in the centre	Very negative	My daughter lives outside the free pass area and needs to visit daily	No option to totally reject the proposal	Cut down the number of buses in off-peak hours
a resident of Oxfordshire living outside Oxford	less than weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice. Disability benefit claimants. School students with special educational needs. Community health care workers who need to visit multiple locations or travel urgently. Frequent hospital patients. Emergency service vehicles	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Neutral	Neutral	Too high	Yes	Make Park & Ride parking cheaper. Add new bus routes		Negative	Very confusing for older people and for those who live outside Oxfordshire	No	No
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make Park & Ride parking cheaper. Make Park & Ride buses cheaper. Make bus services more frequent. Extend hours of operation for buses		Very negative	Permits are per car not per household which rewards car ownership		A single daily charge outside Oxford in the same manner as London
an Oxford resident	weekly	100 day passes for residents in the Oxfordshire permit area, on days of your choice. Disability benefit claimants. Unpaid carers. Frequent hospital outpatients	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	Not sure	Make Park & Ride parking cheaper. Make Park & Ride buses cheaper. Make bus services more frequent. Add new bus routes. Add public cycle parking		Very negative	As a carer for three family members who frequently have hospital appointments, this would be financially devastating for me. Also, we live in an area where the bus route is every hour - I had to petition to get this back into service, as it was taken away for 7 months.		Yes, get rid of the LTNs
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice. Disability benefit claimants	I don't	Very positive	Very positive	About right	Yes	Make Park & Ride parking cheaper. Make buses cheaper for all. Add new bus routes		Very positive	Traffic is a nightmare in Oxford, and everywhere in the UK, and in all countries. The number of vehicles in the UK has increased. Using cars is not a need for the vast majority of people. They are used for convenience, as people cannot be bothered to walk or use the bus, they cannot be bothered to get up a bit earlier, or to spend time being organised, or to simply organise their time better. There are people where I live who drive their kids to school, when the walk only takes 10 minutes with a toddler. Then, the same people moan about the amount of traffic and do not understand that they are part of the problem. The more traffic on the roads mean longer journey times. We have no issues with the LTNs, and when we do not see the traffic issues that some people complain about. Having a Congestion Charge will hopefully make people think as to whether they actually need to drive, and they will realise they do not need to drive, and will walk, cycle or bus. REDACTED: People need to understand the difference between want and actual need.		Yes, get rid of the LTNs
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make Park & Ride parking cheaper. Other		Very negative	I need my car to enter Oxford city centre on a daily basis for work. I work shifts and introducing congestion charges will mean I will be taking a pay cut to go to work to enable me to pay the charges. If I don't have my car then there's no one else who would probably be able to do it for me.		I refer you to my answer at number 13
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Very negative	There should be no charges at all	Yes	Make buses cheaper for all. Make bus services more frequent. Other	Cheaper parking in Oxford	Very negative	With health problems (but not eligible for a Blue Badge) the effect on access to hospitals (though many other services and sites would be very adverse and limiting. Also, we feel that the effect on hospitals etc in Oxford city and on traffic flow around alternative routes (eg the Ring Road) would be much worse than indicated in the information provided on this scheme. In fact, this would damage the functioning of the town and its businesses (hotels etc), and also cause more displacement of traffic to see other places (see for example) instead.		Stop the ever-increasing development in and around Oxford.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make Park & Ride parking cheaper. Make Park & Ride buses cheaper. Make bus services more frequent. Add new bus routes. Add public cycle parking		Very negative	The proposed to introduce a temporary congestion charge locations in Oxford would have a negative impact, particularly on local businesses. Many rely on customers, suppliers, and staff being able to travel into and around the city without additional cost or inconvenience. A congestion charge could discourage visitors, reduce footfall, and increase operating costs, especially for small businesses already facing financial pressure. It's important to consider the broader economic impact before moving forward with such measures.		One effective way to reduce traffic and tackle congestion in and around Oxford is to open up Low Traffic Neighbourhoods (LTNs). LTNs shift congestion onto main roads. By opening LTNs this allows increased access or reorganising them to support better traffic flow, we can create a balance between safer streets and a more efficient overall transport system. Combined with improved public transport and cycling infrastructure, this could make travel smoother for everyone.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make buses cheaper for all. Add new bus routes. Make bus services more frequent		Very negative	I live in Marston area of Oxford. My husband work just outside Reading at Sonning Common. He commutes OUT of Oxford via St Clements by car. Under the new scheme he will either have to use up road to his free passes in a short period of time or travel via the ring road and have a longer journey time to work and join more cars that be on the ring road causing congestion. Meanwhile those travelling INTO Oxford commuting to work in central area in Thames Street, will be able to apply for a permit allowing them to travel in all areas. This discriminates against those who live in the city but also commute out of it. We use an only day dropped.		Open the LTNs in East Oxford. This has been the main reason for congestion on St Clements.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice. 25 day passes for residents in the Oxfordshire permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Negative	Negative	Too low	Not sure	Make bus services more frequent. Extend hours of operation for buses		Very positive	Tomez2008 calculates savings of 183 years of life per 100,000 population when congestion pricing was introduced in London. I don't think you are chasing too little and the scheme should be made permanent. Stop restricting movement and put money and energy into improving road and pavement surfaces and bus services; make buses cheaper, more frequent, more widespread more reliable (so often one has left car park and find that it's full and so I've missed it, and then there's no bus for another 20 minutes). Resurfacing roads to improve flow, widen and possibly increase short term parking throughout the city. Incentives will work better than restriction, which penalise the less well off and has no impact on those who have the money to live in the central areas and have the luxury of being able to walk or cycle everywhere, or several cars and no shortage of money for confectionery and taxis.		If you make the 100 days permit sellable by the residents it will be more palatable
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make buses cheaper for all. Add new bus routes. Make bus services more frequent		Very negative	Make bus services more frequent		I've put it above. Improve the road and pavement surfaces, stop restricting flow, put the money that's being spent on LTNs and bus passes etc, into more frequent, widespread, cheaper bus services. Perhaps free bus users who block pavements and cycle lanes by leaving hire bikes in the wrong place.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	Too low	Not sure	Make buses cheaper for all. Add new bus routes. Make bus services more frequent		Neutral	I feel it will be unsuccessful in reducing congestion because rich people will just pay and the locations will not dissuade people driving along Ilford and Cowley roads.		Increased peak time charges for city centre car parks.
an Oxford resident	weekly	100 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Neutral	Very negative	Too high	Yes	Make Park & Ride parking cheaper. Make Park & Ride buses cheaper. Make bus services more frequent		Very negative	We live off St. Clements and use the Ring Road frequently to get to our house now that all the side roads have become closed. 100 passes is too low and will mean we are unfairly impacted compared to residents who live in the City Centre purple zone/ 200 free passes would be a better compensation if someone who lives in Headington has 100 passes and so does someone who lives in the St Clements area then I will mean not cost of living increases considered)		The various coaches to other cities e.g. London block the St Clements Road and should take a different route through Marston Road, as a bus stop could easily be placed where St Clements meets the Marston Road.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very positive	Neutral	About right	Yes	Make Park & Ride parking cheaper. Make bus services more frequent. Add new bus routes		Very positive	Oxford is being choked by cars and without restricting car use, buses cannot help a great deal. They get stuck in the jams.		Increased peak time charges for city centre car parks.
a business	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Positive	Positive	Too high	Yes	Make bus services more frequent. Add new bus routes. Make bus services more frequent		Very negative	I run a hairdresser business and a lot of my customers are on Oxford Living street. They ALL live outside the city and commute to work. Many hire driveaways, some use park and ride and some use buses. The buses are unreliable forcing them by their cars and moving them to their hairdresser to a different parking bay and constantly making them late. In going to make coming into Oxford unattractive for both workers and clients, as the traffic will be on the roads that affect the business.		If the buses were better and more reliable it would be great. Have some businesses passes for those of us who pay a huge amount of business rates a year.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Negative	About right	Yes	Make buses cheaper for all		Neutral	How can we have extra yet - depends what extra traffic is forced down Hey/Cowley Road following imposition of charging at St Clements. My wife and I drive 2 roads worse which creates more congestion.		More through buses that take you into town and out the other side - east Oxford to north Oxford etc. It's a pain having to get off, walk through town and catch another bus. Reinstate the Willem Park service. Buses from Littlemore to the station. Private schools not allowed to park their buses along Hey Road. Stop people parking on the pavement in backstreets lanes. More traffic wardens. Open the LTNs when there are incidents/backroads road works.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Neutral	No impact	Too high	Yes	Make Park & Ride parking cheaper. Make Park & Ride buses cheaper. Make bus services more frequent. Add new bus routes		Very negative	The charges for this are too high, and the fact they run from 7am-7pm. 7 days a week takes no account of when Oxford is in its busiest. Why not introduce a scheme to use public transport by capping the cost of park and ride instead of causing loads of cost and expense implementing this scheme? Why not people off from driving into the city centre in the evening when there isn't congestion for theatres and cinema (who need customers) or to cut by charging up until 7 o'clock? Why does it have to run 7 days a week? City centres need people to visit them in the evening or on the day. The charge could be much lower than £3, and if it's a car park only, why not have electric cars next? Oxford will just be a venue for the 100s of coaches bringing tourists in, rather than for its residents.		More through buses that take you into town and out the other side - east Oxford to north Oxford etc. It's a pain having to get off, walk through town and catch another bus. Reinstate the Willem Park service. Buses from Littlemore to the station. Private schools not allowed to park their buses along Hey Road. Stop people parking on the pavement in backstreets lanes. More traffic wardens. Open the LTNs when there are incidents/backroads road works.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	Yes	Make buses cheaper for all. Make bus services more frequent. Add public cycle parking		Very negative	I don't think you should introduce any new measures until the Biddley Road response. Until the Biddley Road response we can't make much impact. All efforts of the County Council and partners should be on ensuring Biddley Road works are completed and the Biddley Road response is in place to existing schedule of Summer 2025. Then and only then should any new traffic control measures be considered and introduced.		Yes. Require the parking schools to fund mass transportation of their pupils by buses/coaches with collection points at park and ride sites and group those buses/coaches free access through the High Street bus gate. Require those buses / coaches to drop off collect pupils at their schools. If Magdalen College School on Cowley Place not Hey Road where dropping and collecting causes congestion.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Very negative	Too low	Yes	Make bus services more frequent. Extend hours of operation for buses		Very positive	Too much congestion. Too many single occupant car journeys.		Reduce speed on hollow way and first Marston road to discourage those roads and move traffic to ring road.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Neutral	Negative	About right	Yes	Make buses cheaper for all. Make bus services more frequent		Positive	I believe that the charging scheme would lead to a reduction in car use for travel to central Oxford and that this could be active, to some extent, the stated aim e.g. reduction in congestion, safer conditions for cycling etc. As a resident I need to drive into central Oxford to take passengers to or from the station and also, on occasion, drive because one of my grandchildren has tennis activities and needs public transport could be difficult.		Perhaps a one way system for East Oxford. 20mph limit inside the ring road.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice. Taxis and private hire vehicles	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Negative	Negative	There should be no charges at all	No	Make Park & Ride parking cheaper. Make Park & Ride buses cheaper. Make bus services more frequent		Very negative	I live in one of the areas where the filters are to be introduced. It will take away the freedom of movement between areas and the added cost of the congestion charge.		Blue badge arrangements are only helpful to a limited group of people. I have recently had mobility problems (after a hip replacement operation) and could have done with blue badge privileges - but because the condition was temporary was unable to get a dispensation.

Survey Response															
I am responding to this survey as	How often do you travel in or around Oxford?	Please tick which of the following free permits and passes you think you may be eligible for	Do you live in, visit a resident by car or commute by car to the proposed central Oxford?	Central Oxford residents' permit is proposed that residents in the central Oxford?	Central Oxford permit area commutes' permit is proposed for non-resident workers, commuters?	We are proposing a single charge of £5 to allow cars without a flex pass, or permit?	Do you think that charges should vary, with drivers of larger cars, taxis more and lower the rate for and specific routes of the scheme?	Income generated by introducing the proposed temporary congestion charge would be used to fund the additional and specific routes of the scheme?	If other improvement, please state	Taking into account all the information we have provided about the proposal, do you think it is a good idea?	Please explain your answer	Do you have any other comments about the proposal for six temporary congestion charge locations in Oxford that you have not already shared in this survey?	Do you have any suggestions for other ways to reduce traffic and tackle congestion in and around Oxford?		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	i don't	Positive	Negative	About right	No	Make buses cheaper for all. Make bus services more frequent. Add more routes.		Positive	I am hoping it will reduce traffic.	I am concerned this, like the fingers, will increase traffic through Old Marston at peak commuter times.	An aerial egg lift bringing Thorntall Park -> Oaker Road / JR hospital -> Train Centre.		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	i don't	Neutral	Negative	Too low	Yes	Make Park & Ride buses cheaper. Make Park & Ride buses cheaper for all. Make bus services more frequent. Add new bus routes. Make bus services more frequent. Extend hours of operation for buses. Add public cycle parking.		Positive	Could go further, eg restricting hours of access for "other" vehicles (delivery etc) to outside normal peak times		Reduce the amount of parking currently available with a aim to discourage driving into the centre		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	i live in the central Oxford permit area, or visit a resident of the central permit area by car	Positive	Negative	Too low	No	Make buses cheaper for all. Add new bus routes. Make bus services more frequent. Add public cycle parking.		Positive		I think 3 cars for commuting is excessive	restrict larger vehicles such as trucks and vans within certain hours - so not during peak school hours (7:30-9, and 3:30 to 5). This would make cycling with kids safer and more certain.		
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	i don't	No impact	No impact	About right	Not sure	Make buses cheaper for all. Add new bus routes. Add public cycle parking.		Very positive	Would expect to see fewer cars crossing the city centre, so buses would be faster/more timely and walking/cycling would be safer and more pleasant		School term times seem to produce the heaviest traffic, finding better ways for children to get to schools (rather than being driven in and out individually) could make a big difference. A shift away from the non-urgent 9-5 working hours could also help spread out "rush hours"		
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	i commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	Yes			Very negative	I'm an HR manager working about 24/7, working every day after job finished hours from home, additional commuting time will have negative impact on my service		Seems like a good way to test out the traffic filter ideas before going into the full proper		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	i don't	No impact	No impact	Too low	Yes	Add new bus routes. Make bus services more frequent. Add public cycle parking.		Very positive	It is currently quicker to cycle in and around the city than to go by bus. The roads should be clearer for people who "need" to use their cars and permit the free flow of traffic. Buses will be quicker, and therefore more appealing to use, and cycling will be safer.		Charging to the right of crossings, there needs to be provision for access to the car park, whether that be by ignoring that services or adjusting the congestion charge for users. Otherwise, charging would be affected to such an extent that competitive riders will need to move to other risks, such as Swindon, which are further away, which will affect the risk's ability to operate and re-locate.	Look to other medium cities abroad that have put cycling first and see what measures we can adopt. A good example is Liverpool, in business which is also a modern university town and is almost entirely car-free in the centre. Cars should be used for getting out of Oxford, and not necessary for getting into or around Oxford.	
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	i don't	Neutral	Neutral	There should be no charges at all	Yes	Make buses cheaper for all. Add new bus routes. Make bus services more frequent.		Negative	I will have to leave my job at the school where I work part time because the most direct route includes one of the charging zones and getting the long way would take too long and will use too much petrol. Going there by bus would take ages as there is not a good direct service available.		Removing the LTNs in East Oxford would be a good start. Have more bus routes that cover the entire city and better connection services to the surrounding villages.		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	i don't	Neutral	Neutral	Too high	No	Make buses cheaper for all		Negative	Push traffic onto already busy alternate routes already impacted by LTNs		Use the river to provide alternative transportation into Oxford		
an Oxford resident	daily	Taxis and private hire vehicles	i commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Make BUSES FREE FOR LOCAL PEOPLE BETWEEN WORKING HOURS AND BE WHAT IMPACT THAT HAS ON TRAFFIC AND SCHOOL RUSH	Very negative	It's literally a money making scheme. Not everyone falls into the same category of 'they should walk, get a bus or cycle' I live in Abingdon, but I grew up in Cowley, I work in Cowley, my partner works in Cowley, my daughter goes to nursery in Rose Hill, I still have a lot of friends and family in Cowley that I see regularly, usually after work.	Free bus passes, council has the ability now to run its own bus services due to changes in the law, also bus ticket prices are relatively low for such small journeys and causes issues for people with disabilities. Park available should be free and buses to and from there should be one pound no more, if you want to charge you want to offer and use services make it cheaper for them to access them.			
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	i live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Fix the badly managed roads and roundabouts	Very negative	You have already made difficult with LTNs, I have to sit in a lot more traffic now than ever before. People will not stop driving 'the way for our cars, our insurance, our tax, and you want to charge us more just for the privilege of driving in our own city		Open up the LTN? Simple!		
a resident of Oxfordshire living outside Oxford	less than weekly	100 day passes for residents in the Oxfordshire permit area, or visit a resident of the central permit area by car	i live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make Park & Ride parking cheaper. Make bus services more frequent. Extend hours of operation for buses		Very negative	I cycle to work when I can, but I don't have to do the nursery job. I have never over a problem cycling round Oxford. The majority of families and households who do their own car to school have their own school bus to take them to school.		make the park and ride bigger and free to use.		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	i live in the central Oxford permit area, or visit a resident of the central permit area by car	Positive	No impact	There should be no charges at all	No	Add new bus routes. Extend hours of operation for buses		Very negative	I have a new bus on visits to the hospital and visiting residents within the Oxford area. We live in a village with no bus service on the Waterside Estate adjacent to Fort Meadox, suffering from partial heart failure. The nearest bus stop is in excess of half a mile away on the Woodstock Road so I am unable to access public transport. I am dependent on my wife driving me to appointments in town, including my GP surgery. Since we would have to enter the congestion charge area on most occasions when we leave the house, the proposed number of permits is inadequate. My wife, aged 83, is also physically challenged, with arthritis and balance problems making her not able to access public transport.	I am aware that many elderly people in Oxford, totally dependent on their cars for any life outside their home, and not each household since they are most affected by any many cannot afford to pay the charges.	There is a desperate need for reinstatement of the N17 bus along Walton Street serving the N17 and Station.		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	i live in the central Oxford permit area, or visit a resident of the central permit area by car	Negative	No impact	There should be no charges at all	Not sure	Other	Repair & maintain roads	Very negative	Ring Road will have a greater volume of traffic - as cars can't go into centre without being charged. So your journeys will be slower & more difficult. Also your noise an pollution at home as less than 100m from ring road.		Open Cowley branch line so I can get a train from south Oxford without having to go into the city and/or drive half way round the ring road to get to Parkway. Getting 2 park and ride buses - 1 into the city & another out - to get to Parkway is not practical.		
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	i don't	Very positive	Very positive	Too high	No	Make Park & Ride parking cheaper. Make Park & Ride buses cheaper. Add new bus routes. Make bus services more frequent. Add public cycle parking.		Very negative	Church parishes are a Sunday morning before 10am should be exempt from the scheme. You are charging people for religious expression at their churches in Oxford. There is a very little traffic before 10am and we leave directly after the Sunday morning service. Churches would be almost empty in the morning.		Charge people with non Oxfordshire registered cars only. Maximum 2 cars per household.		
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice. Community health or care workers who need to visit multiple locations or treatments	i commute to the central permit area by car	Very positive	Very positive	There should be no charges at all	No	Add new bus routes. Make bus services more frequent. Add public cycle parking.		Very negative	This is ridiculous, many people who live and work in the city have to commute into work and this is making it even harder and more expensive for individuals.		Open road again		
an Oxford resident	daily	100 day passes for residents in the Oxfordshire permit area, on days of your choice	i don't	Very positive	Very positive	About right	Not sure	Make Park & Ride parking cheaper. Add new bus routes. Extend hours of operation for buses.		Positive	Discourage driving unnecessarily and push people towards public transport/cycling		Explore the possibility of reintroducing trams		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	i don't	Very negative	Very negative	There should be no charges at all	Not sure	Make Park & Ride parking cheaper. Make bus services more frequent. Add new bus routes.		Very negative	Car users will travel further via an already congested ring road, causing longer journeys, more pollution etc. The charges will impact negatively on being able to shop and access routes out of Oxford, displacing the traffic to other roads. Van use may increase if it discriminates against buses and taxis. It will also impact on the LTNs. People who drive cars are not just taxi. They are running businesses & working more people around the town, visits to hospital, physiotherapy visits. Wholesaler/shopping centres will collapse. It appears that tourists have priority over Oxfordshire residents.	if successful, I think it could make more sense to extend the scheme and not bother with the bus gates. It'd also like to see possible future options explored more, such as a reintroduction of trams.	Stop Oxford university and Brooks students bringing cars to Oxford for the duration of their study. Remove LTNs and make greater use of one way streets. Charge bus fares and a good connecting bus service for all around the city.		
an Oxford resident	daily	Personal cars used as goods vehicles for business purposes	i live in the central Oxford permit area, or visit a resident of the central permit area by car	Negative	Neutral	There should be no charges at all	No	Make Park & Ride parking cheaper. Make Park & Ride buses cheaper. Make bus services more frequent.		Very negative	Very concerned for anyone who relies on their car for travelling commercially. There will be more individuals swapping their cars for vans, mini buses & taxis. Already over in Magdalen Road now that the LTN allows buses.	Residential parking had an instant effect by reducing overnight, the amount of cars parked in side streets. Make Park & Ride free if reducing traffic is a really serious goal. Abingdon Road will never work for buses anyway. There is no space for them.			
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	i live in the central Oxford permit area, or visit a resident of the central permit area by car	Neutral	Very positive	There should be no charges at all	Not sure	Add new bus routes		Very negative	I have a car and need to get to shopping and visiting my doctor, who is in central Oxford. I also have to attend a redibly business class which I go to for work. I have arthritis and balance problems and cannot walk far, or ride a bicycle. I have 2 replacement hips and a fall from a bicycle would be a disaster for me.	This charge is simply another way to raise money for the Council and will do nothing to anything traffic flow. To avoid the filters will cause me a lot of extra miles and therefore INCREASE pollution and global CO2.	No		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	i commute to the central permit area by car	Neutral	Neutral	There should be no charges at all	Yes	Make Park & Ride parking cheaper. Make Park & Ride buses cheaper. Make bus services more frequent.		Negative	This is a tax on driving. Cars will not disappear, the benefits they confer on the user will not diminish because you wish it to be so, those that can usually afford to pay and will continue to drive and I suspect, with no evidence, that those with less than the largest (most expensive) vehicles. Residents and visitors that need to travel by car will necessarily have to charge other alternatives or will otherwise. The suggestion to balance charges by vehicle size is an interesting option, but it would require implementation across all vehicles, not just those that are a bit (and indeed would be pointless).	The buses can move reliably when there aren't LTNs - cars, like water, will move around blockages. If you build a dam, you force the water into a single path. The solution is not to dam it, it is to encourage people to travel ready, ease them into new routes. So we do not stop traffic when someone has pressed the crossing button and then crossed anyway. One-way traffic systems (that can be free links for rush hour), part of how to encourage people to travel ready, ease them into new routes. Don't just drop a brick in the road - it won't work!	Cycling is safe when cyclists use the cycle paths. But so often, eg. Marston Road, Woodstock Road, see cyclists using the main road and ignoring the cycle paths - what is the point of the cycle path? It's wasted space.		
an Oxford resident	daily	Business cars used as goods vehicles	i commute to the central permit area by car	Negative	Negative	There should be no charges at all	No	Other	to many empty buses	Very negative	It's a tax on driving. Cars will not disappear, the benefits they confer on the user will not diminish because you wish it to be so, those that can usually afford to pay and will continue to drive and I suspect, with no evidence, that those with less than the largest (most expensive) vehicles. Residents and visitors that need to travel by car will necessarily have to charge other alternatives or will otherwise. The suggestion to balance charges by vehicle size is an interesting option, but it would require implementation across all vehicles, not just those that are a bit (and indeed would be pointless).	Every single I have seen taken to the council over the last 20 years since roughly here speaks of slighted band-aid solutions, with strategic vision. You need to stop making it as you go along.	Cycling is safe when cyclists use the cycle paths. But so often, eg. Marston Road, Woodstock Road, see cyclists using the main road and ignoring the cycle paths - what is the point of the cycle path? It's wasted space.		
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	i commute to the central permit area by car	Negative	Neutral	Too high	Yes	Make Park & Ride parking cheaper. Make bus services more frequent. Add public cycle parking.		Very negative	I work in the night time economy. Our customers will be discouraged from coming into Oxford because the charge continues past 6pm. The Botley Road closure has already discouraged many from coming to Oxford from coming to Oxford. Leaving work late, as a single female, I don't want to be standing in the dark at the park and ride bus stop, or arriving at a really empty car park at 1pm all on my own.	Electric vehicles should be exempt	Build more houses in Oxford, and fewer small businesses. The Botley Road is an example of ridiculous planning - two new science buildings where scores of houses could have been built. Botley Road would be a vibrant vibrant West Oxford community. These science buildings should be one of the science parks. Similar situation at Peartree. Close need people who live in them - not just commuters and tourists.		
a representative of a group or organisation	daily	100 day passes for residents in the Oxford permit area, on days of your choice. 25 day passes for residents in the Oxfordshire permit area, on days of your choice	i commute to the central permit area by car	Positive	Positive	Too high	Not sure	Make Park & Ride parking cheaper. Make Park & Ride buses cheaper.		Negative	I am writing on behalf of St Aldates Church, a long-established Oxford City Centre church located very near to the Temporary Congestion Charge zone on Thames Street. We are engaging with the public consultation regarding the proposed £5 charge for cars entering the city via Thames Street and wish to highlight the implications of this measure on the day-to-day operations and community access to our church buildings.	Who will be affected? Our church serves a large and active community. Each week our buildings are used by: -A congregation of around 1500 people across four services on Sundays -Staff and volunteers who manage our various ministries, building operations and social outreach work -Weekly visitors who come for support groups, Bible teaching, worship, prayer and community events -Those attending weddings, funerals and other occasional services	Due to the church's central location and the structure of the parish, the vast majority of these individuals commute from within the Oxford ring road or from surrounding Oxfordshire towns and villages. Parking at the church is severely limited with only 6 parking spaces available. However, many people rely on cars and need to park at the Westgate Centre for reasons including family responsibilities, limited mobility, or lack of direct public transport routes to the city centre - especially outside weekday peak hours.	Who will be affected? Our church serves a large and active community. Each week our buildings are used by: -A congregation of around 1500 people across four services on Sundays -Staff and volunteers who manage our various ministries, building operations and social outreach work -Weekly visitors who come for support groups, Bible teaching, worship, prayer and community events -Those attending weddings, funerals and other occasional services	Due to the church's central location and the structure of the parish, the vast majority of these individuals commute from within the Oxford ring road or from surrounding Oxfordshire towns and villages. Parking at the church is severely limited with only 6 parking spaces available. However, many people rely on cars and need to park at the Westgate Centre for reasons including family responsibilities, limited mobility, or lack of direct public transport routes to the city centre - especially outside weekday peak hours.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	i live in the central Oxford permit area, or visit a resident of the central permit area by car	No impact	No impact	About right	Yes	Make Park & Ride buses cheaper. Make bus services more frequent. Add new bus routes.		Very positive	I cycle and get the bus frequently and I cannot wait for this congestion charge to come in. We urgently need to do something about the reliability of buses at peak times in school holidays and I'm so pleased that the charge will do something about that. Very many people are driving extremely large cars in Oxford and it's not fair on everybody else. It is absolutely sure there is a percentage of people that could change their journey and just won't want this kind of intervention. I'm so pleased that you have outlined courses to think about on congestion in Oxford.	I absolutely want this to go ahead and think it's an excellent proposal.	Express non-stop buses from the market towns to Oxford, specifically the Headington area which has a huge amount of employment. Limited services from all of the park and ride to Headington. More cycling activation work of the particular communities who will struggle with the change. More bus services from Oxford to other towns as essential to those employment areas.		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	i commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	Not sure	Make Park & Ride parking cheaper. Make Park & Ride buses cheaper. Add new bus routes. Make bus services more frequent. Extend hours of operation for buses.		Very negative	I have no choice but drive to Oxford central and north Oxford to take my daughter to school and work. I earn the Minimal wage and simply I won't be able to afford this charge. Oxford is already an extremely expensive city that has the most inefficient public transport and keeps having roads works that affects everyone's lives.	Oxford has no right to impose more money expenses on working class people.	Starting being efficient and at a more intelligent in the way the gov decides to spend money and make the work roads last less and do not add or start general work road all at the same time. Make buses free for students. Make buses free for all.		
an Oxford resident	less than weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	i don't	Very negative	Neutral	There should be no charges at all	No	Make Park & Ride parking cheaper. Make Park & Ride buses cheaper. Make bus services more frequent.		Very negative	My GP is in Oxford City Centre and buses into town are very unreliable. You can't charge people a congestion charge for this. Nor can you charge people to try to park to get to shopping. What will be the point of Westgate parking? I have to park up at the station early frequently, charging for this would be incredibly annoying. Would have to get 2 buses + a significant walk. Have had to.	It's a wildy stupid idea when Botley Road is closed	Open Botley Rd asap - we've had enough. Make park and ride free		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	i don't	No impact	No impact	There should be no charges at all	No	Make buses cheaper for all. Add new bus routes. Make bus services more frequent.		Negative	We will have no way to reach Oxford rail station by car other than by using a permit. We use the train regularly, as do our elderly visitors. This discourages people from using rail public transport. Our route to Oxford Parkway station will be increased in length and time by around 5 times. This also discourages people from using rail public transport. Our local bus no longer services Oxford rail station and apparently there are no plans to change it.	There is no need for any charges to be applied 7am-7pm. Traffic through all the targeted streets is very moderate outside rush hour. The High Street is open to traffic until 7.30am and after 6.30pm. Any charges should start in the morning at 7.30am at the earliest and end in the afternoon at 6.30am latest. All streets should be open 10-10.30am minimum. There are very few buses on St Cross Road and Hythe Bridge Street. I can see no possible justification for introducing charge points on these roads.	Improved bus services (frequency and routes) should be introduced BEFORE introducing a congestion charge. Bus routes should be extended to Oxford train station and allow better access between train station and hospitals, train station and Abingdon etc. Bus fares should be reduced to increase usage BEFORE introducing a congestion charge.		
an Oxford resident	daily	100 day passes for residents in the Oxfordshire permit area, on days of your choice	i don't	Positive	No impact	There should be no charges at all	Yes	Make buses cheaper for all. Make bus services more frequent.		Neutral	It will not affect me personally too much, though at the moment since botley rd is closed, and I'm unable to walk under the closed bridge I rarely go into Oxford - in comparison as to the effect on local businesses.	It is said this is a temporary measure, but temporary often becomes permanent in my experience. The best thing would be a cheap efficient public transport system. It is so expensive. Also I wonder why the county council are proposing this, along with the LTNs when surely this is a city matter.	Much Better, cheaper public transport. The cost, especially for a family is prohibitively expensive		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	i don't	Neutral	Neutral	About right	Not sure	Other	Whether measures OCC bring, based on supporting rational evidence, will be most effective in further reducing congestion / achieving modal shift from private vehicles to buses.	Very positive	I walk, cycle, and travel on the bus within Oxford and further afield and I think this scheme is likely to have a positive impact on everyone. Many people cannot afford a car or choose not to use one for environmental and ethical reasons, and they should be able to travel using reliable public transport that has not been detrimentally impacted by congestion caused by private car use. Through improved segregated provision and bus priority measures, these measures to reduce private car use through demand management measures are recommended due to space constraints.	I believe the congestion charge (and later the traffic filters) are necessary as the physical constraints road network within Oxford does not allow for sufficiently significant reallocation of roadspace to enable safer walking, cycling, and more efficient bus travel (ie. through improved segregated provision and bus priority measures). These measures to reduce private car use through demand management measures are recommended due to space constraints.			
a member of the public living outside Oxfordshire	less than weekly	100 day passes for residents in the Oxford permit area, on days of your choice	i don't	Positive	Very negative	Too low	Yes	Make Park & Ride buses cheaper. Make bus services more frequent.		Very positive	Oxford's traffic has been out of control for decades, having a real impact on the city's economy and its health. This is a good first step as there is almost no reason, except for residents and those with mobility issues, to be driving through the centre of Oxford.	the Westgate carpark should only be for those with mobility issues. The congestion it causes is unacceptable. A one-way system for traffic coming in and out would allow more space for proper cycling and walking provision. council run city centre car parks must be removed.			
an Oxford resident	daily	100 day passes for residents in the Oxfordshire permit area, on days of your choice	i live in the central Oxford permit area, or visit a resident of the central permit area by car	Neutral	Neutral	There should be no charges at all	Not sure	Make buses cheaper for all. Make bus services more frequent.		Very negative	I'll stop me accessing places freely	It's a gurgles from central government and have to be rapid	Exclude traffic from city centres but open up roads that are presently blocked to allow easier flow of traffic. Operate a one way system for example, one way down Filley road and out along St Clements		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	i don't	Neutral	Neutral	About right	No	Make Park & Ride parking cheaper. Make Park & Ride buses cheaper. Make bus services more frequent.		Positive	Reduced air pollution. Safer for cycling.	Strongly support the traffic filter proposals for the future. In the long term, there is the emerging system used widely in Europe, where drivers just arrive, and moving inspectors check tickets, so that buses (with large blue double-deck) simply stop and pass (priority), reducing journey times and congestion. Free obligatory cycle training at all primary and secondary schools as part of the curriculum. Free bikes for low income households. Free cycle training at all large/medium employers, who should also loan bikes to employees for trial periods, then allowing them to buy them at reduced cost from their monthly pay packet.			
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	i don't	Positive	Negative	About right	Yes	Make Park & Ride parking cheaper. Make Park & Ride buses cheaper. Add public cycle parking.		Very positive	I prefer fast, full, cheap, regular electric buses and more active transport, to individual vehicles with one or two passengers causing congestion and pollution everywhere. Road space is limited, private cars take much more than their fair share compared to pedestrians, cyclists, or buses.	Very safe fully segregated cycling and walking routes for every primary school in Oxfordshire - begin with this kind of highly segregated and then roll it out everywhere across the county for everyone. Having large electronic boards to publicise air quality at pinch points, compared to the same day last year, so that we can see the difference reducing traffic makes. Have a citywide ULEZ for Oxford, with a scrappage scheme as in London (perhaps very expensive and bus cost effective from other measures). Have a workplace parking tax (as in Nottingham and I think planned in Oxford) ploughing the revenue raised into cutting the costs of the Park and Ride. Increasing parking charges for SUVs relative to smaller vehicles. Enforcing speed limits much more rigorously, and using the revenue raised for more segregated cycle lanes (if Whitehall or other streets). Enforcing speed limits on electric bikes and taking illegal ones off the streets. Charging areas, take away restaurants and other delivery companies to start delivering small parcels by bicycle or push bike rather than by large van or car. Getting lots of renewable electricity from people who have solar panels and that they journey from the Park and Ride to work quicker and more predictable than driving to work inside the ring road. Pushing the benefits to NHS of a more active population - getting doctors to promote the advantages of less pollution for children's lungs and hearts, and of general activity for all. Encouraging changes as widely as possible to be many people as possible - don't let a noisy campaign of opposition dominate the debate. Their solution - continued widespread personal car use - doesn't work because there just isn't the road space, particularly at all the new house building and development.			
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	i don't	Very positive	Negative	About right	Yes	Make Park & Ride parking cheaper. Make Park & Ride buses cheaper. Add public cycle parking.		Very positive	I prefer fast, full, cheap, regular electric buses and more active transport, to individual vehicles with one or two passengers causing congestion and pollution everywhere. Road space is limited, private cars take much more than their fair share compared to pedestrians, cyclists, or buses.	Bad idea... instead open some side in streets to give relief to choke points.	Where there is public demand, walking 'taxis' are guests' residential roads with 10 mile an hour speed limits. Making all new developments and extensions (like the new Westmead Hospital) very low car. Having some completely car free, child and older person friendly areas of falls - there will be demand for this kind of safe multi-generational community taking not more parking spaces (eg on Cherry Lane) and creating more open spaces for pedestrians (eg on St Giles).		
an Oxford resident	daily	Personal cars used as goods vehicles for business purposes	i live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make buses cheaper for all		Very negative	I have relative in Marston who has terminal illness and I live off Filley road. Daily visits will become a burden.	As above... Open side in streets to give relief to businesses and locals			



Survey Response												
I am responding to this survey as	How often do you travel in or around Oxford?	Please tick which of the following free permits and passes you think you may be eligible for	Do you live in, visit a resident by or commute by car to the proposed central Oxford?	Central Oxford residents' permits is proposed that residents in the central Oxford?	Central Oxford permit area commutes' permits to non-resident workers, commuters	We are proposing a single charge of £5 to allow cars without a driver, or permit	Do you think that charges should vary, with drivers of lower cars, less than more and...	Income generated by introducing the proposed temporary congestion charge would be used to lower the salary and operating costs of the scheme	If other improvement, please state	Taking into account all the information we have provided about the proposal, please explain your answer	Do you have any other comments about the proposal for 5 temporary congestion charge locations in Oxford that you have not already shared in this survey?	Do you have any suggestions for other ways to reduce traffic and tackle congestion in and around Oxford?
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 don't	Positive	Negative	About right	No	Make buses cheaper for all. Make bus services more frequent	Make Park & Ride buses cheaper, Make Park & Ride buses cheaper, Make bus services more frequent	Positive	I am hoping it will reduce traffic.	An aerial egg lift bringing Thorntree Park - Oxford Road / JR hospital - Train Centre.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 don't	Neutral	Negative	Too low	Yes	Make buses cheaper for all. Make bus services more frequent	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make bus services more frequent, Extend hours of operation for buses, Add public cycle parking	Positive	Could go further, eg restricting hours of access for "other" vehicles (delivery etc) to outside normal peak times	Reduce the amount of parking currently available with a aim to discourage driving into the centre
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 live in the central Oxford permit area, or visit a resident of the central permit area by car	Positive	Negative	Too low	No	Make buses cheaper for all. Make bus services more frequent	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make bus services more frequent, Extend hours of operation for buses, Add public cycle parking	Positive	Would expect to see fewer cars crossing the city centre, so buses would be faster more timely and well-servicing would be safer and more pleasant	restrict larger vehicles such as trucks and vans within certain hours - so not during peak school hours (7:30-9 and 3:30 to 5). This would make cycling with kids safer and more appealing.
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	1 commute to the central permit area by car	No impact	No impact	About right	Not sure	Make buses cheaper for all. Add new bus routes, Other	Make buses cheaper for all, Add new bus routes, Make bus services more frequent, Add public cycle parking	Very positive	Seems like a good way to test out the traffic filter ideas before going into the full proper	School term times seem to produce the heaviest traffic, finding better ways for children to get to schools (rather than being driven in and individually) could make a big difference. A shift away from the near-universal 8.5 working hours could also help spread out "rush hours".
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 don't	No impact	No impact	Too low	Yes	Make buses cheaper for all. Add new bus routes, Make bus services more frequent, Add public cycle parking	Make buses cheaper for all, Add new bus routes, Make bus services more frequent, Add public cycle parking	Very positive	It is currently quicker to cycle in and around the city than to go by bus. The roads should be clearer for people who "need" to use their cars and permit the free flow of traffic. Buses will be quicker, and therefore more appealing to take, and cycling will be safer.	Look to other medieval cities abroad that have put cycling first and see what measures we can adopt. A good example is Ljubljana, in Slovenia, which is also a medieval university town and is almost entirely car-free in the centre. Cars should be used for getting out of Oxford, and not necessary for getting into or around Oxford.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	1 don't	Neutral	Neutral	There should be no charges at all	Yes	Make buses cheaper for all, Add new bus routes, Make bus services more frequent	Make buses cheaper for all, Add new bus routes, Make bus services more frequent	Negative	I will have to leave my job at the school where I work part time because the most direct route includes one of the changing zones and going the long way would take too long and will use too much petrol. Going there by bus would take ages as there is not a good direct service available.	Removing the LTNs in East Oxford would be a good start. Have more bus routes that cover the entire city and better connect services to the surrounding villages.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 commute to the central permit area by car	Neutral	Neutral	Too high	No	Make buses cheaper for all	Make buses cheaper for all	Negative	Push traffic onto already busy alternate routes already impacted by LTNs	Use the river to provide alternative transportation into Oxford
an Oxford resident	daily	Taxis and private hire vehicles	1 commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Make BUSES FREE FOR LOCAL PEOPLE BETWEEN WORKING HOURS AND SEE WHAT IMPACT THAT HAS ON TRAFFIC AND SCHOOL RUNS	Very negative	Will hurt people that come to Oxford to work and who live locally. Leaving Oxford is a Pison	Free bus passes, council has the ability now to run its own bus services due to changes in the law, also bus ticket prices are extortionate for such small journeys and cause issues financially. Park areas should be free and buses to and from them should be one pound no more, if you want people to use Oxford and use its services make it cheaper for them to access them.
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	1 live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Fix the badly managed roads and roundabouts	Very negative	It's literally a money making scheme. Not everyone falls into the same category of 'they should walk, get a bus or cycle' I live in Abingdon, but I grew up in Cowley, I work in Cowley, my partner works in Cowley, my daughter goes to nursery in Rose Hill, I still have a lot of friends and family in Cowley that I see regularly, usually after work.	Open up the LTNs! Stop!
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 don't	Very positive	Very positive	There should be no charges at all	No	Make buses cheaper for all, Add new bus routes, Other	Support businesses affected by the 'adjustment period' of the scheme financially	Very negative	I cycle to work about 3x, but if I had to do the railway one, I have never over had a problem cycling round Oxford. The majority of families and households who use their cars to drive their children to school have a reasonable budget. This is a disadvantage of a scheme that will decrease trade and unfairly impact vulnerable and low-income groups. The council should be ashamed of itself.	Implement schemes that specifically target the real sources of traffic and congestion: private school drop-off, off-street and start times for employees in Oxford, and the East Oxford LTNs which Lake Marston tunnel foggoes have created the traffic on St Clements and the surrounding area.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 live in the central Oxford permit area, or visit a resident of the central permit area by car	Very positive	Neutral	There should be no charges at all	Yes	Make buses cheaper for all, Make bus services more frequent, Extend hours of operation for buses, Other	Road condition improvement such as potholes repair.	Very negative	It will just shift the heavy traffic onto nearby roads and intensify the traffic clog in surrounding areas. This will not improve the congestion but making it worse. Also, this will make life and access more difficult for local residents, businesses, workers who base near central Oxford. The money raised is not proposed to feedback and benefit the local residents where their priority needs lie, local residents don't need cheaper park and ride services. Congestion charge time for some of the streets is unreasonable for 2am-7pm, 7 days a week. Sometimes it's particularly bad for vulnerable families and low-income workers who access essential services such as local shops, schools, hospitals, sports centres. The proposal is unreasonable, it seems to be made by someone who doesn't understand and take very little consideration of how local residents live and move around the city and what that will mean.	Improve local bus links, service and costing without putting the extra financial and logistical pressure onto local people, commute workers and local businesses.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 don't	Very positive	Very positive	About right	Yes	Make buses cheaper for all, Add new bus routes, Make bus services more frequent	Support businesses affected by the 'adjustment period' of the scheme financially	Very positive	Traffic congestion is a serious problem in Oxford and a congestion charge is an excellent first step.	Just to repeat excellent idea
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	1 commute to the central permit area by car	Very positive	Positive	About right	Yes	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Add new bus routes	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Add new bus routes	Very positive	A reduction in congestion in Oxford's central area is necessary so that park and ride buses are in demand. Currently I can take morning to get from Headington Hills to Carfax than the rest of the journey from Thame. I have colleagues who park in Headington Hills from there to the city centre as it's often faster than the buses. Get on this scheme so that it's a choice for the worker, when congestion is unbearable.	Use congestion charge money for more express buses to the hospitals from park and ride sites.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 don't	Neutral	Neutral	About right	No	Make Park & Ride buses cheaper, Make bus services more frequent, Add public cycle parking	Make Park & Ride buses cheaper, Make bus services more frequent, Add public cycle parking	Positive	Resisting traffic, especially on the alignment, will benefit me driving to and from home, and make it easier for us to cycle and use buses across the city.	Remove more central parking. Enforce actively existing restrictions. Ban footpath parking by default.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 don't	Very negative	Very negative	There should be no charges at all	Yes	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make bus services more frequent	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make bus services more frequent	Very negative	As I travel on a daily basis, this proposal will impact me greatly - I cannot afford to pay this charge, therefore my journey time will increase in order to avoid the congestion points. I will not drive into Oxford for shopping but they will prefer driving to another town or online shopping. In the long run, this will be detrimental to the shops in Oxford. People will choose to go elsewhere for shopping, which will lead to shop closures, unemployment, and the fall of Oxford's economy.	I live in Oxford, the LTNs have increased congestion on our main roads. The LTNs should be removed. A one way system should be implemented instead.
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	1 don't	No impact	No impact	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make bus services more frequent	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make bus services more frequent	Very negative	I would not exceed the proposed free trips in a year.	The congestion is mainly on the ring road, the Woodstock Road, the Banbury Road, the A40 and traffic coming from Kidlington and Banbury in the area 1 live at peak times. I am concerned that traffic will increase on the main arteries, despite the congestion charge and on the Banbury Road it could mean.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 live in the central Oxford permit area, or visit a resident of the central permit area by car	Very positive	Very positive	About right	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make bus services more frequent	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make bus services more frequent	Neutral	I would not exceed the proposed free trips in a year.	Don't build more houses on the fields around Oxford, build the proposed southern bypass ring road that get cancelled, build a junction on the A40 to regulate the use of the A40, try and improve roads for cars so they flow traffic lights on the park tree and welcome roundabout have made traffic worse. At the welcome roundabout leaving Oxford, change the inside lane to straight over and add other lanes. Buses in the bus lane have to change lanes to go straight over the welcome roundabout and get stuck in traffic, it makes no sense!
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 live in the central Oxford permit area, or visit a resident of the central permit area by car	Very positive	Very positive	There should be no charges at all	No	Make buses cheaper for all	Make buses cheaper for all	Very negative	Any policy which encourages people to choose public transport or non-car methods of getting into Oxford will have a positive impact on the city, as the city's roads are too narrow to be suitable for large traffic volumes, and air quality will also be improved to benefit all of the city's residents and visitors.	More frequent, cheaper buses, cheaper Park & Ride parking, better cycle routes, banning all private cars, with necessary exemptions for people who need to use them - basically, all the policies which you are considering, but stronger. Business owners and residents will always complain that they are being inconvenienced, but other cities around the world have much more restricted access than Oxford and still thrive.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 don't	Very positive	Very positive	Too low	Yes	Make buses cheaper for all, Make bus services more frequent, Extend hours of operation for buses	Make buses cheaper for all, Make bus services more frequent, Extend hours of operation for buses	Very positive	My insurers are in the context that I work at OUNHS FT across all of the main sites although predominantly at the JR. Safety 1. The introduction of these controls will likely lead to members of the public looking for alternative routes to reach the hospitals in Headington. 2. Even the Bywater through Marston is already booked up onto the Ring Road (particularly during rush hours), this poses a significant risk for safety. How would you ensure the safety of individuals travelling on these? 3. It would also seem likely that the public would look for alternative routes into Headington and the hospital sites. This may include travelling through the surrounding villages creating a lot of cars, again creating a significant risk for safety. Has this been considered and how would you look to mitigate this? 4. In the previous presentation you advised that if there were significant pressure on the road system due to a crash etc you would look to suspend the charging for a period. While this sounds admirable how would this be communicated in reality? Patient alternatives 1. NHS Services are under significant pressure with the need to reduce waiting times, OUNH has significant challenges in this area. By limiting access to the hospital sites and creating bottlenecks for traffic this poses a challenge to patients being able to attend their appointments. This poses both a clinical risk for the patient due to missed appointments / treatments as well as a significant priority challenge for the hospital's reputation. 2. NHS Services are under significant pressure with the need to reduce waiting times, OUNH has significant challenges in this area. By limiting access to the hospital sites and creating bottlenecks for traffic this poses a challenge to patients being able to attend their appointments. This poses both a clinical risk for the patient due to missed appointments / treatments as well as a significant priority challenge for the hospital's reputation. 3. NHS Services are under significant pressure with the need to reduce waiting times, OUNH has significant challenges in this area. By limiting access to the hospital sites and creating bottlenecks for traffic this poses a challenge to patients being able to attend their appointments. This poses both a clinical risk for the patient due to missed appointments / treatments as well as a significant priority challenge for the hospital's reputation.	Consider that allowing 100 passes per year per every car at an eligible address is not in spirit of the system, as people who can afford more than one car can simply buy another and continue to drive into Oxford every day. Parents of school children, who often cannot use public transport, need to be incentivised not to drive into Oxford to school.
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	1 don't	No impact	No impact	There should be no charges at all	No	Make buses cheaper for all, Make bus services more frequent	Make buses cheaper for all, Make bus services more frequent	Very negative	My understanding is the proposal is being introduced to address traffic concerns within Oxford city however the placement of cameras does not appear to align to this objective. For example the placement of the camera on the Marston Ferry Road means that travelling down the Banbury Road would still be able to reach St Giles, and beyond without incurring any charge. Meanwhile, this would impact on both staff and patients travelling to the hospital sites in Headington, please can you clarify how the placement of the camera aligns to the objectives of congestion in the city centre?	To be eligible to park on the OUNH sites I already have to meet a strict criteria.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 don't	Positive	Neutral	About right	Yes	Make buses cheaper for all, Make bus services more frequent, Other	Make buses cheaper for all, Make bus services more frequent, Other	Very positive	I cycle along Marston ferry road daily and this should be beneficial to my health if the number of cars driving that way is reduced.	More 20mph zones and parking of it
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 live in the central Oxford permit area, or visit a resident of the central permit area by car	Positive	Neutral	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make bus services more frequent	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make bus services more frequent	Very negative	I have partners and children I need to take to appointments this will make it almost impossible to get them to and from any sort of reasonable time frame. Plus my mother has severe anxiety and limited mobility and would find it impossible to transport very often.	Bring down bus fares, and open up the LTNs that are causing the traffic on the main roads.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	1 don't	Positive	Positive	Too low	Yes	Make Park & Ride buses cheaper, Add public cycle parking, Other	make more cycle lanes, or make existing ones safer. Cycles did this very fast in the pandemic	Very positive	people need to learn not to drive their cars so much into central Oxford, to selfish and creates pollution and reduces safety for the majority, especially on by bus, train, and also parking. A congestion charge is a good way to reduce the number of cars that need to learn not to drive their cars so much into central Oxford, to selfish and creates pollution and reduces safety for the majority, especially on by bus, train, and also parking. 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Survey Response											
I am responding to this survey as	How often do you travel in or around Oxford?	Please tick which of the following free permits and passes you think you may be eligible for	Do you live in, visit a resident by car or commute by car to the residential central Oxford?	Central Oxford residents' permits is proposed that residents in the central Oxford?	Central Oxford permit area commutants' permits to non-resident workers, commuters?	We are proposing a single charge of £5 to allow cars without a driver, or permit?	Do you think that charges should vary, with drivers of larger cars, residents more and lower the rate in and operators of the scheme?	Income generated by introducing the proposed temporary congestion charge would be used to lower the rate in and operators of the scheme?	If other improvement, please state	Taking into account all the information we have provided about the proposal, do you have any other comments about the proposal that you have not already shared in this survey?	Do you have any suggestions for other ways to reduce traffic and tackle congestion in and around Oxford?
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Positive	Negative	About right	No	Yes		Positive	An aerial egg lifting Thornhill Park + Oxler Road / JR hospital + Train Centre.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Negative	Too low	Yes	Yes	Make Park & Ride buses cheaper for all. Make bus services more frequent. Add public cycle parking.	Positive	Reduce the amount of parking currently available with a aim to discourage driving into the centre
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Positive	Negative	Too low	No	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make bus services more frequent, Extend hours of operation for buses, Add public cycle parking	Positive	restrict larger vehicles such as trucks and vans within certain hours - so not during peak school hours (7.30-9. and 3.30 to 5). This would make cycling with kids safer and more appealing.
a resident of Oxfordshire living outside Oxford	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	About right	Not sure	Yes	Make buses cheaper for all, Add new bus routes, Add public cycle parking	Very positive	School term times seem to produce the heaviest traffic, finding better ways for children to get to schools (rather than being driven in and out of school) could make a big difference. A half way area for the ride from the ride to school would also help spread out "rush hours"
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	Yes	Yes	I'm an NHS manager, working about 24/7, working every day after job finished hours from home, additional commuting time will have negative impact on my service	Very negative	Seems like a good way to test out the traffic filter ideas before going into the full program
a resident of Oxfordshire living outside Oxford	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	Too low	Yes	Yes	It is currently difficult to cycle in and around the city than to go by bus. The roads should be clearer for people who "need" to use their cars and permit the free flow of traffic. Buses will be quicker, and therefore more appealing to use, and cycling will be safer.	Very positive	Charging to bring of congestion, there needs to be provision for access to the car park, whether that is by improving bus services or adjusting the congestion charge for users. However, training would be affected to such an extent that competitive riders will need to move to other risks, such as Sweden, which are further away, which will affect the risk's ability to operate and re-arrange.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	There should be no charges at all	Yes	Yes	Make bus services more frequent	Negative	They are not a good idea because the rich can afford to pay to avoid congesting the road, but those on lower income will struggle.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	Too high	No	No	Make buses cheaper for all	Negative	Removing the LTNs in East Oxford would be a good start. Have more bus routes that cover the entire city and better connection services to the surrounding villages.
an Oxford resident	daily	Taxis and private hire vehicles	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Make BUSES FREE FOR LOCAL PEOPLE BETWEEN WORKING HOURS AND SEE WHAT IMPACT THAT HAS ON TRAFFIC AND SCHOOL RUSH	Negative	Use the river to provide alternative transportation into Oxford
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	It's literally a money making scheme. Not everyone falls into the same category of 'they should walk, get a bus or cycle' I live in Abingdon, but I grew up in Cowley, I work in Cowley, my partner works in Cowley, my daughter goes to nursery in Rose Hill, I still have a bit of friends and family in Cowley that I see regularly, usually after work.	Very positive	Free bus passes, council has the ability now to run its own bus services due to changes in the law, also bus ticket prices are reasonable for such small journeys and cause issues financially. Park and Ride should be free and buses to and from there should be one pound no more, if you want to pay to use Oxford and to use services make it cheaper for them to access them.
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Fix the badly managed roads and roundabouts	Very negative	Open up the LTNs! Simple!
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Neutral	Neutral	About right	Yes	Yes	Make buses cheaper for all, Add new bus routes, Make bus services more frequent, Other	Neutral	Put your congestion charge in areas where you've voted in Leaver County alone! Majority of residents do not want your greedy schemes! You seem to be targeting the poorer areas!
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I commute to the central permit area by car	Very positive	Neutral	About right	Yes	Yes	Make Park & Ride parking cheaper, Make bus services more frequent, Add public cycle parking	Very positive	If you really want it, then open up some of the LTNs so that the traffic can flow freely!
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very positive	Very positive	About right	Yes	Yes	Make Park & Ride parking cheaper, Make bus services more frequent, Add public cycle parking	Very positive	It's a good idea not just for my own route, but for all the people who are on bus routes going by St Clements, which can be a bad bottleneck.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very positive	Very positive	Too low	Yes	Yes	Make Park & Ride parking cheaper, Make bus services more frequent, Add public cycle parking	Very positive	Residents should be able to swap their congestion charge permits for a (larger) number of free bus passes (would encourage residents to trial using buses)
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Improve the road network.	Very negative	Improve the road network!
an Oxford resident	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	No impact	No impact	Too high	No	No	Make buses cheaper for all, Add new bus routes, Make bus services more frequent, Add public cycle parking	Very negative	Educate drivers about letting buses go from stops. This used to happen but no longer! It's partly because drivers have only one eye on the road and the other one on their mobile.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Very negative	Very negative	There should be no charges at all	Yes	Yes	Make buses cheaper for all, Add new bus routes, Make bus services more frequent, Add public cycle parking	Very negative	Residents should be able to swap their congestion charge permits for a (larger) number of free bus passes (would encourage residents to trial using buses)
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very positive	Very positive	About right	No	Yes	Make buses cheaper for all, Add new bus routes, Make bus services more frequent, Add public cycle parking	Very positive	Improve the road network!
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very positive	Very positive	About right	No	Yes	Make buses cheaper for all, Add new bus routes, Make bus services more frequent, Add public cycle parking	Very positive	Educate drivers about letting buses go from stops. This used to happen but no longer! It's partly because drivers have only one eye on the road and the other one on their mobile.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very positive	Very positive	About right	No	Yes	Make buses cheaper for all, Add new bus routes, Make bus services more frequent, Add public cycle parking	Very positive	Residents should be able to swap their congestion charge permits for a (larger) number of free bus passes (would encourage residents to trial using buses)
a resident of Oxfordshire living outside Oxford	less than weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Neutral	Neutral	About right	Yes	Yes	Make Park & Ride parking cheaper, Make bus services more frequent, Add public cycle parking	Very positive	Improve the road network!
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Negative	Negative	Too high	Not sure	Yes	Make buses cheaper for all, Add new bus routes, Make bus services more frequent, Add public cycle parking	Very negative	Good idea to reduce cost of park and ride to encourage take up. But is not an option for Oxford residents. Get rid of LTNs which cause congestion on the main roads, which causes delay to the buses and is, in any case, discriminatory as they are only in East Oxford and in N. Oxford or Headington.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Very positive	Neutral	Too low	Yes	Yes	Make Park & Ride buses cheaper, Make bus services more frequent, Add public cycle parking	Very positive	Additional recommendations such as school streets around private schools and red routes would be good.
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Make buses cheaper for all, Add new bus routes, Make bus services more frequent	Very negative	See my answer above
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Neutral	There should be no charges at all	No	Other	Make Park & Ride parking cheaper, Make bus services more frequent, Add new bus routes	Very negative	Longer journeys = more traffic and more pollution, especially if the traffic is sitting in a lengthy queue. Having to find a different route to avoid the proposed congestion charge points will mean that a trip which used to take a few minutes through local roads will now take 15-20 minutes to avoid the charge points. Traffic is on the road for longer, more fuel is used, more pollution is generated, and this costs more. It is not always possible 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 congestion charge points and no LTNs = shorter queues, less traffic, less pollution.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Negative	Very negative	About right	Yes	Yes	Add new bus routes, Make bus services more frequent, Add public cycle parking	Positive	Less car traffic
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Positive	Positive	Too low	Yes	Yes	Make Park & Ride parking cheaper, Make bus services more frequent	Positive	This modest charge for going to Oxford City Centre by car is just the encouragement some of us need to use public transport instead. If the bus timetable was actually reliable some of us would actually use it more often.
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	No impact	No impact	There should be no charges at all	Not sure	Yes	Make buses cheaper for all, Make bus services more frequent, Extend hours of operation for buses	Very negative	Don't do it. Get on with it. There's been enough pussyfooting around.
an Oxford resident	daily	Unpaid carers, Personal cars used as goods vehicles for business purposes	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very positive	No impact	There should be no charges at all	No	Other	Make buses cheaper for all, Add new bus routes, Extend hours of operation for buses	Very negative	Make Worcester Street car park a bus station instead.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	There should be no charges at all	No	Other	Make buses cheaper for all	Negative	Make bus services cheaper
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Negative	There should be no charges at all	No	Other	Do not have the charge at all. Get rid of LTNs. No bus gates	Very negative	Get rid of LTNs
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	Yes	Yes	Make buses cheaper for all, Add new bus routes, Other	Very negative	Another stupid scheme that will not do anything to improve the quality of life for residents who are negatively impacted already.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Negative	There should be no charges at all	Not sure	Yes	Make Park & Ride parking cheaper, Make bus services more frequent, Add public cycle parking	Very negative	I took my kids to my activities outside these areas and I have to pick and drop them off. Add 100 to my budget. With this scheme no one would like to come and visit to you will close all the businesses in the area.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Neutral	No impact	About right	Yes	Yes	Make Park & Ride parking cheaper, Make bus services more frequent, Add public cycle parking	Very positive	Something has to be done to reduce traffic to make bus travel practical and to make cycling safer.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice, 25 day passes for residents in the Oxfordshire permit area, on days of your choice, Driving instructors	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Positive	Positive	Too high	Not sure	Yes	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make bus services more frequent, Add public cycle parking	Negative	Marston Ferry Road could be a problem for dropping off children to local schools.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	There should be no charges at all	No	Yes	Make buses cheaper for all, Make bus services more frequent	Very negative	Rather than penalising people for driving, I'd much prefer to see incentives people to make better and healthier transport choices (e.g. better bus and cycle services). Our (X)13 bus service team (from Marston) used to be so much better and more reliable than it is now.
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Very negative	Very negative	There should be no charges at all	Not sure	Yes	Make buses cheaper for all, Add new bus routes, Make bus services more frequent, Extend hours of operation for buses	Very negative	More cycle parking in central Oxford, better cycle routes, better more reliable bus services
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Negative	Very negative	About right	Yes	Yes	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make bus services more frequent, Add public cycle parking	Negative	The exemptions associated with this scheme are so wide that it will have little impact on the overall traffic problems of the city. Commercial vehicles for example could pay charges. Larger vehicles e.g. 50t should pay more. Those delivering their children a short distance to school should not be exempt from payment. Of course this scheme does nothing to address the dangerous and disconnected from the reality we residents face daily.

Survey Response													
I am responding to this survey as	How often do you travel in or around Oxford?	Please tick which of the following free permits and passes you think you may be eligible for	Do you live in, visit a resident by car or commute by car to the proposed central Oxford?	Central Oxford residents' comments' permits to residents in the central Oxford?	Central Oxford permit area comments' permits to non-resident workers, commuters	We are proposing a single charge of £5 to allow cars without a driver, or permit	Do you think that charges should vary, with drivers of lower cars, less than more?	Income generated by introducing the proposed temporary congestion charge would be used to lower the admin and operating costs of the scheme	If other improvement, please state	Taking into account all the information we have provided about the proposal	Please explain your answer	Do you have any comments about the proposal for six temporary congestion charge locations in Oxford that you have not already shared in this survey?	Do you have any suggestions for other ways to reduce traffic and tackle congestion in and around Oxford?
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Positive	Negative	About right	No	Make buses cheaper for all. Make bus services more frequent. Add public cycle parking	Make Park & Ride buses cheaper. Make Park & Ride buses cheaper for all. Make bus services more frequent. Add public cycle parking	Positive	I am hoping it will reduce traffic.	I am concerned this, like the fingers, will increase traffic through Old Marston at peak commuter times.	An aerial egg lift bringing Thorntall Park + Osler Road + JR Hospital + Train Centre.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Negative	Too low	Yes	Make buses cheaper for all. Add new bus routes. Make bus services more frequent. Add public cycle parking	Make Park & Ride parking cheaper. Make Park & Ride buses cheaper. Make bus services more frequent. Add public cycle parking	Positive	Could go further, eg restricting hours of access for "other" vehicles (delivery etc) to outside normal peak times	Reduce the amount of parking currently available with a aim to discourage driving into the centre	Restrict larger vehicles such as trucks and vans within certain hours - so not during peak school hours (7:30-9, and 3:30 to 5). This would make cycling with kids safer and more appealing.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Positive	Negative	Too low	No	Make buses cheaper for all. Add new bus routes. Make bus services more frequent. Add public cycle parking	Make Park & Ride parking cheaper. Make Park & Ride buses cheaper. Make bus services more frequent. Add public cycle parking	Positive	Would expect to see fewer cars crossing the city centre, so buses would be faster/more timely and walking/cycling would be safer and more pleasant	It's a good idea to test out the traffic filter ideas before going into the full proper	School term times seem to produce the heaviest traffic, finding better ways for children to get to schools (rather than being driven in and individually) could make a big difference. A shift away from the near-conventional 9-5 working hours could also help spread out "rush hours"
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	Yes	Make buses cheaper for all. Add new bus routes. Make bus services more frequent. Add public cycle parking	Make Park & Ride parking cheaper. Make Park & Ride buses cheaper. Make bus services more frequent. Add public cycle parking	Very positive	It is currently quicker to cycle in and around the city than to go by bus. The roads should be clearer for people who "need" to use their cars and permit the free flow traffic. Buses will be quicker, and therefore more appealing to use, and cycling will be safer.	Seems like a good way to test out the traffic filter ideas before going into the full proper	Looking to other medieval cities abroad that have put cycling first and see what measures we can adopt. A good example is Ljubljana, in Slovenia, which is also a medieval university town and is almost entirely car-free in the centre. Cars should be used for getting out of Oxford, and not necessary for getting into or around Oxford.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	Too low	Yes	Make buses cheaper for all. Add new bus routes. Make bus services more frequent. Add public cycle parking	Make Park & Ride parking cheaper. Make Park & Ride buses cheaper. Make bus services more frequent. Add public cycle parking	Very positive	I will have to leave my job at the school where I work part time because the most direct route includes one of the charging zones and going the long way would take too long and will use my car much more. Going there by bus would have again as there is not a good direct service available.	Removing the LTNs in East Oxford would be a good start. Have more bus routes that cover the entire city and better connection services to the surrounding villages.	Use the river to provide alternative transportation into Oxford
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	There should be no charges at all	Yes	Make buses cheaper for all. Add new bus routes. Make bus services more frequent. Add public cycle parking	Make Park & Ride parking cheaper. Make Park & Ride buses cheaper. Make bus services more frequent. Add public cycle parking	Negative	It's not a good idea because the risk can afford to pay and will continue congesting the road, but those on lower income will struggle.	Free bus passes, council has the ability now to run its own bus services due to changes in the law, also bus ticket prices are reasonable for such small journeys and cause issues financially. Park and Ride should be free and buses to and from there should be one pound no more, if you want to use Oxford and use its services it is cheaper for them to access them.	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	Too high	No	Make buses cheaper for all	Make BUSES FREE FOR LOCAL PEOPLE BETWEEN WORKING HOURS AND SEE WHAT IMPACT THAT HAS ON TRAFFIC AND SCHOOL RUNS	Negative	It'll hurt people that come to Oxford to work and who live locally. ... Starting Oxford this a Prison	Use the river to provide alternative transportation into Oxford	
an Oxford resident	daily	Taxis and private hire vehicles	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Make BUSES FREE FOR LOCAL PEOPLE BETWEEN WORKING HOURS AND SEE WHAT IMPACT THAT HAS ON TRAFFIC AND SCHOOL RUNS	Very negative	It'll hurt people that come to Oxford to work and who live locally. ... Starting Oxford this a Prison	Free bus passes, council has the ability now to run its own bus services due to changes in the law, also bus ticket prices are reasonable for such small journeys and cause issues financially. Park and Ride should be free and buses to and from there should be one pound no more, if you want to use Oxford and use its services it is cheaper for them to access them.	
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Fix the badly managed roads and roundabouts	Very negative	It's literally a money making scheme. Not everyone falls into the same category of 'You should walk, get a bus or cycle'	Open up the LTNs! Simple!	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Negative	There should be no charges at all	No	Other	Fix the badly managed roads and roundabouts	Very negative	I live in Kingsdon, but grew up in Cowley, I work in Cowley, my partner works in Cowley, my daughter goes to nursery in Rose Hill, I still have a bit of friends and family in Cowley that I see regularly, usually after work.	Open up the LTNs! Simple!	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Negative	There should be no charges at all	No	Other	Fix the badly managed roads and roundabouts	Very negative	There is no bus route that will allow me to go to drop off my daughter at nursery, go to work, then to pick up my daughter, and then to visit my family! And if there was it would probably double my journey time!	Open up the LTNs! Simple!	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Negative	There should be no charges at all	No	Other	Fix the badly managed roads and roundabouts	Very negative	I fight to work what I can, but I don't have to do the nursery run, I have never ever had a problem getting round Oxford! The majority of families and households rely on their cars, so no about their children! Schools to rethink their! The congestion charge location on Market Ferry Road will make it even more difficult for the schools and nursery operation on the road to recruit staff. It is not feasible for everyone to travel by bus or bicycle at all.	Open up the LTNs! Simple!	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Negative	There should be no charges at all	No	Other	Fix the badly managed roads and roundabouts	Very negative	The congestion charge location on Market Ferry Road will make it even more difficult for the schools and nursery operation on the road to recruit staff. It is not feasible for everyone to travel by bus or bicycle at all.	Open up the LTNs! Simple!	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Negative	There should be no charges at all	No	Other	Fix the badly managed roads and roundabouts	Very negative	Buses should be cheaper for groups travelling together. Currently it would cost £10 for my partner and I to travel two miles into town. It's much cheaper to drive. This does not encourage the use of public transport.	Open up the LTNs! Simple!	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Positive	No impact	About right	Yes	Make Park & Ride parking cheaper. Make Park & Ride buses cheaper. Make bus services more frequent. Add public cycle parking	Make Park & Ride parking cheaper. Make Park & Ride buses cheaper. Make bus services more frequent. Add public cycle parking	Very positive	There is too much traffic.	Make morning park and ride buses heading in to Oxford drop off only to speed them up	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Negative	No impact	There should be no charges at all	No	Make buses cheaper for all. Add new bus routes. Make bus services more frequent. Add public cycle parking	Make Park & Ride parking cheaper. Make Park & Ride buses cheaper. Make bus services more frequent. Add public cycle parking	Very negative	There is too much traffic.	Nationalise buses, put public money into providing door to door services in small "rigger" buses that do NOT have to make money, and can be booked online or by phone (call for the elderly), provide bus hubs where people can transfer from Nippers to major bus routes.	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very positive	Negative	About right	Yes	Make buses cheaper for all. Add new bus routes. Make bus services more frequent. Add public cycle parking	Make Park & Ride parking cheaper. Make Park & Ride buses cheaper. Make bus services more frequent. Add public cycle parking	Very positive	Charging us to get to the city, delaying buses and deterring walking and cycling.	Make morning park and ride buses heading in to Oxford drop off only to speed them up	
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Negative	Very negative	About right	Not sure	Make Park & Ride parking cheaper. Make Park & Ride buses cheaper. Add public cycle parking	Make Park & Ride parking cheaper. Make Park & Ride buses cheaper. Add public cycle parking	Neutral	I live off the Clewleys which has suffered from appalling congestion since the introduction of the LTNs. I support the aim to cut congestion, but am concerned that so many vehicles will be exempt. I will simply penalise those living on central Oxford. I do not use any private cars but I still have to get to the station because I don't own a car. I am already in the city, so I will be impacted every day. There is less incentive for those who do not live in Oxford to use the Park and Ride.	Make morning park and ride buses heading in to Oxford drop off only to speed them up	
a parish, town, district or county councillor	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Negative	There should be no charges at all	No	Make Park & Ride parking cheaper. Make bus services more frequent. Add public cycle parking	Make Park & Ride parking cheaper. Make bus services more frequent. Add public cycle parking	Very negative	One of the proposed congestion charge points is in Hollow Way which is in my ward of Lyze Valley. This will negatively impact many Lyze Valley residents, especially those who might live one side of the congestion camera point but have family, work, or school commitments on the other side. 100 days of permit passes will be insufficient for these residents. These proposals discriminate against those who need to drive and who are unable to cycle/walk for public transport for various reasons, and who are not formally identified as having a disability, not falling into any other exempt category. This proposal is responsible for ensuring that people with disabilities are not disadvantaged by the proposed bus locations and repeated times regardless of whether or not they suffer from the worst congestion. If implemented, this congestion charge will make congestion worse on other roads as motorists seek alternative routes, which will increase pollution. The charges are discriminatory and will be hardest those who are least able to pay. This congestion charge proposal is the bus gate proposal in very thin disguise. It is identified as "temporary", the costs of setting up such a temporary scheme will be considerable and, as they are temporary, a waste of taxpayers' money. If you want to reduce congestion, remove the LTNs.	Make morning park and ride buses heading in to Oxford drop off only to speed them up	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	No impact	There should be no charges at all	No	Make buses cheaper for all. Make bus services more frequent. Extend hours of operation for buses	Make buses cheaper for all. Make bus services more frequent. Extend hours of operation for buses	Very negative	I don't only work for the NHS but also have 4 children to take to school BEFORE and AFTER work which requires me to have my car as well as a decent transport option for my children in 3 locations around the city and in the countryside. The traffic is already a nightmare because of the LTNs and now this, it's going to be absolutely disastrous for me in the short to long term as I live in Oxford at a place where I need to be and it's a car. My car is always full of children, 2 of them under the age of 4 who cannot tolerate a bus and because we are in a housing register trying to get closer to the schools (as we are overpriced) we have no choice but to use my car to get them to school. I don't think it's a hundred anyone soon either I am already 2 years in with no rush priority. Having a congestion charge on top of the LTNs is some to severely impact me already bad mental health!	Make morning park and ride buses heading in to Oxford drop off only to speed them up	
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Negative	Too high	Yes	Make buses cheaper for all. Add new bus routes. Make bus services more frequent. Add public cycle parking	Make buses cheaper for all. Add new bus routes. Make bus services more frequent. Add public cycle parking	Very negative	This disproportionately affects those who can least afford to pay, whilst the rich will simply absorb the cost. Many residents of Oxfordshire live away from a regular bus route and need access to the city for a range of services, including healthcare at the hospital, banking and legal services, sports facilities, adult education (City of Oxford colleges) and leisure and cultural destinations (the city centre, museums, museums etc). On top of this people need to visit friends and family, who may be located in the suburbs.	Make morning park and ride buses heading in to Oxford drop off only to speed them up	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	Too low	No	Make buses cheaper for all. Add new bus routes. Make bus services more frequent	Make buses cheaper for all. Add new bus routes. Make bus services more frequent	Very positive	I commute to work by bus and reducing traffic congestion would greatly improve that. My leisure travel also uses buses and increased frequency and reliability would be an improvement.	Cycle racks should be cleaned of abandoned bikes at a minimum every six months.	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	There should be no charges at all	No	Make buses cheaper for all. Add new bus routes. Make bus services more frequent	Make buses cheaper for all. Add new bus routes. Make bus services more frequent	Very negative	The most efficient and less polluting route from where I live to other areas of Oxford means I would go through a congestion charge point every time.	Remove the LTNs! Simple!	
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Negative	Too high	Yes	Make buses cheaper for all. Add new bus routes. Make bus services more frequent. Add public cycle parking	Make buses cheaper for all. Add new bus routes. Make bus services more frequent. Add public cycle parking	Very negative	I am sure that you will completely disregard my views, but am giving them nevertheless. In my view, as someone who lives outside Oxford and commutes in for work, these proposals completely ignore the reality that not many who work in Oxford are not paid enough to afford Oxford's house prices, and therefore have to commute from a distance. All of these ideas to make Oxford more pleasant for residents disregard the fact that many of the people who keep Oxford's services and businesses functioning - eg. teachers, NHS workers, shop workers - live outside the city, and will be penalised for commuting to work. Perhaps the aim is to make Oxford completely unattractive for businesses/tech/healthcare, etc? If the combined cost-of-living-one-time, when mortgage rates/water bills/childcare rates/insurance/healthcare insurance/food prices/energy prices are taken into account, then I am sure that many of the people who keep Oxford's services and businesses functioning will be able to afford to continue working in Oxford. But perhaps that's part of the purpose of these proposals, as mentioned.	Remove the LTNs! Simple!	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	There should be no charges at all	Not sure	Make buses cheaper for all. Add new bus routes. Make bus services more frequent	Make buses cheaper for all. Add new bus routes. Make bus services more frequent	Very negative	I live in Faringdon, and did experiment with commuting by bus last year. The journey took about 2 hours each way, which was exhausting and frustrating. With the Botley Road closure, my bus stopped at Wythe Bridge Street, so I would have to walk to the train station and wait for a connecting bus - which sometimes did not arrive, or would not be late, etc. On the return journey in the evening, buses often stopped at the bus stop (I don't recall being met) which meant for a very long waiting day, especially when I still had lesson planning and marking to do once I arrived home. Perhaps you are planning to add it to routes areas in the morning, when I don't have to travel home. However, there are many reasons why I need to use the car rather than getting buses, the main ones being carrying heavy equipment and books with me through buses, and the fact that driving takes less than half the time. 2 bus journeys plus walking through buses, takes 1.5 to 2 hours and I need to carry on teaching until retiring at 6:15 but will have to change schools if this scheme is brought in. It will be hard for Oxford schools to recruit and retain teachers with scheme and the future plans. Teachers and school staff should have free permits. None of us can afford to live near the school.	Remove the LTNs! Simple!	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	About right	Yes	Make buses cheaper for all. Add new bus routes. Make bus services more frequent	Make buses cheaper for all. Add new bus routes. Make bus services more frequent	Very positive	There are too many motorised vehicles in the city. Strong measures are needed to curb traffic, especially unnecessary car use. Need to create a virtuous circle: better and affordable bus services, safer cycling and walking, etc.	Remove the LTNs! Simple!	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very positive	Very negative	Too low	Yes	Make Park & Ride parking cheaper. Make bus services more frequent	Make Park & Ride parking cheaper. Make bus services more frequent	Very positive	I am desperate for measures which will improve the traffic situation in and around Oxford. We cannot continue to have no option but to drive and sit in traffic, because there are no alternatives to travel. We need buses and trains and cycle routes that are frequent and reliable and afford to all of us who need to commute every day. We also need to be able to cycle to a hub, leave our bikes and motorbikes outdoors on public transport.	Remove the LTNs! Simple!	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make Park & Ride parking cheaper. Make Park & Ride buses cheaper. Make bus services more frequent. Add public cycle parking	Make Park & Ride parking cheaper. Make Park & Ride buses cheaper. Make bus services more frequent. Add public cycle parking	Very negative	This situation was caused by the introduction of LTNs around Oxford, forcing more traffic onto main roads and clogging up vital routes into and around the City. The solution proposed here is to do nothing to fix that but reduce congestion on the LTNs as a band-aid.	Remove the LTNs! Simple!	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	There should be no charges at all	No	Make buses cheaper for all	Make buses cheaper for all	Very negative	REDACTED	Remove Low Traffic Neighbourhoods.	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make buses cheaper for all. Add new bus routes. Make bus services more frequent	Make buses cheaper for all. Add new bus routes. Make bus services more frequent	Very negative	Many people are caring for vulnerable family members. They may not be official carers but still drop in to provide for them and their parents.	Stricter regulations on students living in the city who have a car to commute.	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make buses cheaper for all. Add new bus routes. Make bus services more frequent	Make buses cheaper for all. Add new bus routes. Make bus services more frequent	Very negative	I have noticed that you have multiple consultations going on at the moment that flagrantly breaches the legitimacy of this consultation by diluting the significance of this consultation.	Run more subsidised school buses to reduce congestion at peak times.	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make buses cheaper for all. Add new bus routes. Make bus services more frequent	Make buses cheaper for all. Add new bus routes. Make bus services more frequent	Very negative	People need human contact and these measures are uniquely restrictive on the freedom of movement. They are a breach of civil rights.	Speed up the process of the Botley Road completion of works.	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make buses cheaper for all. Add new bus routes. Make bus services more frequent	Make buses cheaper for all. Add new bus routes. Make bus services more frequent	Very negative	Due to the significant digitalisation nature of this consultation, I do not believe that it is thorough enough to reach most of the people that live in Oxford.	Work with the bus companies to make more efficient.	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make buses cheaper for all. Add new bus routes. Make bus services more frequent	Make buses cheaper for all. Add new bus routes. Make bus services more frequent	Very negative	100days free pass for people who live in Oxford is not enough! What right do you have to limit how many days we can travel within our own city. We already suffer enough with high council tax, cost of living, etc. some households have two cars but registered under one person name for various reasons. I am sure that many of the people who keep Oxford's services and businesses functioning will be able to afford to continue working in Oxford. But perhaps that's part of the purpose of these proposals, as mentioned.	Reduce park and ride fees.	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make buses cheaper for all. Add new bus routes. Make bus services more frequent	Make buses cheaper for all. Add new bus routes. Make bus services more frequent	Very negative	I have to travel round the ring road to take my son to nursery and then back on the ring road to get to my office. To do this by public transport would require a bus in the morning and another 4 night. Adding more traffic to the ring road is going to significantly extend my journey time.	Bring back the shared taxi/mini cabs, not everyone can/should to cycle in heavy rain, etc. Private taxi is expensive, bus is often dirty and unreliable & not safe at night.	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make Park & Ride parking cheaper	Other	Very negative	For anyone unfortunate enough to need to commute out of Oxford daily to... to staff a school's surgery this amounts to nothing more than further taxation on local residents. The scheme seems ONLY to be about reducing congestion, cars and all else exempt of some way or another.	Separate report submitted by email and physically, file name 'OBAG response   Oxford temporary congestion charge for cars consultation'	
a member of the public living outside Oxfordshire	weekly	Registered car clubs	I don't	Neutral	Neutral	Too low	Yes	Make Park & Ride parking cheaper	Other	Very negative	Improve the ring road and 1x junctions	Separate report submitted by email and physically, file name 'OBAG response   Oxford temporary congestion charge for cars consultation'	
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Negative	Very negative	There should be no charges at all	No	Make Park & Ride parking cheaper. Make Park & Ride buses cheaper. Add new bus routes. Make bus services more frequent	Make Park & Ride parking cheaper. Make Park & Ride buses cheaper. Add new bus routes. Make bus services more frequent	Very negative	I think this will have a very negative effect on the city and the people living in it especially the people who live in those areas. Making it even more difficult to get around and increase traffic congestion. It will make it more difficult for me to get to work.	Separate report submitted by email and physically, file name 'OBAG response   Oxford temporary congestion charge for cars consultation'	



Survey Response													
I am responding to this survey as	How often do you travel in or around Oxford?	Please tick which of the following free permits and passes you think you may be eligible for	Do you live in, visit a resident by car or commute by car to the residential central Oxford?	Central Oxford residents' comments/permits to residents in the central Oxford?	Central Oxford permit area comments/permits to non-resident workers/commuters?	We are proposing a single charge of £5 to allow cars without a blue badge, or exempt	Do you think that charges should vary, with drivers of larger cars, taxis more and lower cars, taxis more and	Income generated by introducing the proposed temporary congestion charge would be used to lower the tax on and improve the roads of the scheme	If other improvement, please state	Taking into account all the information we have provided about the proposal in	Please explain your answer	Do you have any other comments about the proposal for six temporary congestion charge locations in Oxford that you have not already shared in this survey?	Do you have any suggestions for other ways to reduce traffic and tackle congestion in and around Oxford?
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Positive	Negative	About right	No	Make bus services more frequent		Positive	I am hoping it will reduce traffic.	I am concerned this, like the fingers, will increase traffic through Old Marston at peak commuter times.	An aerial egg lift being Thrombol FBR + Oaker Road / JR Holford + Train Centre.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Negative	Too low	Yes	Make bus services more frequent		Positive	Could go further, eg restricting hours of access for other vehicles (delivery etc) to outside normal peak times		Reduce the amount of parking currently available with a aim to discourage driving into the centre
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Positive	Negative	Too low	No	Make bus services more frequent		Positive		I think 3 cars for commuting is excessive	restrict larger vehicles such as trucks and vans within certain hours - so not during peak school hours (7:30-9 and 3:30 to 5). This would make cycling with kids safer and more appealing.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	About right	Not sure	Make bus services more frequent		Very positive	Would expect to see fewer cars crossing the city centre, so buses would be faster/more timely and walking/cycling would be safer and more pleasant	It's an M16 manager working about 24/7, working every day after planned hours from home, additional commuting time will have realistic impact on my service	School term times seem to produce the heaviest traffic, finding better ways for children to get to schools (rather than being driven in individual cars) could make a big difference. A shift away from the near-constant 8.5 working hours could also help spread out "rush hours"
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	Yes	Make bus services more frequent		Very negative	It is currently chaotic to cycle in and around the city than to go by bus. The roads should be clearer for people who "need" to use their cars and permit the free flow of traffic. Buses will be quicker, and therefore more appealing to use, and cycling will be safer.	Charging to bring of taxis, there needs to be provision for those at risk, whether that is by ignoring that charging to bring of taxis, there needs to be provision for those at risk, whether that is by ignoring that charging to bring of taxis, there needs to be provision for those at risk, whether that is by ignoring that	Look to other medieval cities abroad that have put cycling first and see what measures we can adopt. A good example is Ljubljana, in Slovenia, which is also a medieval university town and is almost entirely car-free in the centre. Cars should be used for getting out of Oxford, and not necessary for getting into or around Oxford.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	Too low	Yes	Make bus services more frequent		Very positive	I will have to leave my job at the school where I work part time because the most direct route includes one of the changing zones and getting the long way would take too long and will use the bus, would have to get a taxi, which is not a good direct service available	Removing the LTNs in East Oxford would be a good start. Have more bus routes that cover the entire city and better connect services to the surrounding villages.	Use the river to provide alternative transportation into Oxford
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	There should be no charges at all	Yes	Make bus services more frequent		Negative	Make BUSES FREE FOR LOCAL PEOPLE BETWEEN WORKING HOURS AND SEE WHAT IMPACT THAT HAS ON TRAFFIC AND SCHOOL ROUTES	All the surrounding roads will be impacted massively, there wasn't a congestion problem before that LTNS went in... SUMMERTOWN IS THE WORST FOR PEOPLE THAT DON'T LIVE LOCALLY	Free bus passes, council has the ability now to run its own bus services due to changes in the law, also bus ticket prices are reasonable for such small journeys and cause issues financially. Park and Ride should be free and buses to and from there should be one pound no more, if you want people to use Oxford and use services make it cheaper for them to access them.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	Too high	No	Make buses cheaper for all		Negative	Push traffic onto already busy alternate routes already impacted by LTNs	Free bus passes, council has the ability now to run its own bus services due to changes in the law, also bus ticket prices are reasonable for such small journeys and cause issues financially. Park and Ride should be free and buses to and from there should be one pound no more, if you want people to use Oxford and use services make it cheaper for them to access them.	
an Oxford resident	daily	Taxis and private hire vehicles	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Make BUSES FREE FOR LOCAL PEOPLE BETWEEN WORKING HOURS AND SEE WHAT IMPACT THAT HAS ON TRAFFIC AND SCHOOL ROUTES	Very negative	It's literally a money making scheme. Not everyone falls into the same category of 'they should walk, get a bus or cycle'		
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, or visit a resident of the central permit area by car	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Fix the badly managed roads and roundabouts	Very negative	I live in Abingdon, but I grew up in Cowley, I work in Cowley, my partner works in Cowley, my daughter goes to nursery in Rose Hill, I still have a bit of friends and family in Cowley that I see regularly, usually after work.	You have never spoken about this pre election as you knew you would struggle to get voted in? You have named Cowley with your LTNs already	Open up the LTN! Simple!
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Very negative	Very negative	There should be no charges at all	No	Other	Fix the badly managed roads and roundabouts	Very negative	There is no bus route that will allow me to go to drop off my daughter at nursery, go to work, then to pick up my daughter, and then to visit my family! And I think it would probably double my journey time!	Put your congestion charge in areas where you were voted in! Leave Cowley alone! Majority of residents do not want your greedy schemes! You seem to be targeting the poorer areas!	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Very negative	Very negative	There should be no charges at all	No	Make buses cheaper for all, Add new bus routes		Very negative	I go to work where I can, but I don't have to do the nursery, as I have never ever had a problem getting round Oxford! The majority of families and households into the town, so to show their children, however, I have never ever had a problem getting round Oxford! I live close to the Woodstock Road approximately 0.5 miles from the city centre so I don't need a permit to be able to go anywhere other than north up the Woodstock or Banbury Roads and these roads are likely to be extremely busy as a result of the proposed new scheme. The scheme is fundamentally flawed in permitting commercial vehicles including coaches to have access to the city centre where these vehicles pay no road charges, they block the cycle lanes and cause a lot of congestion in St Giles where 12 or more coaches are often parked with their engines running, whereas as a resident and council member I would be restricted in moving around the City, journey to hospitals in Oxford would require a permit or payment of the charge as would trips to the recycling points or to stores to collect heavy items. Why are residents being benefited by these coaches instead of those that live outside the city?	The proposals penalise residents that live in Oxford and make it difficult for people to cross town (eg from North Oxford to Cowley or Headington) to access local shops. There are a lot of other things that can be done to improve the city, but it penalises the poor (who do not have a blue badge) because it will be impossible to get to a hospital for treatment without a permit. Public transport is not option if you are unable.	Yes, stop coaches travelling and parking in the city centre clogging up St Giles, blocking cycle lanes and parking the city centre in Oxford. It would be better if cyclists could to using cycle lanes where provided instead of using the road and slowing down the traffic - especially because when the cycle lanes are in the bus lane!
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Negative	Negative	Too high	Not sure	Make Park & Ride parking cheaper, Make buses cheaper for all, Add public cycle parking		Very negative	It is likely that I will stop going into Oxford completely. I can imagine that shops and businesses will suffer, as well as restaurants	No	No
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Very positive	Very positive	There should be no charges at all	Yes	Make bus services more frequent		Very negative	It would be a disproportionate burden on lower economic residents and small businesses both of whom are already struggling for survival if it all comes on.	Why are they all in the more impoverished sides of the city? Not one in North Oxford on the Banbury or Woodstock road?	Better transport. Help people make the choice by providing low cost, regular transport. It's too expensive and needs to be cheaper and more regular
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	Too low	Yes	Make Park & Ride parking cheaper, Make buses cheaper for all, Make bus services more frequent		Very positive	It will reduce the number of cars coming into Oxford, reduce congestion, improve bus journey times, make cycling safer and reduce air pollution.		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Neutral	Neutral	There should be no charges at all	No	Make buses cheaper for all, Add new bus routes		Negative	Any charges are paid for Oxford as a whole, in giving free passes the number of people in a given household, and the number of cars in the household, and their ages and commitments should be considered. The proposed passes for a Oxford family of four with one car and children is too low	Flat rate for bus travel. Just under two pounds seems appropriate for the city size of Oxford. Free is to get from a bus to a return in city for a hour, irrespective of miles and charges. Travellers should enter buses with tickets. Bus drivers should not be involved with any ticket matters but drive on as swiftly as possible. Routes also need to be better	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Negative	Negative	Too high	Not sure	Make Park & Ride parking cheaper, Make buses cheaper for all, Add public cycle parking		Very negative	It is likely that I will stop going into Oxford completely. I can imagine that shops and businesses will suffer, as well as restaurants	No	No
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Very positive	Very positive	There should be no charges at all	Yes	Make bus services more frequent		Very negative	It would be a disproportionate burden on lower economic residents and small businesses both of whom are already struggling for survival if it all comes on.	Why are they all in the more impoverished sides of the city? Not one in North Oxford on the Banbury or Woodstock road?	Better transport. Help people make the choice by providing low cost, regular transport. It's too expensive and needs to be cheaper and more regular
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	Too low	Yes	Make Park & Ride parking cheaper, Make buses cheaper for all, Make bus services more frequent		Very positive	It will reduce the number of cars coming into Oxford, reduce congestion, improve bus journey times, make cycling safer and reduce air pollution.		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Neutral	Neutral	There should be no charges at all	No	Make buses cheaper for all, Add new bus routes		Negative	Any charges are paid for Oxford as a whole, in giving free passes the number of people in a given household, and the number of cars in the household, and their ages and commitments should be considered. The proposed passes for a Oxford family of four with one car and children is too low	Flat rate for bus travel. Just under two pounds seems appropriate for the city size of Oxford. Free is to get from a bus to a return in city for a hour, irrespective of miles and charges. Travellers should enter buses with tickets. Bus drivers should not be involved with any ticket matters but drive on as swiftly as possible. Routes also need to be better	
a business	daily	Business cars used as goods vehicles	I commute to the central permit area by car	Negative	Negative	There should be no charges at all	No	Other	If this goes ahead, 1. Free park and ride for all 2. Drop off and ride scheme for School 3. Car park on the East side of the city, close enough to walk but far enough to support the objectives of this proposal.	Very negative	What it has been pointed out that 50% of people in Oxford do not travel by car, those that do spend proportionally more than those that do not. This will hurt all businesses in the city centre. The council information pack that has a table showing a small positive impact on businesses but there is no supporting data or argument as to how this was arrived at. There is no retail business in Oxford that thinks this will have a positive effect. I would like to know how the council concludes that will be positive for retail when all the experts say not. I have owned Pops Plus for 6 years, it has been an iconic store in Oxford for over 65 years and people travel from afar just to come to the shop bringing people to the city. I consider myself the custodian rather than owner who will eventually hand on to someone else to take forward. However, I have grave concerns as to whether the business can survive at all that you as a council are throwing at us. Beyond the prospect of the Traffic Stiles (Blue Gated areas), another side of the retail coffee of a once vibrant Oxford city centre. Cafes and many businesses that shops will all be that, shops, OX, and better. Again, I implore you to justify the table that denotes a small positive impact on businesses in Oxford.		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make bus services more frequent		Very negative	well doing school runs in the mornings, being parent to a child requiring medical trips to hospitals, coming from From Illey Rd area, these charges are just another burden, that of hard workers earning with nothing to return apart from increased traffic flows caused by the LTNs. To try and remedy the LTN issues additional charge are being suggested, but just increases. More pollution, increased delays, increased commuter times, vehicles on the roads for longer burning fuel, increased chaos, accidents, health and welfare. I really is beyond me. Maybe I should be a councillor for Oxfordshire and get my own say on it.	Very unreasonable, poorly thought out, poorly planned, it theft and robbery of hardworkers and commuters incomes.	LTNs and traffic filters removed, students that come from outside to study and wish to own/bring vehicles, they should be charged, not residents of Oxford.
a resident of Oxfordshire living outside Oxford	less than weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Negative	Negative	Too high	Not sure	Make buses cheaper for all, Make bus services more frequent, Extend hours of operation for buses		Negative	I don't		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I commute to the central permit area by car	Very negative	Neutral	There should be no charges at all	No	Other	There should be no charges. This survey, through the questions it contains is biased - it assumes the congestion charge scheme will go ahead.	Very negative	The decision is absurd, disrespectful, and causes a complete disregard for the people living in Oxford. It is a money-making exercise, it will lead to significant difficulties and additional stress and time and cost pressures for the people living in Oxford.		
a representative of a group or organisation	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Very positive	Very positive	Too low	Yes	Make Park & Ride parking cheaper, Make buses cheaper for all, Add new bus routes		Very positive	We believe the overall impact will be extremely positive. Reducing car traffic will cut congestion and pollution, improve health and make it easier for more people - especially those on lower incomes - to get around by bus, bike, foot, or wheelchair.		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Negative	Too low	Yes	Make Park & Ride parking cheaper, Make buses cheaper for all, Add new bus routes		Positive	The bill will act as a disincentive for inhibition of car use in Oxford while supporting those who genuinely need to travel by car. As such it will reduce the impact of car use creating a better environment for other road users and for the city generally.		
a resident of Oxfordshire living outside Oxford	weekly	Blue badge holders	I commute to the central permit area by car	No impact	Neutral	There should be no charges at all	Not sure	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper		Neutral	Oxford is a medieval city, many roads are unsuitable for the amount of cars that try to drive through narrow streets and steep corners. Cars are bigger and heavier causing more danger to children, pedestrians and cyclists as the weight of larger cars can cause more serious injuries. Heavy vehicles cause the roads to narrow and reduce the amount of road space for other users - cyclists, pedestrians. This narrowing of the amount of road width happens whether the car is moving or parked, causing injuries and even death, as happened in Henley Way junction at St Clements roundabout.		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I commute to the central permit area by car	Very positive	Very negative	About right	Yes	Make Park & Ride parking cheaper, Add new bus routes, Add public cycle parking		Very positive	As a frequent bus passenger, the amount of cars trying to get into Oxford causes congestion that means bus passengers journey times is severely made longer by cars often occupied by a single person. The congestion in Morrell Avenue, and St Clements can delay a bus by 15-20 minutes. Your planning on charging only car drivers based on class, if they can afford to live in Oxford they get a great car, surely they could use public transport which would free up some traffic, however local Oxfordshire residents like those coming from Abingdon, come into Oxford 1 to support the high street, because it's the closest best option for them, it to have a social life. I live alone and get super lonely, I attend events to try and meet someone, it's simply not safe to get a bus late at night so I will be punished for being outside Oxford and unable to attend nights like this as I would use up one of my allowances. I can't use park and ride normally as I go into Oxford to shop and carrying all my stuff through a bus or bicycle is not practical.		
a resident of Oxfordshire living outside Oxford	weekly	Blue badge holders	I commute to the central permit area by car	No impact	Neutral	There should be no charges at all	Not sure	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper		Neutral	Oxford is a medieval city, many roads are unsuitable for the amount of cars that try to drive through narrow streets and steep corners. Cars are bigger and heavier causing more danger to children, pedestrians and cyclists as the weight of larger cars can cause more serious injuries. Heavy vehicles cause the roads to narrow and reduce the amount of road space for other users - cyclists, pedestrians. This narrowing of the amount of road width happens whether the car is moving or parked, causing injuries and even death, as happened in Henley Way junction at St Clements roundabout.		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I commute to the central permit area by car	Very positive	Very negative	About right	Yes	Make Park & Ride parking cheaper, Add new bus routes, Add public cycle parking		Very positive	As a frequent bus passenger, the amount of cars trying to get into Oxford causes congestion that means bus passengers journey times is severely made longer by cars often occupied by a single person. The congestion in Morrell Avenue, and St Clements can delay a bus by 15-20 minutes. Your planning on charging only car drivers based on class, if they can afford to live in Oxford they get a great car, surely they could use public transport which would free up some traffic, however local Oxfordshire residents like those coming from Abingdon, come into Oxford 1 to support the high street, because it's the closest best option for them, it to have a social life. I live alone and get super lonely, I attend events to try and meet someone, it's simply not safe to get a bus late at night so I will be punished for being outside Oxford and unable to attend nights like this as I would use up one of my allowances. I can't use park and ride normally as I go into Oxford to shop and carrying all my stuff through a bus or bicycle is not practical.		
a resident of Oxfordshire living outside Oxford	weekly	Blue badge holders	I commute to the central permit area by car	No impact	Neutral	There should be no charges at all	Not sure	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper		Neutral	Oxford is a medieval city, many roads are unsuitable for the amount of cars that try to drive through narrow streets and steep corners. Cars are bigger and heavier causing more danger to children, pedestrians and cyclists as the weight of larger cars can cause more serious injuries. Heavy vehicles cause the roads to narrow and reduce the amount of road space for other users - cyclists, pedestrians. This narrowing of the amount of road width happens whether the car is moving or parked, causing injuries and even death, as happened in Henley Way junction at St Clements roundabout.		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	Too low	No	Make bus services more frequent		Neutral	Personally, I live in the city so can easily travel by bike or on foot.		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	Yes	Make buses cheaper for all		Very negative	Drivers will use other streets - including mine!		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Very negative	Very negative	There should be no charges at all	No	Make Park & Ride parking cheaper, Add new bus routes, Make bus services more frequent	1) Bring back no 17, 2) Make no 14 to JR more frequent and direct, 3) Also, add routes to the stop	Very negative	1) Traffic along Observatory Rd (not included in the central area) has increased as Jenico gets busier. Residents lives adversely affected.		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make Park & Ride parking cheaper, Make bus services more frequent		Very negative	This is just another form of tax for the motorists. Our right to come and go as we need to be being blocked. It is not always practical for anyone to ride a cycle, walk or use a bus.		
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Negative	No impact	There should be no charges at all	No	Make Park & Ride parking cheaper, Make buses cheaper for all, Make bus services more frequent		Negative	Layers of complexity not welcomed by the old. Will the phone be practical for payment?	Obviously the council wants to ban cars from Oxford completely. The majority of families need a car to even get to work. Buses aren't the rich are favoured	Signage advised on congestion (like motorways) with alternatives. Might be worth trying a bus as free day to see what effect it has!
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Negative	Neutral	There should be no charges at all	Yes	Make Park & Ride parking cheaper, Make buses cheaper for all, Make bus services more frequent		Negative	Friends will not want to visit - they already don't because of the LTNs. What is the Council doing, isolating people, cutting off areas, causing businesses to fail etc.	Undivine	REMOVE LTNs!
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Use the money generated, because this will go ahead no matter what the public say, to repair roads.	Very negative	This is not a proposal, you will continue with this appalling idea regardless of the public feedback. As a pedestrian I have never felt more at risk of injury while walking around to be avoided buses and electric scooters. This leaves it open to use as a channel for heavy goods vehicles as well as all sorts of local traffic.	All of your previous schemes have produced greater congestion and put pedestrians at greater risk of injury. Return to free movement of all vehicles and buses around Oxford.	
an Oxford resident	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	Yes	Add new bus routes, Make bus services more frequent, Extend hours of operation for buses, Other	Residents in Radley and Kenningham have only one bus service, the number 35, connecting them to Oxford city centre. The bus is often single decker.	Very negative	Retail will suffer, especially independent shops, you will hit the high street and the Broad in one fell swoop. More urban traffic, forced onto the ring road, and are aware of the daily accidents and tailbacks notorious on A44. Better on-street systems are an alternative to turning Oxford into a parking city.	Give greater thought to one-way systems in place of road blocks. Ensure bus services are only money reliable and are an attractive, alternative mode of transport, unlike the single-decker 35 buses that are limited, uncomfortable seat design if passengers have not been taken into account fully.	

Survey Response													
I am responding to this survey as	How often do you travel in or around Oxford?	Please tick which of the following free permits and passes you think you may be eligible for	Do you live in, visit a resident by car or commute by car to the residential central Oxford?	Central Oxford residents' permits is proposed that residents in the central Oxford?	Central Oxford permit area commuters' permits is proposed that non-resident workers, commuters?	We are proposing a single charge of £5 to allow cars without a driver, or permit?	Do you think that charges should vary, with drivers of lower cars, taxis more and...	Income generated by introducing the proposed temporary congestion charge would be used to lower the rate and operation costs of the scheme?	If other improvement, please state	Taking into account all the information we have provided about the proposal, please explain your answer	Do you have any other comments about the proposal for six temporary congestion charge locations in Oxford that you have not already shared in this survey?	Do you have any suggestions for other ways to reduce traffic and tackle congestion in and around Oxford?	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Positive	Negative	About right	No	Make buses cheaper for all. Make bus services more frequent. Add public cycle parking.	Make Park & Ride buses cheaper for all. Make bus services more frequent.	Positive	I am hoping it will reduce traffic.	An aerial egg lift being Thromb P&R - Oxler Road / JR hospital - Train Centre.	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Negative	Too low	Yes	Make buses cheaper for all. Make bus services more frequent. Add public cycle parking.	Make Park & Ride buses cheaper for all. Make bus services more frequent.	Positive	Could go further, eg restricting hours of access for "other" vehicles (delivery etc) to outside normal peak times	Reduce the amount of parking currently available with a aim to discourage driving into the centre	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Positive	Negative	Too low	No	Make buses cheaper for all. Add new bus routes. Add public cycle parking.	Make Park & Ride buses cheaper. Make Park & Ride buses cheaper. Make buses cheaper for all. Add new bus routes. Make bus services more frequent. Extend hours of operation for buses. Add public cycle parking.	Positive	Would expect to see fewer cars crossing the city centre, so buses would be faster more timely and walking/cycling would be safer and more pleasant	I have 3 cars for commuting is excessive	restrict larger vehicles such as trucks and vans within certain hours - so not during peak school hours (7.30-9, and 3.30 to 5). This would make cycling with kids safer and more appealing.
an Oxford resident living outside Oxford	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I commute to the central permit area by car	No impact	No impact	About right	No sure	Make buses cheaper for all. Add new bus routes. Add public cycle parking.	Make buses cheaper for all. Add new bus routes. Make bus services more frequent. Add public cycle parking.	Very positive	Seems like a good way to test out the traffic filter ideas before going into the full proper	School term times seem to produce the heaviest traffic, finding better ways for children to get to schools (rather than being driven in and out individually) could make a big difference. A shift away from the near-universal 9.5 working hours could also help spread out "rush hours".	
an Oxford resident	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	Yes	Make buses cheaper for all. Add new bus routes. Add public cycle parking.	Make buses cheaper for all. Add new bus routes. Make bus services more frequent. Add public cycle parking.	Very positive	It is currently quicker to cycle in and around the city than to go by bus. The roads should be clearer for people who "need" to use their cars and permit the free flow of traffic. Buses will be quicker, and therefore more appealing to take, and cycling will be safer.	Looking to other medieval cities abroad that have put cycling first and see what measures we can adopt. A good example is Ljubljana, in Slovenia, which is also a medieval university town and is almost entirely car-free in the centre. Cars should be used for getting out of Oxford, and not necessary for getting into or around Oxford.	
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	There should be no charges at all	Yes	Make buses cheaper for all. Add new bus routes. Make bus services more frequent.	Make buses cheaper for all. Add new bus routes. Make bus services more frequent.	Negative	I will have to leave my job at the school where I work part time because the most direct route includes one of the charging zones and getting the long way would take too long and will use too much petrol. Going there by bus would take ages as there is not a good direct service available.	Removing the LTNs in East Oxford would be a good start. Have more bus routes that cover the entire city and better connection services to the surrounding villages.	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	Too high	No	Make buses cheaper for all.	Make buses cheaper for all.	Negative	Push traffic onto already busy alternate routes already impacted by LTNs	Use the river to provide alternative transportation into Oxford	
an Oxford resident	daily	Taxis and private hire vehicles	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Make BUSES FREE FOR LOCAL PEOPLE BETWEEN WORKING HOURS AND SEE WHAT IMPACT THAT HAS ON TRAFFIC AND SCHOOL RUNS	Very negative	Will hurt people that come to Oxford to work and who live locally - turning Oxford into a Prison	Free bus passes, council has the ability now to run its own bus services due to changes in the law, also bus ticket prices are extortionate for such small journeys and cause issues financially. Park and Ride should be free and buses to and from there should be one pound no more, if you want people to use Oxford and use its services make it cheaper for them to access them.	
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Fix the badly managed roads and roundabouts	Very negative	It's literally a money making scheme. Not everyone falls into the same category of 'shouldn't walk, get a bus or cycle'	Open up the LTN! Simple!	
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	No impact	No impact	There should be no charges at all	Yes	Make Park & Ride parking cheaper. Add new bus routes. Extend hours of operation for buses.	Make Park & Ride parking cheaper. Add new bus routes. Extend hours of operation for buses.	Very negative	I've literally a money making scheme. Not everyone falls into the same category of 'shouldn't walk, get a bus or cycle'	Have a free electric transport system (say max of 6 people) taking people across the city centre. They have this in Ljubljana (Slovenia) and it works well.	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	There should be no charges at all	Yes	Make buses cheaper for all. Add new bus routes. Other	Make buses cheaper for all. Add new bus routes. Other	Very negative	I've been thinking about this for a while, but I don't have the time to do the research. I have never ever had a problem getting round Oxford. The roads are fine, and the buses are good. I don't think there is a need for a congestion charge. I think the council should focus on other things, like improving the public transport system.	Put one-way systems in place, and remove most of the LTNs. They are what causes so much gridlock in my opinion. It's clear to see on the ring road, and other main roads in Oxford. Provide designated cycle routes and improve those along ring roads, encouraging more cyclists to use them. Many cyclists slow down traffic and especially when cycling 2 abreast. This would be so much cheaper than the whole project is costing us. I used the cycle track along the ring road daily for many years but it needs to be much better and is very expensive.	
a resident of Oxfordshire living outside Oxford	less than weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Neutral	No impact	About right	Yes	Make Park & Ride parking cheaper. Make buses cheaper for all. Extend hours of operation for buses.	Make Park & Ride parking cheaper. Make buses cheaper for all. Extend hours of operation for buses.	Negative	I'm not sure about this, but I think it's a good idea to have a congestion charge in the city centre. It would help to reduce traffic and improve the air quality. I think the council should consider other options as well, like improving the public transport system.	Cheaper bus fares for everyone. Free for 60+ age. More bike racks.	
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	There should be no charges at all	Yes	Make buses cheaper for all. Make bus services more frequent. Other	Make buses cheaper for all. Make bus services more frequent. Other	No impact	LTNs are better	All support for public transport - should we have smaller buses in the town centre and relevant pick-up points for the buses that go greater distances? Can traders operate within restricted hours? How can we better manage motor bike badge holders... often we see people get out of blue badge vehicles but the blue badge holder is clearly not with them.	
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Positive	Negative	Too low	No sure	Other	All the above. We just have to reduce numbers of cars going into Oxford. The Westgate with parking definitely increases traffic on Botley Rd (before closure) We can increase road space so need to apponment more needs of hierarchy of users-ped, cycle etc.	Positive	One question - with some of the shared space i.e. Friars Square etc. how do you propose to manage electric bikes, scooters and disabled motorised vehicles - they are a danger to pedestrians - should they be classified as road users for pedestrians should move at pedestrian speed - a tricky issue?	One question - with some of the shared space i.e. Friars Square etc. how do you propose to manage electric bikes, scooters and disabled motorised vehicles - they are a danger to pedestrians - should they be classified as road users for these purposes or is there a way that their speeds can be monitored and ticketed if necessary. Ideally anyone on a footway with pedestrians should move at pedestrian speed - a tricky issue?	
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	About right	No	About right	No	Make bus services more frequent	Make bus services more frequent	Very negative	Severe restrictions at residents east of River Cherwell unable to access routes across their own areas or to Summertown and to hospitals, already busy junctions on ring roads will be nightmare. Stop visiting traffic but allow Oxford residents to have unrestricted round our own roads.	Headington and Marston needn't access to Ifley, Cowley and ASA South - NPT MILES ROUND CONGESTED RING ROAD? - more miles, more petrol, more frustration, more congestion/pollution.	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	There should be no charges at all	No	Make Park & Ride parking cheaper. Make buses cheaper for all. Add new bus routes. Other	Make Park & Ride parking cheaper. Make buses cheaper for all. Add new bus routes. Other	Very negative	The information provided shows that these proposals will create more traffic on the ring road and A44 decreasing the already degraded and stressed traffic flow. The low charge maps in the report show, and the Council acknowledge, that traffic is expected to increase on the A44 between Henley and Freetown by up to 15% during AM and PM peak periods and by up to 11% between the peak hours. They also show that the arterial roads to the north of Oxford, both the Woodstock and Banbury roads, will be oversaturated at some times during the day. The reports with the Consultation do not explain this in the narrative. These increases of traffic on the ring road and A44 will increase the time taken to travel around and into Oxford and increase costs. This negatively affects those who live with the forgotten sever-side of the Botley Road, those that are in need help, not parking and causing more harm. This is also appears to be a job on the Westgate centre.	The information given is selective and not straightforward. It does not make clear the extent of the increase of traffic on the ring and ring roads. The proposals are therefore inequitable as they cause harm to the west of Oxford in that the roads that have to be used to escape from the closed Botley Road, the ring road and the A44, will see an unsustainable increase in traffic. There are already queues of traffic on the A44 covering to the North Henley roundabout to the A44 at most times of the day, this will increase, as will the traffic that builds up at other pinch points in the ring road, the Littlemore Roundabout, the Eastern bye pass close to the interchange, and the A44 on Sandford Avenue, among others. The information narrative given is selective and not straightforward. It does not make clear the extent of the increase of traffic on the ring and ring roads. The proposals similarly spread an inequitable amount of noxious exhaust gases to both the west and east of the city around the river itself, affecting far more people than will experience a decrease in car use.	
an Oxford resident	daily	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	Very negative	There should be no charges at all	No	Make buses cheaper for all. Other	Stop the introduction of expensive big brother ANPR cameras	Very negative	I do not understand this question. The county council if controlled by a group that does not represent Oxford residents. Poor Oxford residents would bear these costs. Visitors to vulnerable residents would be persecuted.	Empty competent consultants. Ensure all road works comply with the highway code. At present most of the roads in Oxford do not. Stop cleaning being a public transport. Encourage motorcycle use and hence cleaning them in the same groups as cars which is patently stupid. There are unregulated and illegal drivers who break the highway code regularly. Introduce free permits for election workers, i.e. trespassing officers and other election staff.	
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Negative	Negative	Too high	No	Make Park & Ride parking cheaper. Make Park & Ride buses cheaper. Add public cycle parking.	Make Park & Ride parking cheaper. Make Park & Ride buses cheaper. Add public cycle parking.	Negative	Giving lifts and picking up from the Railway Station, I would have to drive along Thames Street. Visiting friends in North Oxford and Headington would be an issue during chorocho hours.	More safer routes for cyclists so as to encourage more people to cycle.	
an Oxford resident	less than weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	No	No	No	No	Neutral	As a 76 year old pensioner, the 100 day pass would suit me for my car journeys.		
a resident of Oxfordshire living outside Oxford	less than weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Neutral	Very negative	There should be no charges at all	No	Make Park & Ride parking cheaper. Make buses cheaper for all. Add new bus routes. Other	Make Park & Ride parking cheaper. Make buses cheaper for all. Add new bus routes. Other	Very negative	Where is EQUALITY and FAIRNESS? Why are those who have the luxury of a central parking space with their employment being given special treatment of free permits but anyone else who uses their car is penalised? If you are serious about reducing pollution and congestion then the proposals should be exactly the same for everyone e.g. those people who drive into the centre to park in their staff car park should also pay the congestion charge or use the public transport that you are forcing all others to do (what makes those people so special in the eyes of the county council?). This whole proposal penalises people for driving their cars (especially with the current cost of living increases everywhere including extortionate council tax charges). The proposal states you want to reduce pollution as well as congestion but if electric cars are included in the charging scheme then this is contradictory. If severe congestion will just be moved to other already busy roads. Those who are better off can pay the charge and sail through, whilst those who are not are the ones being pushed out and penalised.	Public transport access to hospitals for those living outside of central Oxford is dire, for example I have to get three separate buses to get to the JR which would take over 2 hours compared to 25 minutes in the car. I am very concerned that once you introduce this congestion charging followed by the traffic filters you will gradually add further roads making it impossible to get anywhere without paying. What happens (as frequently does) when there are major road incidents on the ring road and other main roads that traffic will be using even more than now - will the congestion charges/traffic filters be waived in those instances? If not it means that you are using the excuse of the Botley Road closure saying that traffic on the Abingdon road has suffered 11% delays. This is OBVIOUS! The council should take a bit of the responsibility for this by their total lack of strength at sorting out the massive delay with National Rail etc. Instead you use the excuse as an excuse to charge residents for being where they do and needing to use their cars. There is a grave risk that the city centre will die - new businesses (retailing, hospitality etc) would be mad to set up businesses here unless they had some way of making roads who are already here when customers are being discouraged to use central public car parks with this £5 charge before they even get into the car park. I am extremely angry that you have clearly already made this congestion charge decision and have then decided if it is an already busy road. Those who are better off can pay the charge and sail through, whilst those who are not are the ones being pushed out and penalised.	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make buses cheaper for all. Make bus services more frequent.	The council have caused this mess with traffic with LTNs. 65% voted against, you still went ahead. Not everyone get this paper through the post. Close it matter as I think it's just a exercise. The charge to the train station is madness as you realise soon.	Very positive	Anything to break people of the mindset I have a car and so it's my right to drive into the city centre. Perhaps this scheme will encourage more people onto the P&R buses?	Cycle lanes. Enforcement of traffic regulations for bikes and scooters. A higher charge for single-occupancy cars. Support delivery bike schemes eg Post&Post by offering reduced prices to residents. Incentives for residents to buy electric cargo bikes and walk places to keep them. More buses esp at peak times. Where you can make two lanes (left right) at traffic lights and junctions to enable speeding up of traffic rather than its queuing in one lane, do so. Stagger school and work start times.	
a resident of Oxfordshire living outside Oxford	less than weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	No impact	No impact	About right	Yes	Make Park & Ride parking cheaper. Make buses cheaper for young people. Extend hours of operation for buses.	Make Park & Ride parking cheaper. Make buses cheaper for young people. Extend hours of operation for buses.	Very positive	Although a car owner, I always travel into Oxford by bus. My village is regularly impacted by congestion-related delays (Abingdon Road), including a 2.5 hour wait for a bus home. Less congestion, better air quality, hopefully more and quicker buses, safer for bicycles. However, it isn't as possible if motorists seek to enter Oxford and to park before they arrive at a congestion charge point. We live in Old Marston and all vehicles seek to park all over Old Marston! At present, during school term, there is terrible congestion on weekday mornings and afternoons as children are delivered to and collected from schools. If children, other children from cycling, it holds up other commuters. If a bus comes, vehicles drive on the unusually narrow pavements (historic village) to everyone's danger. The rest of the day, motorists speed (mean much faster than the specified 20mph) through Old Marston which is very dangerous.		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Positive	Neutral	Too high	Yes	Make buses cheaper for all. Make bus services more frequent.	Make buses cheaper for all. Make bus services more frequent.	Positive	I do you have alternative transport solutions ready for current car users? 21 very much think electric cars should be exempted or have at least 50% reduction in charge.		