

## Contents

<a href="#"><u>Activate Learning (City of Oxford College and University Centre)</u></a> .....	2
<a href="#"><u>Coalition for Healthy Streets and Active Travel</u></a> .....	3
<a href="#"><u>COLTA (submitted within electronic survey response)</u></a> .....	11
<a href="#"><u>Community Safety Services (submitted within electronic survey response)</u></a> .....	12
<a href="#"><u>Cyclox</u></a> .....	12
<a href="#"><u>Headington Liveable Streets</u></a> .....	14
<a href="#"><u>Ice Hockey UK</u></a> .....	16
<a href="#"><u>Layla Moran Member of Parliament for Oxford West &amp; Abingdon</u></a> .....	18
<a href="#"><u>Lowland Rescue Operation</u></a> .....	20
<a href="#"><u>Meadowbrook</u></a> .....	21
<a href="#"><u>Oxford Brookes University</u></a> .....	26
<a href="#"><u>Oxford Bus Company</u></a> .....	28
<a href="#"><u>Oxford City Council</u></a> .....	29
<a href="#"><u>Oxford Health</u></a> .....	36
<a href="#"><u>Oxford Pedestrians Association</u></a> .....	37
<a href="#"><u>Oxford University Hospitals</u></a> .....	39
<a href="#"><u>Oxford University Press</u></a> .....	40
<a href="#"><u>Oxfordshire Liveable Streets (submitted within electronic survey response)</u></a> .....	40
<a href="#"><u>Oxfordshire Mental Health Partnership</u></a> .....	42
<a href="#"><u>Oxon4Buses</u></a> .....	43
<a href="#"><u>Planning Oxfordshire's Environment and Transport Sustainably (POETS)</u></a> .....	44
<a href="#"><u>Residents' group (Woodstock Road)</u></a> .....	45
<a href="#"><u>River Learning Trust</u></a> .....	52
<a href="#"><u>ROX</u></a> .....	54
<a href="#"><u>South Oxfordshire District Council</u></a> .....	57
<a href="#"><u>St. Thomas Day Nursery</u></a> .....	61
<a href="#"><u>Stagecoach West</u></a> .....	61
<a href="#"><u>Summertown and St. Margaret's neighbourhood forum</u></a> .....	62
<a href="#"><u>Thames Valley Police</u></a> .....	63
<a href="#"><u>Uber</u></a> .....	64
<a href="#"><u>Vale of White Horse District Council</u></a> .....	66
<a href="#"><u>Report from Ice Rink users group</u></a> .....	70

## Activate Learning (City of Oxford College and University Centre)

**From:** ·  
**Sent:** 01 July 2025 09:18  
**To:** ·  
**Subject:** Organisational response to temporary congestion charges

### Response to consultation from Activate Learning

Activate Learning's City of Oxford College and University Centre recognises the importance of addressing traffic congestion within Oxford. We recognise that congestion within the city has long impacted the quality of life for residents and visitors alike and we value this opportunity to provide feedback to Oxfordshire County Council's consultation as we value it as a key stakeholder and partner.

In regards to the proposals that have been outlined, while Activate Learning broadly supports initiatives designed to improve the transport infrastructure in and around the city and promote sustainable travel, our primary concern is ensuring these measures do not negatively impact our ability to deliver essential teaching and learning services to our students.

City of Oxford College and University Centre has been a cornerstone of education within Oxford city centre for over 60 years, contributing significantly to local skills development and economic growth and we take great pride in our role as an engine for social mobility.

In regards to the proposals that have been outlined, while Activate Learning broadly supports initiatives designed to improve the transport infrastructure in and around the city and promote sustainable travel, our primary concern is ensuring these measures do not negatively impact our ability to deliver essential teaching and learning services to our students.

City of Oxford College and University Centre has been a cornerstone of education within Oxford city centre for over 60 years, contributing significantly to local skills development and economic growth and we take great pride in our role as an engine for social mobility.

We have carefully reviewed the proposal for a temporary congestion charging scheme and appreciate the council's consideration of exemptions and permits aimed at reducing potential disruption. However, we would appreciate further clarification and reassurance regarding the effective and timely rollout of the scheme, particularly concerning the accessibility of permits on a longer term basis.

We would ask for assurances that all essential users, including our staff and vulnerable students who rely heavily on support from family and friends giving them lifts to and from college, will fall within the scope of these exemptions.

Additionally, we would ask if there is potential for any surplus revenue generated from congestion charges to be reinvested into initiatives specifically designed to support learners within the city. This could include establishing a dedicated fund to subsidise transport costs or improve accessibility, directly benefiting students facing financial or logistical barriers.

We would be keen to continue dialogue with Oxfordshire County Council to refine and clarify the proposed congestion charging approach, ensuring any temporary measures introduced truly balance traffic reduction goals with equitable access to education and employment opportunities. Activate Learning is committed to collaborating constructively with Oxfordshire County Council and other stakeholders to identify viable solutions that meet the shared objectives of reduced congestion and enhanced sustainability without impacting on our educational delivery or social equity.

Thanks,

## Coalition for Healthy Streets and Active Travel



### Response to consultation on Temporary Congestion Charge for Cars in Oxford – July 2025

This response is from CoHSAT, the Coalition for Healthy Streets and Active Travel, a group of 25 voluntary and campaigning organisations working across Oxfordshire to create attractive, accessible and people-friendly streets.

#### *Overall*

Overall, we strongly support the Temporary Congestion Charge for Car in Oxford, as an interim measure until the Traffic Filters can be brought in on an Experimental basis.

We think they will bring four main advantages, shared with the Experimental Traffic Filters plan:

- **Fairness** – by putting key users first, like disabled people, carers and mobile trades, and by using any funds raised to invest in better bus services.
- **Freedom of choice** – unblocking the jams so there's real transport choice, including quicker more reliable buses with more routes, and safer cycling and walking.
- **Health and wellbeing** – because pollution, noise and crashes will reduce, and more people will choose healthier transport options.
- **Better journeys for all** – more and quicker buses, fewer jams for those needing to drive, and more pleasant walking and cycling.

In addition,

- They can be started soon, rather than waiting for another year of a congested city, with all of its negative impacts on people and business.
- They will provide an extra data point – we will be able to assess both 'Do Nothing' and 'Congestion Charge' against the 'Experimental Traffic Filters' to assess the benefits and disbenefits of each, when making a final decision. (Not in every aspect, due to the Botley Road closure and other inevitable changes, but much will be learned from the responses to the scheme).



## Survey

In this section we respond to the 22 questions of the paper version of the survey

Q1 - I am responding to this survey as: Representative of a group or organisation –  
**CoHSAT, The Coalition for Healthy Streets and Active Travel**

Q2 - How often do you travel in or around Oxford?: **Weekly**

Q3 - Which of the following free permits and passes you think you may be eligible for:  
**25 day passes** for residents in the Oxfordshire permit area

Q4 - Do you live, visit a resident by car or commute by car to the proposed central Oxford permit area?: **I don't**

Q5 - Central Oxford residents' permit; What impact would the introduction of a central Oxford area residents' permit have, as part of the proposed scheme, on you or the people you represent?: **Positive** (Due to having free driving permits in an area of reduced traffic)

Q6 - Central Oxford permit area commuters' permit; What impact would the introduction of a central permit area commuters' permit have, as part of the proposed scheme, on you or the people you represent?: **Positive** (Due to having free driving permits in an area of reduced traffic)

Q7 - We are proposing a single charge of £5 to allow cars without a day pass or permit to go through all of the temporary charge locations on one day. What do you think of the level of this charge? **Too Low** (It should be at least the price of two bus tickets - £6)

Q8 – Do you think that charges should vary, with drivers of larger cars paying more and drivers of smaller cars paying less? **Yes** (There is strong evidence that larger vehicles cause more harm, from air pollution emissions and greenhouse gas emissions, they also take [more space on the roads](#) – both of themselves and requiring greater space in front and behind them, and they cause substantially [more injuries and deaths in collisions](#) with a 40% higher chance of death rising to 80% higher for children. Vehicle weight, with an emissions factor, is a good proxy for these damaging impacts according to reports by [Society of Automotive Engineers](#) and [Transport for Quality of Life](#). This will also improve alignment with financial resources, as higher income households will have heavier cars)

Q9 - To help us to prioritise potential funded improvements, please choose your top three from the proposals below:

First we note that all the ideas are good. Any surplus income from the scheme must and should go to improving transport, and should go to transport of users that most need it. It is difficult to judge when the costs and benefits are not set out (even when they are



sometimes) but our view is that the biggest impact will be on out-of-Oxford commuters (including trips to schools), so Park and Ride must be a key target:

- **Add new bus routes** (specifically extending routes from Park and Rides with options to different compass points or other routes so they are 'cross-city' rather than terminating in the centre, such as extending service 3 to the station.)
- **Make Park and Ride parking cheaper** (the integrated ticket is the most relevant option for most people, but with that not an option we choose 'parking' as 'park and cycle' is a good option for many people)
- **Make buses cheaper for young people** (as this will help at the crucial school travel time, help young adults who are the most deprived generation, and build positive habits)

Q10 - Taking into account all the information we have provided about the proposal to introduce six temporary congestion charge locations in Oxford for cars, what overall impact will this proposal have on you or people you represent? : **Very Positive**

*Please explain your answer*

We represent people trying to travel in more sustainable ways, and ways that have a less damaging impact on other people either through road congestion or through health or impacts.

For bus passengers and potential bus passengers the impact will be the greatest positive. Buses are commonly stuck behind queues of cars, mostly cars with a single occupant. At present the drivers have no incentive not to drive. However, with the Congestion Charge they will have some incentive to consider a bus, bike or other mode instead. This will free road space, so the buses will move more quickly and more reliably. The improved service will attract more customers. Improved revenue will enable further service improvements.

For people cycling and walking, lower traffic levels will make these safer and more attractive, so more people will switch to them and enjoy them. Again, there is the opportunity for a virtuous circle, which will also aid decongestion, the buses and the remaining traffic.

32% of households in Oxford do not have access to a car. They will immediately benefit from the improvements to other modes of transport. In addition all the household members not driving (including independent teens and children), or driving occasionally, or covered by an exemption or permit, will benefit.

These benefits extend beyond Oxford. Oxford is linked to the rest of the county and beyond for travel, in and out, for employment, education, leisure, shopping and more. This contributes to traffic congestion, and reducing the congestion and providing funds for better alternatives will improve these journeys too. We disagree strongly with those who



take a parochial 'island Oxford' perspective and try to dismiss the views of the rest of the county.

The routes (bus, cycle and walking), the buses and the operators are there – it just needs a significant push, and there is strong evidence from [many studies](#) that providing the 'pull' of options alone is not enough, there also needs to be an element of 'push' though financial disincentives or traffic restriction.

Q11 - Do you have any other comments about the proposal for six temporary congestion charge locations in Oxford for cars that you have not already shared in this survey?

In addition to the people that we represent directly, we think that it is important that other key groups will see substantial improvements in their ability to travel around Oxford.

- People on low incomes, who have much lower access to private cars, and use walking, cycling, other micromobility and buses much more. Latest Census data (2021) shows that 32% of Households in Oxford do not have access to a car, and that these are concentrated in areas of deprivation; these will also tend to be the lowest income households. Go to Garsington Road or the eastern ring road at any time of day and you can see these people, walking or cycling in their work boots or cleaning uniforms. People from these households will immediately benefit from the improvement in bus services and active travel safety.
- Disabled people, whether they are on the pavements, cycling, buses, in taxis or using a private car. Will all have no charges and easier journeys on quieter roads.
- Other priority car users: Carers, SEN parents, health workers, frequent hospital patients, emergency or health service cars, firefighters, taxis, car club users, people using cars as goods vehicles, driving instructors and undertakers. Will all have no charges and easier journeys on quieter roads.
- Van and lorry drivers: Will all have no charges and easier journeys on quieter roads.
- Oxford residents: Will be able to make journeys on 100 days a year with no charges and easier journeys on quieter roads, when they need to use their cars for large deliveries, shopping or other necessary trips. Similarly Oxfordshire residents can do this 25 days a year.
- Many people planning journeys into the city will have a route that does not require going past charging point, and so will benefit from lower traffic without having to pay the charge.

The charge needs to be large enough to cause a significant change in behaviour. People will compare it to bus tickets typically £6 for two tickets (but maybe saving some fuel and parking). A few may consider the total costs of running a car, for the lowest income quintile averages [£3950 per year](#) (including cost of purchase) or for the all car owners excluding purchase costs averages £2400 per year (just over £10 per typical working day).



One issue that has been raised is that some people use their cars for moving goods or sporting equipment for charities or sports clubs, e.g. for food banks or moving sports equipment for a club. These are beneficial activities where transport is difficult by other means. Some of these may be covered by the 'Personal car used as goods vehicle' permit, but permits could usefully be extended to cover other uses described here.

Q12 – Do you have any suggestions for other ways to reduce traffic and tackle congestion in and around Oxford?

We support the alternatives proposed by the recent Citizens' Assembly. In particular:

- 1) Designating some roads for buses, emergency vehicles, blue badge holders, taxis, and cycles – Cowley Road would be a good candidate for this because of its strong retail environment. A survey there in 2017 found the 'road congestion' was the most disliked feature of the Cowley Road shopping area.
- 2) Creating a car-free city centre. We have a few car-free streets, but not a 'car free centre'. Broad Street still has too much drop-off traffic during the day, and the High Street, which is active with people 24 hours a day, becomes chaotic with cars at 6:31pm.

The Temporary Congestion Charge can be used as a test for weight-based charging. If successful, then this can be incorporated into the next stage of the ZEZ so that it more accurately reflects the overall harm caused by vehicles. Discouraging large vehicles will reduce congestion more quickly, and disproportionately reduce the harm of traffic congestion.

See also the discussion of 'Alternatives' below.

### ***History and rationale***

Oxford has suffered from traffic congestion for hundreds of years. We have referenced this [as far back as 1771](#). Following a national transport strategy that prioritised the private car from the early 1960s, traffic grew and Oxford required significant action to reduce congestion in 1973 (closure of Cornmarket, Queen Street and other streets to private cars) and 1999 (a wider system of 'Bus Gates').

Both times, shop owners in the city centre complained, saying that they would lose trade. Both times they were proved wrong with an [increase in footfall following](#). This is supported in a wider context by other data on traffic restrictions improving [retail footfall and turnover](#).

The recent intense congestion first came to public attention in 2013, where Nicola Blackwood MP highlighted the issue and the key finding of the [Oxfordshire Business Barometer survey](#) was that 'traffic jams are the major threat to county economy' with 76



per cent of company owners and directors saying traffic congestion and the quality of transport links were “adversely affecting” business.

In 2015, Oxfordshire County Council and Oxford City Council consulted on and approved [Local Transport Plan 4](#) (LTP4). This included the [Oxford Transport Strategy](#), with plans for the ‘Core Schemes’ of ‘Traffic Controls’ (now called Filters), a Zero Emissions Zone, and a Workplace Parking Levy most of which were to be implemented by 2020 to 2023.

In 2016, Oxfordshire Local Economic Partnership released its [Strategic Economic Plan 2016](#), identifying two main problems for Oxfordshire’s economy: housing and road congestion. The Oxford Mail reports on [impact on businesses and ‘Oxford’s nightmare roads’](#) and how this was affecting business operations and recruiting.

In 2019, the plan was consulted on as ‘Connecting Oxford’. However, in 2020 the Covid pandemic struck and work was postponed. Traffic volumes fell and the switch to ‘Working from Home’ changed transport patterns for the long-term. Only in about 2023 did traffic return to pre-pandemic levels and the congestion really begin to bite again.

What is clear from this history is that:

- 1) The traffic problems of today are long-standing, originating in 2013 or before.
- 2) Traffic congestion strongly affects business and the local economy.
- 3) While some retailers are concerned about the impact traffic restrictions, the evidence is that reducing traffic has a neutral to positive effect of retail turnover.

### **Alternatives**

A few alternatives have been offered by people opposing the Temporary Congestion Charge for Cars.

- 1) The Independent Oxford Alliance have proposed removing Low Traffic Neighbourhoods. This would not solve the congestion problem, because congestion ([‘nightmare roads’](#)) existed in 2013-2019 before the recent LTNs. It would also increase road casualties, by about [8 casualties per year](#) in the Cowley LTN area alone. It is notable that in the County Council Divisions where they set out what their plan would actually look like, Bartlemas and Parks, they were defeated by pro-LTN, Green Party candidates by substantial margins.

Some IOA supporters claim that traffic congestion is limited to the St. Clements area, but this is false, as the frequent traffic jams on Abingdon Road, Banbury Road and Woodstock Road demonstrate. In addition, the longer distance routes of the A34, A40 and A420 are congested with Oxford-bound traffic that is damaging to the economy and can only be reduced through traffic reduction measures in Oxford.





- 2) [redacted] Oxford Business Action Group and the losing Independent Oxford Alliance candidate for Parks Division proposed a number of alternatives to Traffic Filters on her [election website \(archived here\)](#). These include good ideas such as free cycle training, repainting cycle lanes, improving the weakest links in cycling routes including junctions like The Plain (which will only be possible with reduced traffic); hop-on hop-off bus fares; and 'fully subsidised Park and Ride' (without specifying where the money would come from). These are all either being pursued, too small to make a difference, or require substantial funding – but they also don't provide the 'push' factor that has been shown to be necessary to achieving change.

Scaysbrook's proposals also include: 'Introduce **a time-based congestion charge**. As a last resort, a peak-time-only congestion charge could help manage traffic without restricting movement entirely. Essential workers should be exempt, and any revenue should be reinvested into public and active transport.' This does seem to align with what is proposed.

- 3) Oxford City Council debated and agreed a motion to oppose the congestion charge. However, apart from the existing state of congestion, the alternatives brought forward in the debate by the proposers and supporters were:
- o The Cowley Branch Line (which will not be constructed in the timeframe of the Temporary Congestion Charge)
  - o Improved public transport and P&R shuttle buses (good ideas that require specification of routes, understanding the economics and funding)
  - o Tackling private school traffic (we agree, and another speaker noted that the Congestion Charge will apply directly to this)
  - o Improving the cycle path on the B480 Watlington Road (we agree there is substantial room for improvement from Grenoble Road to the Ring Road on a potentially important commuter corridor)
  - o Distribution Hubs (acknowledged as being too small on their own to solve the problem).

All of these are good ideas that are covered by existing policies in the Central Oxfordshire Transport Plan and require funding.

There were also claims that Greater Leys and Littlemore were not served by buses. However, Greater Leys is served by the 3A and 600 – these may not pass through the residential roads of western Greater Leys, but they pass closer to more homes than this previous 3A service, and combined with the 1, 5, 10, 100 and 700 in Blackbird Leys, no location in Greater Leys is more than 500 metres (about 6 minutes walk) from a bus stop. Littlemore is served by the 3A, 3X, 45, 600 and 5A.

These services have recently been added to by the 600 linking Littlemore, Greater Leys, Cowley, Headington and the Hospital area, and the 700 linking Blackbird



Leys, Headington and the Hospital area, Summertown and Kidlington. Both of these were, we understand possible because of the coming traffic filters, but we are concerned that they and other routes may need further support and reduced congestion to keep them viable due to Network Rail's delays.

In addition we have recently learned that the Congestion Charge will enable the 3 and 3A services to be extended to the railway station. A key benefit for citizens in Greater Leys, Littlemore and Rose Hill.

### ***Petition against the Congestion Charge***

A [petition](#) has been running against the Temporary Congestion Charge for Cars in Oxford, but we believe that it is misleading and possibly invalid.

Misleading statements in the petition include:

- 'It will impact all businesses who trade in Oxford' – where it does not mention that any lorry, van and car used as a goods vehicle is exempt from the charge and will benefit from clearer roads, most shoppers in Oxford arrive by public or active transport, and there is substantial evidence that lower traffic is good for retail trade.
- 'It is obscene and ludicrous that Oxford residents will be charged £5 a day to drive round their own city' – because Oxford is a shared city not anyone's 'own', and the cumulative effect of so many people driving so much is making it impossible for others to get around as they wish, including people delivering vital services and using more efficient modes of transport.
- 'Key workers will turn their back on Oxford' – without mentioning the free permits for key workers delivering care, hospital, waste and emergency services.
- 'It's just a money-making scheme' – which is a crass fiction as any surplus funds raised must be reinvested in improving transport networks.
- 'There are no exemptions for electric cars' – which is specifically true, but misleading as it implies there are no other exemptions, when there are 26 types of permit and exemption. Electric cars are not exempt because they cause congestion. Electric cars are exempt from the Zero Emissions Zone because they do not cause tailpipe emissions.

The petition was produced by Councillor Sajad Malik and Reconnecting Oxford, which is a social media account on X, solely associated with [@reconnectingoxford](#). It was placed on the ActionStorm platform on 9<sup>th</sup> June. Despite the misleading statements being in place for several weeks, no attempt has been made to correct them.



The petition may not meet the rules for a petition to Oxfordshire County Council, because it does not collect postcodes, raising doubts about whether the County Council can accept it within their rules, which require a petition to have 50 valid Oxfordshire postcodes.

The petition has been promoted on multiple national social media platforms including Facebook and X. Promoters include Reconnecting Oxford, Anti LTN Hub UK, and The Alliance of British Drivers on their national @TheABD X account, alongside content that denies that increases in greenhouse gases cause climate change and protests against the Online Safety Act. These also promote negative responses to the consultation on the basis of this misinformation.

For these reasons, we feel this petition completely misrepresents the proposed congestion charge, and those signing it are likely to have a misleadingly negative view of it.

In addition to this, signatures to the petition have been actively solicited nationally, and we believe the majority of signatures are not local, and will include those more interested in wider political and cultural issues than in solving Oxford's transport problem.

Further, this may also lead to Consultation responses that are based on misleading information and including many respondents who do not travel in Oxford. We note that Oxfordshire County Council does not have the means to detect these apart from taking statements of location and travel patterns 'at face value'.

### ***Conclusion***

CoHSAT and its predecessor organisations have recognised the transport problems in Oxford, caused by an over-dominance of private cars since 2013. We welcomed the proposals for traffic filters in January 2015, and have been frustrated that they have already taken over a decade to implement. Now, we are pleased to see a proposal to tackle delays and to put a system in place to manage rising traffic levels and improve road safety for all users. The 25 member groups of CoHSAT, in Oxford and across the county, support the proposal for a Temporary Congestion Charge for Cars.

Robin Tucker  
Co-Chair, CoHSAT

### **COLTA (submitted within electronic survey response)**

As Oxford city licensed hackney carriage drivers, we think that the traffic filters will have a positive impact on the reduction of the level of traffic we see daily. To aim to reduce the level of traffic in Oxford, public transport needs to be accessible. As a representative of the Hackney carriage trade, it will be very beneficial if the authorities were to promote our trade just like they are doing for the buses and making people aware that we are also a viable solution to their transport needs.

## **Community Safety Services (Including Fire and Rescue Service, Joint Oxfordshire Resilience Team and Trading Standards)** (submitted within electronic survey response)

We are confident that we can continue to operate within Community Safety Services under the proposals without a major impact given the permits that are available. We will need to make use of those permits for all council owned light vehicles used to deliver council services across Community Safety Services as well as the personal vehicles of firefighters who work in Oxford and for those staff that routinely use their own vehicles for delivering services within the congestion charge area. One particular point we would wish to raise is on the process for issuing/registering permits and we are conscious that this will need to be sufficiently swift to accommodate the changes in staffing that can occur in our services.

### **CycloX**



To Temporary Congestion Charge Team  
Oxfordshire County Council  
County Hall, New Road, Oxford, OX1 1ND

Dear Temporary Congestion Charge Team (ccharge@oxfordshire.gov.uk)

#### **Oxford temporary congestion charge for cars**

CycloX strongly supports the proposal for a temporary congestion charge. Traffic congestion blights our beautiful city and we see that the proposed temporary congestion charge is the best way to reduce the amount of motor traffic (specifically cars) in the city in the short term, until traffic filters are introduced next year. By reducing car numbers, bus journeys will be faster and more efficient, cycling and walking will be made more attractive and safer, and those who need to drive will no longer be stuck in traffic but have easier journeys. We believe that this proposal will help those on lower incomes to get around the city more easily.

We have specific requests for changes that we would like to see in this proposal.

#### **Q 7 and 8 The amount charged**

The £5 charge is too low. The amount charged should be more than a return bus journey for an individual. We also want to see weight-based charging so that those vehicles that are most polluting, cause most damage to the road, take up more space, and present more danger to other road users, pay more. Car-weight is also a reasonable proxy for income, thereby making the charge fairer.

#### **Q 9 Use of the income generated**

We support the proposed use of the funds raised but we would like to add in, as our priority request, i) a significant expansion of the e-bike hire scheme out to the Park and Rides so that those who wish to cycle into the city have the opportunity to do so and ii) use of the funds to install off-pavement parking for shared e-scooters and e-bikes.

Q13 What else we might do?

We support the Citizens' Assembly recommendations for longer-term change, particularly:

1. Designating some roads for buses, emergency vehicles, blue badge holders, taxis, and cycles
2. Creating a car-free city centre

We also want to see 20mph introduced along all our main arterial roads.

With kind regards

Ian Loader

Cyclox, the voice of cycling in Oxford Registered address: Makespace Oxford CIC, 1 Aristotle Lane, Oxford, OX2 6TP



Chair of Cyclox, the voice of cycling in Oxford

- Not yet a member? [Join us now!](#)
- Use social media? Like us on [Facebook](#) / follow us on [Twitter](#) / visit our [website!](#)
- Want to change things? [Take action!](#)
- Email: [cycloxchair@cyclox.org](mailto:cycloxchair@cyclox.org)

This response is prepared by Cyclox, the cycle campaign group for Oxford. We campaign to put cycling at the heart of Oxford's future. Our purpose is to get more people cycling, more often, and more safely in and around Oxford. We collaborate with key decision makers to put cycling on the public agenda; partner with active travel and low-carbon groups; and engage with the local community to inform, encourage, and support change.

Cyclox, the voice of cycling in Oxford Registered address: Makespace Oxford CIC, 1 Aristotle Lane, Oxford, OX2 6TP

## Headington Liveable Streets



### Headington Liveable Streets

#### **Response to Consultation on Oxford Temporary Congestion Charge from Headington Liveable Streets**

Headington Liveable Streets (HLS) are a group of residents from across Headington who have united behind the goal of making Headington a safer and healthier neighbourhood to live in. We are strongly committed to reducing traffic in the area; we aim to demonstrate just how much public support there is for the Council's implementation of traffic reduction schemes. Longstanding support in Headington for a congestion charge is reflected in policy TRC1 of the Headington Neighbourhood Plan (page 45) which states that "full consideration should be given for the costs and benefits of a congestion charge for Oxford."

HLS strongly support the temporary implementation of a congestion charging scheme and additional minor schemes to reduce congestion. The filters on Marston Ferry Road, Hollow Way, St Clements Street and St Cross Road are key to:

- reducing through-traffic in Headington, Marston and Lye Valley, and;
- protecting and improving bus services for Headington, Barton, Risinghurst, Wood Farm, Marston and Northway.

We urgently need this temporary scheme to help reduce congestion and improve our bus services while we wait for the full traffic filter scheme to be implemented. Our organisation acknowledges the significant positive impact these measures are expected to have across the city.

Additionally, we believe that the proposed plans do not go far enough. The congestion charge should cost at least equal to a return bus ticket into the city. An appropriate comparator would be the Group Day Ticket, which costs £10 for a family of four to get into Oxford from Headington. We further note this is twice as much as the same family would pay on the same bus if they had parked at the Park & Ride, an inequitable situation that prioritises car users over local residents. Larger cars should pay more than smaller cars, as these cause the biggest issues for parking and road safety. The number of permits allowed for residents is far too high, allowing two car families to continue to drop their children at school every day regardless of congestion charging locations. This will incentivise multi-car households to remain multi-car households.

We remain concerned that Headington residential streets will still receive a high volume of traffic as a major Oxford destination. While Headington residents will clearly benefit from faster buses on the main arterial routes and reductions in air pollution, we have not seen the same traffic restriction and road safety measures as other parts of Oxford. Many parents don't feel safe cycling with their children or letting them cycle independently, and even experienced cyclists feel unsafe navigating the roads.

There are no official traffic monitoring points for this trial at locations off the arterial routes that the council have already acknowledged to be carrying too much traffic – Headington Quarry and Old Headington being the clearest examples. Both these locations are currently

used as cut throughs by drivers to avoid main road pinch points, and particularly during the adaptation period, may see significantly increased traffic. Modelling for the original filters predicted increased traffic through both areas once filters become active. We remain convinced that Headington will need additional traffic reduction measures which we hope will flow from the introduction of these temporary measures, and ultimately the traffic filter plan.

We would therefore like to ask the Council to consider the following as possible uses for funds raised by the temporary scheme:

- enable **shuttle bus services** between the Park & Rides and the hospital and university sites for patients, staff and visitors
- **more equitable fares for local journeys** on the Park & Ride system
- put in place **school street schemes** for Headington Rye and Cheney Schools and a **private school shuttle bus** for Headington Rye from Thornhill
- introduce measures such as **red routes, parking or loading suspensions and 24/7 residents-only CPZs**, to decrease parking that generates additional car journeys and adds to congestion in Headington

Thank you for the continued efforts across the council to make Oxford a safer, cleaner and healthier city for all residents.



On behalf of the members of Headington Liveable Streets

## Ice Hockey UK



**ICE HOCKEY UK**  
Community Stadium  
Sheffield Olympic Legacy Park  
Worksop Road  
Attercliffe  
Sheffield  
S9 3TL  
Tel: +44 2920 263 441  
Mob +44 7713 590 506  
Email: [clifton.wrottesley@icehockeyuk.co.uk](mailto:clifton.wrottesley@icehockeyuk.co.uk)

08 July 2025

Dear Councillors,

### **Ice Hockey UK (IHUK) – Oxford City Council Congestion Charge, Oxford Ice Rink**

I write to you as Chair of Ice Hockey UK, representing the largest indoor sport and the fifth largest team sport in the United Kingdom, to express my deep concern regarding the proposed implementation of a congestion charge within Oxford City, and its potential impacts on ice hockey participation at Oxford Ice Rink.

It is apparent, having consulted with committee members from Oxford-based ice hockey clubs, that no direct engagement has taken place between those proposing the congestion charge, and the local ice hockey community. I find this deeply troubling, particularly in light of the publicly stated plan for an Autumn 2025 implementation date. Any decision that risks affecting access to our sport, especially a sport reliant on transporting bulky, essential equipment, requires careful and informed consultation with all key stakeholders. It is clear that this has not happened.

As an Oxfordshire resident myself, I recognise that traffic congestion is a significant challenge across the County. However, it is critical that, in this case, decision makers fully appreciate the unique needs of ice hockey players and their families. Driving to the rink is not a luxury but an absolute necessity; public transport schedules do not align with training times, for example, weekday sessions beginning as early as 4.15pm, and in any case the heavy equipment used for the sport makes such travel a real challenge.

The Oxford Junior Ice Hockey Club currently supports 120 young athletes. The financial burden of an additional £350–£500 per year per family, simply to gain access to the rink risks forcing many to leave the sport altogether. A significant drop in membership would undermine the club's viability, threaten their ability to field teams in leagues, and have a serious knock-on effect to the ice rink's revenue. When parking fares were set at a punitive level a few years ago, this is precisely what happened, users of the rink were priced out of their sports, and visiting teams were reluctant to arrange fixtures due to the significant extra costs involved.

Such scenarios directly jeopardise the long-term future of the Oxford Ice Rink, an essential community asset, and a cornerstone of British ice hockey heritage. Oxford's connection to the sport stretches back over 140 years, with the City playing an instrumental role in ice hockey's early development in the UK.

Our sport is currently experiencing unprecedented growth. Just this year, Great Britain's U18 Women's team, featuring two Oxford junior players, won gold in Latvia to be promoted to the IIHF Division I World Championship. Meanwhile, our Men's national team has earned promotion to the top tier of international competition and our Men and Women's teams are striving to qualify for the next Winter Olympics in 2030. As an Olympian myself, I recognise that these successes reflect and



rely fully on the immense dedication of our players, coaches, and volunteers, and the importance of making the sport accessible to families across the country.

I have used the opportunity to take up the cause of ice hockey in Parliament from time to time, highlighting the ambitions we have as a sport, to attract major global stakeholders to become involved, but also encouraging the UK Government to back our efforts, as well as support our athletes at the grassroots level. I would hope that Oxfordshire City Council would join this collective endeavour, doing its bit to help ensure that our sport, and indeed other sports that use the rink are able to flourish, rather than being inhibited from being able to continue in a sustainable manner.

I strongly urge Oxfordshire County Council to immediately engage with the clubs and other users operating from Oxford Ice Rink, to find a workable solution that protects access to our sport and the rink.

I also encourage the Council to consider alternative systems already in use successfully at other major UK ice rinks, such as car registration-based exemptions implemented at Lee Valley and Alexandra Palace, which balance congestion management with support for community sport.

Oxford has a proud tradition in ice hockey and a responsibility to nurture the next generation of GB's aspiring athletes, both women and men. I strongly believe a collaborative approach can ensure the City's environmental goals, and the future of this vibrant sport, allowing them to thrive together.

I look forward to your response and the opportunity for constructive dialogue between all the parties.

Yours sincerely,



The Lord Wrottesley

Chair, Ice Hockey UK

For and on behalf of Ice Hockey UK Ltd

Summary of first 132 results of the Oxford Ice Rink User Consultation survey sent out on 25th June 2025

	Responses	How frequently do you use the Oxford Ice Rink?				The proposed congestion charge is £5 per journey into and out of the city. How would this additional £5 charge impact your ability or willingness to travel to the Oxford Ice Rink by car?					Do you consider that the daily congestion charge might stop you from partaking in your club activity? Y or N or n/a	
		Once a week	2-3 times a week	4-6 times a week	Daily	Positive Impact	No impact	Unsure	Moderate negative impact	Significant negative impact	No	Yes
Fans/Spectators	3		66%	33%				33%		66%	0	100%
Figure Club	20	6%	38%	44%	12%				31%	68%	12%	88%
RAF Blue Wings (Ice Hockey)	3	33%	66%				33%		33%	33%	66%	33%
Oxford Midnight Stars	5	20%	60%	20%					20%	80%	0	100%
Oxford Rising Stars	9	33%	56%	11%					100%		11%	89%
Oxford Shooting Stars	1	1					100%			0%	100%	0%
OXIST (Oxford Ice Skating Club)	17		18%	70%	12%	5%		5%	12%	76%	5%	95%
Oxford Junior Stars (Ice Hockey)	60	20%	68%	12%			3%		14%	80%	20%	80%
Junior Dance	3		66%		33%		33%		33%	33%	66%	33%
Others	11	45%	18%		36%				18%	82%	9%	91%
	132					3 people	5 people	6 people		118 /132 people	29%	71%

## Layla Moran Member of Parliament for Oxford West & Abingdon

### Layla Moran Member of Parliament for Oxford West & Abingdon

#### Congestion Charge Response : Submitted to Oxfordshire County Council

August 2025

There is no question that action needs to be taken to reduce the traffic in Oxford. The medieval layout of the city, and the growth in population and vehicle ownership, leads to ever slower and more stressful journey times, as well as having a significant effect on the efficiency of the public buses.

Reducing congestion will enable a faster and more reliable bus service, which will encourage people to use the bus, rather than driving in the city, ultimately making our streets safer for pedestrians and cyclists. The time to act on further enabling active travel is now.

It is encouraging to see the amount of thought and planning that has gone into this proposal, and I'm pleased that the various exemptions will allow those people to access the essential services they need.

However, residents of Kennington and Cumnor tell me that the allocation of only 25 permits a year will hamper their ability to access vital services and amenities in the city and ask why these areas have not been included in the Oxford Permit area. These communities need reassurance that their needs will be met through better bus services or more permits.

Constituents have also written to tell me of their concerns with reduced bus services particularly to and from rural locations. They ask whether consideration can be given to subsidising these rural routes from the congestion charge revenue, particularly:

- Oxford–Cumnor–Wootton–Abingdon (Route 44)
- Oxford–Farmoor–Swinford–Eynsham and beyond (Route E1)

For several years, parents and families of Matthew Arnold School students who live in Kennington have seen a year-on-year increase in the cost of a bus pass. Given the extended closure of Botley Road, the next academic year is going to be particularly difficult.

Using the city centre route is proving to be lengthy and less safe for students – trying to get to Matthew Arnold School via 'public' buses from Kennington involves taking three buses and walking between bus stops across the city and the Botley Road closure. This journey takes more than an hour, compared to a 20-minute journey on the 35a bus. I would like to see consideration given to using monies from the congestion charge to subsidise this route for the period of the closure.

I have heard from other parents in Wootton and Marcham who also struggle with school buses. Whether it is a route that doesn't operate at convenient times, or the cost of school buses for post-GCSE students, using the congestion charge to invest in school buses will help families across my constituency cope with the ongoing cost of living crisis.

One further area for concern has been expressed by users of the Oxford Ice Rink. While the Botley Road is closed, there will be no way of reaching the Ice Rink without being charged. For those skaters who regularly train at the rink, for some people this can be up to 6 times a week, this will have a significant financial impact.

There is an opportunity here to use any monies from this scheme to enhance and improve our bus services, and I would particularly welcome that consideration be given to this.

## Lowland Rescue Operation



Lowland Rescue  
Oxfordshire

Registered charity 1186548

Working in Partnership:



### **Ref: Oxford temporary congestion charge for cars consultation**

#### **Introduction and Background**

My name is Kris Love, I am a resident of Oxfordshire, a member of Lowland Rescue Oxfordshire (OxSAR), specifically volunteering as Operations Officer with responsibility for overseeing the team's Search & Rescue operations and ensuring our capability to support those operations within central Oxford and the wider Oxfordshire County area. I wish to provide an Impact Statement on behalf of the Management Committee of OxSAR as part of the proposed scheme's consultation process.

#### **Team Composition and Capabilities**

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 resources 24/7, 365 days a year, supporting these agencies in high-risk, vulnerable missing person cases, as well as water rescue / flood response and resilience events.

At present, our team comprises of 100 volunteers representing various parts of the county, with a small percentage living within the proposed Oxford Permit area.

#### **Operational Readiness and Equipment**

Our volunteers are ready to mobilise at any hour—day or night—to assist emergency services in searching for missing persons. Due to the nature of our equipment carried, it is impractical to utilise public transport options for our deployments.

Our foot search teams carry personal medical supplies, search equipment, comms equipment, clothing, and essential equipment to sustain operations for up to six hours "in the field." Many of our members contribute to specialist search units, which require further equipment above the standard turn-out equipment.

Our specialist units include:

- K9 Search Dog handlers with dedicated vehicles fitted with cages, animal welfare provision & deployment support equipment
- Drone operators with enterprise-grade thermal and optical aerial systems with associated commercial PPE (fire extinguishers, signage, landing pads and large TV screens
- Water rescue teams equipped with dry suits, helmets, buoyancy aids and water rescue technical equipment such as rope bags, rigging hardware and inflatable rescue equipment

[www.OxSAR.org.uk](http://www.OxSAR.org.uk)  
@OxSAR



Lowland Rescue  
Oxfordshire

Registered charity 1186548

Working in Partnership:



- Medical teams carrying ambulance-grade response bags

This comprehensive equipment inventory is vital to the success of our search and rescue operation and cannot be transported via public transport.

### **Current Demand and Challenges**

In recent months, our deployment rates have increased significantly, with operations often extending over several days or weeks, particularly in water-related incidents such as drownings—both intentional and accidental—often influenced by river conditions. Many resources are dispatched from outside the Oxford permit zone.

Our volunteers are entirely unpaid; no members or charity trustees receive any remuneration for mileage, expenses, or equipment.

All funds received—through donations and grants—are dedicated solely to supporting our operations.

### **Impact of Proposed Charges**

While our members residing in the wider county area will be eligible for 25 daily trips into the city permit area under the proposed scheme, we anticipate this restriction will reduce our team's ability to participate fully in deployments and training.

It is unacceptable to expect volunteers—who dedicate their time and personal resources—to pay a £5 daily fee for operations they already undertake voluntarily at their cost.

Our team's efforts are provided free of charge to our stakeholders, and last year alone, the team spent approximately 37 days conducting live operations within the proposed Oxford temporary congestion charge area, not including the countless days spent training in the same locations to ensure we are familiar with the areas we are highly likely to be tasked to.

Should the congestion charge be introduced without suitable exemptions for volunteer response teams like ourselves, it could severely impair OxSAR's ability to support Thames Valley Police and our wider stakeholders.

Thames Valley Police rely heavily on our ability to deploy a large number of resources rapidly, which they could not replicate without our assistance. Without exemptions, this system risks undermining our ability to locate missing persons swiftly and return them safely.

### **Call for Consideration in the Consultation**

We strongly urge that organisations such as Lowland Rescue Oxfordshire are included within the scope of exemptions, like those that are proposed to be granted to; Community health and care workers or Firefighters.

[www.OxSAR.org.uk](http://www.OxSAR.org.uk)



@OxSAR



OxSAR.UK

## Meadowbrook College

Jacqui West/ Andrew Creese  
Headteacher/Chair of Governors  
Meadowbrook College  
Raymund Rd  
Oxford, OX3 0FS  
[jwest@meadowbrookcollege.org.uk](mailto:jwest@meadowbrookcollege.org.uk)  
[ajcreese@meadowbrookcollege.org.uk](mailto:ajcreese@meadowbrookcollege.org.uk)  
01865 253198

13 June 2025

Liz Leffman

c/o County Hall  
New Road  
Oxford  
OX1 1ND

Sean Gaul



**Email:** [liz.leffman@oxfordshire.gov.uk](mailto:liz.leffman@oxfordshire.gov.uk) **Bus. email:** [sean.gaul@oxfordshire.gov.uk](mailto:sean.gaul@oxfordshire.gov.uk)

Dear Councillor Leffman and Councillor Gaul,

**Subject: Concerns from Meadowbrook College Regarding Proposed £5 City Centre Access Charge**

I am writing on behalf of Meadowbrook College, to express our serious concerns about Oxfordshire County Council's proposal to introduce a temporary £5 charge for vehicles accessing the city centre via six main routes.

As a specialist school (alternative provider academy) working with vulnerable young people from across Oxfordshire, we fully support efforts to reduce congestion and improve air quality. However, this proposal—as currently framed—raises several pressing issues for our school community.

### 1. Impact on Staff:

Many of our staff travel from areas outside the city and would either face the financial burden of the charge or be forced onto alternative routes that are already heavily congested. This would significantly increase journey times, reduce staff punctuality, and contribute to greater stress and fatigue. A number of our staff also travel during the day to alternative sites and to work with children and young people in other schools and the community.

### 2. Disruption to Students:

Students, many of whom already face challenges with consistent attendance, will also be affected by longer journeys caused by displaced congestion on unmonitored roads. These delays undermine their routine, which is particularly critical for pupils with additional needs.

### 3. Recruitment and Retention Challenges:

At a time when it is already difficult to attract and retain skilled staff in education—especially in specialist settings—this additional cost and inconvenience could discourage prospective staff and destabilise our existing team.

We urge you to raise these concerns on our behalf and advocate for exemptions or additional support for schools like Meadowbrook College. We also ask that educational and social impacts be considered more fully in the policy's development.

Thank you for your ongoing support. We would welcome any opportunity to discuss this matter with you or to contribute to a wider consultation process.

Yours sincerely,

Jacqui West

Headteacher

Meadowbrook College

Andrew Creese

Chair of Governors

Cc: Annelise Dodds, Member of Parliament for Oxford East

Jacqui West

Meadowbrook College

Raymund Rd,

Oxford

OX3 0FS

22/07/25

Andrew Gant

Cabinet Member for Transport Oxford

Management

Oxfordshire County Council County Hall

New Road Oxford OX1 1ND

**Subject: Reply to your letter regarding the proposed temporary congestion charge for Oxford**

Dear Andrew,

Thank you for your comprehensive reply regarding the proposed temporary congestion charge for Oxford and for providing further details on the rationale and expected impacts. We appreciate you taking the time to address our concerns, particularly those related to school transport and the measures being considered to mitigate disruption.

While we understand and indeed share the ambition to reduce overall traffic levels and improve travel conditions within Oxford, our primary concern remains the potential for significant increases in journey times and exacerbated congestion on specific arterial routes.

Your letter highlights that the overall amount of traffic is expected to reduce across Oxford and that the impacts will be monitored very carefully. However, our worry is that this monitoring may primarily focus on the areas directly affected by the congestion charge points and traffic filters, potentially overlooking unintended consequences elsewhere.

We are particularly anxious about the impact on Marsh Lane and Headley way. While these roads may not be directly within the proposed charge zone, they are highly susceptible to becoming bypass routes for drivers seeking to avoid charges or traffic filters. An increase in traffic on Marsh Lane, for example, would not only lead to significant delays and increased journey times for local residents and essential services but also exacerbate existing congestion issues, making daily commutes more difficult and unpredictable.

Marsh Lane already experiences considerable traffic during peak hours, and any additional burden could severely impact accessibility for emergency vehicles, local businesses, and residents. This





increased congestion would also negatively affect air quality and pedestrian/cyclist safety in an area that is already sensitive.

Meadowbrook College works with some of the most vulnerable children and young people from across Oxfordshire. We are constantly working with OCC officers and RLT to find more localised solutions that avoid long journey times and retain children within their community. We are increasing our outreach provision in order to work in schools, however this does mean that staff need to travel around Oxfordshire from our bases. Whilst we acknowledge the benefits of introducing a "school street" on Raymund Rd, this is our only access route, staff and visiting support service worker cars would need to be exempt. Our children are also transported by SEN transport from across Oxfordshire to our site in Marston and would need access.

We urge the council to implement a broader, proactive monitoring strategy for the impact of traffic displacement, paying particular attention to routes like Marsh Lane. It is vital that the "lower traffic levels" you anticipate are truly city-wide and not merely a re-distribution of the problem to critical areas that cannot absorb additional capacity.

We believe that robust, specific plans for managing potential traffic increases and mitigating increased journey times on routes such as Marsh Lane should be a core component of the proposal, with clear metrics for intervention should adverse impacts occur.

Thank you again for your time and consideration. We look forward to seeing how these critical concerns will be addressed as the proposals move forward for Cabinet approval.

Yours sincerely

A handwritten signature in blue ink, appearing to read 'JC West', is positioned above the typed name.

JC West: Headteacher

## Oxford Brookes University



[ccharge@oxfordshire.gov.uk](mailto:ccharge@oxfordshire.gov.uk)

31 July 2025

### **Oxford Brookes University consultation response re: proposal for temporary Oxford congestion charge**

On behalf of Oxford Brookes University, I am writing to provide an institutional response to the temporary congestion charge consultation.

We understand the Council proposes to implement six congestion charge points which would be in the same locations (St Cross Road, Thames Street, Hythe Bridge Street, St Clements, Marston Ferry Road and Hollow Way) as those proposed for the delayed traffic filters trial.

The University notes the aim of the scheme is to reduce traffic, make bus journeys faster and more reliable, allow for new and improved bus routes, make walking and cycling safer, reduce local air pollution and improve the health and wellbeing of our communities. It is acknowledged this scheme is part of a range of transport policies the Council are implementing to reduce car travel in favour of sustainable travel methods.

At Oxford Brookes we continue to have a deep commitment to sustainability. This is demonstrated by the University's carbon reduction plan and our support for the city of Oxford's ambitions to be net zero by 2040.

In general, the University supports the aspiration to improve air quality, reduce single vehicle occupancy and promote sustainable and low-carbon methods of transport.

Given the wide range of services provided by Oxford Brookes, there are particular areas of the University's operations that we wish to raise as part of the consultation.

#### **Oxford Brookes staff and operational considerations**

- In the consultation documents, it is noted that "vans would be exempt from the temporary congestion charge, and there would be permits for both personal cars and business cars used as goods vehicles." The University would welcome confirmation that our operational vehicles for deliveries will be eligible for permits to service our campuses across Oxford, and clarification for the process for this.
- We know from previous University travel surveys that the majority of our staff live within Oxfordshire but, critically, outside of the ring road. The University seeks reassurance that the Council has given consideration to suburban and rural bus travel as part of this scheme so we can support both our staff and students to access campus sites sustainably, safely and securely from across Oxfordshire.
- It should also be noted that, due to high housing costs in the county, a significant number of staff travel to our Oxford campus sites from outside of Oxfordshire. While we have seen significant numbers of staff and students switching to sustainable travel options in recent years, for some travelling by car remains their only viable option. We would therefore ask the Council to consider the provision of day passes for those staff who live outside of Oxfordshire, but work at employer sites situated close to the proposed congestion charge locations.
- Oxford Brookes Nursery is based at our Clive Booth Student Village site in east Oxford and located close to proposed congestion charge locations. This is likely to affect staff working at the site. Given their roles help to support flexible working amongst staff, students and members of our community, we therefore ask if permits have been considered for these key workers.

[www.brookes.ac.uk](http://www.brookes.ac.uk)

- Conferences, events and external venue hire at Oxford Brookes bring visitors, businesses and community groups to our campuses, supporting the local economy. Additionally our sporting facilities which support health and wellbeing in the county, often require the use of cars for staffing, training and travel to competitive fixtures. It is important that any congestion charging scheme or further extension of the traffic filters pilot, does not inadvertently deter this activity, particularly where alternative public transport options may not be viable for activities requiring the transportation of equipment, or visitors from outside the county.

#### **Oxford Brookes student considerations**

- In the consultation documents, it is noted that "permits to travel for free through the congestion charge locations would be available for professional or voluntary community health and care workers and for non-professional carers." The University would welcome confirmation that this includes students who are working with NHS trusts, and other care providers, during placements as part of their studies.
- The University utilises a number of hall of residences sites (e.g. Parade Green, Paul Kent Hall and Crescent Hall which are all located on roads by Hollow Way) which help to reduce the numbers of students living outside of University accommodation. The University is mindful of the impact the congestion charges will have during arrivals and departures dates and particularly given that the Hollow Way proposals include Saturday hours of operation. We would therefore ask if the Council has considered whether alternative arrangements might be considered for the small number of arrival/departure dates in the year when friends and family members support students with moving in and out of their accommodation.
- Existing bus routes form an important part of the University's sustainable travel offer for the recruitment and retention of students and staff. It also provides a way to travel to Oxford in a sustainable, safe, and secure way. For the 2025/26 academic year, all staff and students will be offered subsidised CityZone bus passes to help ensure they can travel sustainably within the city. Three of the proposed congestion charge locations (Hollow Way, St Clements and Bridge Street) are either on or near the bus service routes which serve our accommodation and teaching sites. Furthermore, we are concerned for our students and staff who travel to our Marston Road campus as the proposed changes may impact them when accessing this site. We would welcome reassurance from the Council that the scheme will not have a detrimental effect on the bus services (i.e. on punctuality and frequency of the services on offer) and access for our students and staff to the Marston Road site.

We recognise that the Council are proposing a temporary congestion scheme ahead of a trial of the Traffic Filters scheme. We request that we actively work with you to ensure these proposals do not have a detrimental effect on the University's staff, student and visitor travel to campus, as has unfortunately been the case for bus services following the introduction of the LTNs.

We trust this response is helpful and look forward to receiving clarity on the points we have raised.

Yours sincerely,



**Brendan Casey**  
**Registrar & Chief Operating Officer**

**VICE – CHANCELLOR'S OFFICE**

Headington Campus  
Oxford OX3 0BP UK

## **Oxford Bus Company** (submitted within electronic survey response)

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 route.

At the current time, bus services in Oxford are subject to high levels of journey time volatility and delay caused by traffic congestion, the majority of which is caused by private cars. The congestion charge is expected to make a material impact on this congestion, allowing buses to offer faster and more reliable journey times.

This will make buses more attractive to prospective users, helping us to grow patronage, and also reduce operating costs which are primarily linked to vehicle and driver resources deployed. Speeding buses up, and making journey times more reliable means we need less time in the cycle, both to run journeys and as "recovery time" in between trips. Saving this time allows us to release resources which can be redeployed into providing additional services for the benefit of local residents. All of this will make the bus network financially stronger and will drive a virtuous circle of re-investment by operators in improved services and additional mileage. Both our company, and Stagecoach have committed to re-invest all resources saved by the congestion charge back into the Oxfordshire network in this way.

The congestion charge will also raise revenue from those who choose to continue to drive into Oxford. This will help make sustainable modes more competitive on price when compared with driving, and will also generate funding which can be ring-fenced for transport related improvements.

We would strongly suggest the introduction of free P&R bus travel for journeys heading into Oxford, as this could help to maximise the congestion reduction benefits of the scheme through encouraging car drivers to park at P&R sites rather than driving into the city centre - and in so doing, support improved journey times on bus services over a wide area.

The congestion charge will help to improve air quality in the city through a reduction in private car traffic. Road transport currently produces 32% of total NOX emissions in Oxford (as per a recent report by Ricardo), however buses produce just 4% of the total with a large reduction having been seen with the recent move to electric buses. However, car and van emissions remain stubbornly high and this is impacting public health through harmful air pollutants.

## Oxford City Council

### **OXFORD CITY COUNCIL RESPONSE TO THE PROPOSED TEMPORARY CONGESTION CHARGE CONSULTATION**

#### **1. THE CITY COUNCIL'S POSITION**

- 1.1. Oxford City Council formally expressed its opposition to the proposed Temporary Congestion Charge at its meeting on 14 July 2025. A central concern raised during the review was that the current proposal lacks the necessary detail, planning, and operational clarity to ensure successful implementation. In its present form and if pursued on an accelerated timeline, the scheme presents significant risks to service delivery, public access, and to the city's most vulnerable residents.
- 1.2. The Council is particularly concerned about the disproportionate impact the scheme would have on lower-income communities, the absence of clearly defined exemptions for essential services, and the lack of a robust plan to improve public transport alternatives. As currently proposed, the Council believes this charge represents a regressive form of taxation, placing the greatest financial burden on those least able to pay, including residents with limited mobility and inflexible work patterns who have fewer viable transport options.
- 1.3. However, it is important to emphasise that the Council does not oppose the principle of reducing congestion or emissions. Rather, the objection lies in the current design and readiness of the proposal. Many of the identified risks could be meaningfully mitigated through a well-developed, carefully considered plan that reflects Oxford's unique local needs, addresses equity concerns, and fills critical gaps in infrastructure, accessibility, and communication. Doing so would not only improve outcomes but also strengthen public confidence and support for any future measures.

## **2. SUMMARY OF KEY CONCERNS**

- 2.1. We believe the proposed Temporary Congestion Charge represents a form of regressive taxation that will disproportionately impact the most socially and economically excluded members of our community, including our housing tenants. Oxford is already considered one of the most unequal cities in the UK, with some areas ranking in the bottom 10% nationally for education, skills, and employment. Previous Joint Strategic Needs Assessment (JSNA) consultations have already highlighted the lack of sufficient transport links to the city centre. Introducing a charge in this context risks deepening existing socio-economic inequalities by placing a heavier burden on lower-income residents who often have limited mobility, inflexible work arrangements, and fewer viable alternatives to car travel. These individuals are far more likely to reduce their travel in response to the charge than wealthier households, thereby bearing a disproportionate share of the cost.
- 2.2. Moreover, the scheme functions as a barrier to essential access, particularly in and around the Central Permit Area. This area is not just a commuter zone; it is a lived-in and worked-in community dependent on regular access for housing support, care provision, maintenance contractors, and front-line services. The charge risks disrupting these services and negatively affecting operational viability. By making city access more difficult and costly, the scheme could significantly undermine service delivery, social inclusion, and economic stability, further marginalising those already at a disadvantage.
- 2.3. The scheme lacks sufficient investment in alternatives. Without more reliable off-peak public transport and an improved Park & Ride offer, particularly at night, car dependency will persist, and behavioural change will be limited.
- 2.4. The current exemption criteria are too narrow, potentially excluding unpaid carers and patients who require frequent emergency care, which is concerning given our tenants' needs to avoid both emergency care and social isolation.
- 2.5. While residents in the Central Permit Area will receive unlimited day passes and 50 annual visitor permits - and those in the wider Oxford Permit Area will receive 100 day passes - concerns remain about the practical implications for staff and visitor access.
- 2.6. Although permit allocations offer some mitigation, their limited flexibility may still affect tenants and visitors in areas such as Friars Wharf and St Ebbe's. This could restrict informal support from unpaid carers and limit proactive access by staff carrying out Oxford City Council's landlord functions, including tenancy management and sustainment. As a result,

tenants may face a range of issues, from delayed care interventions to increased risks of social isolation.

- 2.7. Unlike the proposed traffic filters, the Temporary Congestion Charge offers no way to access facilities such as the Ice Rink by car without incurring a charge. This lack of an exempt route could significantly reduce participation, particularly among families, young people, and those with mobility issues. It could also threaten the viability of the Ice Rink, local clubs, and other leisure centres in the city, with broader implications for public health, inclusion, and community wellbeing.
- 2.8. Small businesses, hospitality venues, and cultural institutions contribute significantly to Oxford's vibrant city centre. With the ongoing Botley Road closure already impacting access, it's especially important that the Temporary Congestion Charge supports continued footfall and accessibility. Westgate, as one of the city's key retail and leisure destinations, plays a crucial role in attracting visitors. Maintaining convenient access - particularly near key entry points such as the Westgate car park - will also help sustain the surrounding businesses that depend on this activity and ensure essential contractors and service providers can continue to operate smoothly.
- 2.9. The scheme risks operational disruption for frontline teams, including waste and street services that depend on early shifts before public transport is available, as well as housing support staff who are delivering a wide range of landlord services to tenants. Ice Rink staff and city-centre-based community and support services - such as Oxfordshire Family Solutions (OFS) and our in-person services at the library - also encounter significant access challenges, with serious consequences for both service delivery and staff retention.

### **3. IMPACTS ON THE PEOPLE OF OXFORD**

- 3.1. **Widening of Economic and Transport Inequality:** We believe this is a regressive tax. Oxford is already considered among the most unequal cities in the country, with some areas ranking in the most deprived 10% nationally for education, skills, and employment. A previous consultation carried out through the Joint Strategic Needs Assessment has revealed insufficient transport links between some of these areas and the city centre. The Temporary Congestion Charge may disproportionately affect lower-income workers, many of whom cannot work flexible hours or have remote options and face greater financial strain. Evidence from London<sup>1</sup> suggests that low-income households reduce their journeys into congestion zones by up to 25%, while higher-income households reduce theirs by only 2%. This

---

<sup>1</sup> [Craig-Balakrishnan-TRR2022.pdf](#)

highlights the regressive nature of congestion charging, with the poorest communities bearing the greatest burden.

- 3.2. **Permit Allocation for Tenants in Central Areas is Inadequate:** Housing Services currently owns and manages 109 council properties within the proposed Central Permit Area. Concerns have been raised regarding the disproportionate financial impact this scheme may have on vulnerable residents. Many of the individuals living in our housing stock are socially excluded and financially disadvantaged. For these households, the burden of a Temporary Congestion Charge would be far more severe and could further exacerbate existing inequalities. For example, a number of tenants rely heavily on informal care and support provided by family members who travel into the city centre. The introduction of the charge may deter these essential visits, reducing the wellbeing and independence of vulnerable individuals.
- 3.3. **Access to Oxford's Ice Rink:** The Oxford Ice Rink is a key regional facility serving a wide area far beyond the city that operates long, unsociable hours. Skaters and club members regularly travel from across Oxfordshire and neighbouring counties, with some journeys starting before 4 a.m. to reach early morning training sessions and others finishing sessions at 2:15am. Examples of these include early morning skate training and late-night University of Oxford sessions. The rink supports a broad range of users, from recreational skaters and figure skaters to multiple ice hockey clubs, including those training national-level athletes. Many sessions take place when public transport is limited or unavailable, making car travel essential, especially for ice hockey players, who often transport up to 40kg of kit. A recent survey found that 97% of club users travel to the rink by car. Introducing a congestion charge without exemptions risks reducing participation, undermining club viability, and potentially leading to the loss of experienced coaches. It may also affect the viability of leisure centres across the city, as the Ice Rink supports other facilities, including Barton and Leys Leisure Centres. Reducing access to the rink may therefore have wider consequences for community wellbeing and the sustainability of Oxford's leisure services as a whole. In order to assuage the impact of the proposed congestion charge, we ask that an exemption system be implemented for ice rink users with bulky equipment if the proposals are ratified.
- 3.4. **Additional Cost to Parking Fees When Alternative Modes of Transport are Less Reliable:** To support access to cultural and community activities in the city centre during the evening - when public transport is less frequent or reliable - we need to improve off-peak travel options. Doing so would encourage participation, reduce reliance on private cars, and help sustain these important organisations.



3.5. **Exemption Criteria for Vulnerable Groups Are Too Narrow:** Some of the proposed exemptions do not appear fully inclusive or equitable in practice.

- **Frequent Hospital Patients** – the exemption currently applies to individuals receiving regular planned treatment but excludes those who require frequent emergency care due to chronic health conditions. These patients may face significant recurring travel needs yet fall outside the defined exemption.
- **Unpaid Carers** – the proposed criteria do not clearly extend to those formally registered as unpaid carers with Oxfordshire County Council, Oxford University Hospitals NHS Foundation Trust or Oxford Health NHS Foundation Trust. As the draft exemption categories stand, some carers recognised under formal schemes may still be excluded. Further clarity and potential broadening of these categories are recommended to prevent unintended exclusion.

3.6. **Review Charging for Car Sharing:** Consideration should be given to car-sharing among workers which reduces overall traffic. The scheme should reassess how these are treated to ensure fairness.

#### 4. **ASSESSMENT OF THE ISSUES THE TEMPORARY CONGESTION CHARGE MAY CAUSE**

4.1. **Supporting City Centre Vitality and Access:** City centre businesses, including independent shops, hospitality venues, and cultural destinations, play a vital role in Oxford's economy and community life. Westgate Oxford, as a major retail and leisure hub, attracts thousands of visitors each week and supports a diverse mix of surrounding enterprises. The proposed Temporary Congestion Charge - particularly the charging location on Thames Street, directly adjacent to the main access point for the Westgate car park – may discourage shoppers and visitors, especially when combined with existing parking fees.

To sustain economic vibrancy, it is important that any temporary measures consider the need for accessible, convenient travel options, especially for those coming from outside the city or with mobility needs. Ensuring reliable and practical access helps maintain footfall and supports the ongoing success of retail, hospitality, and service-based businesses.

Many small and independent businesses also rely on regular contractor access and manageable operational costs. Measures that support predictable city access can help them remain competitive and resilient. As the city continues to experience the effects of the Botley Road closure, a balanced approach that supports economic activity while managing traffic will be key to maintaining a thriving and inclusive city centre. Reduced access risks undermining overall footfall, weakening the wider ecosystem of services, employment, and community life that depends on a thriving and accessible city centre.

- 4.2. **Concerns Over Deliveries:** In other cities, small businesses have raised ongoing concerns about the rising costs of deliveries and maintenance services linked to congestion and emissions charges. In Oxford, similar concerns have been raised, exemptions for event organisers, contractors, and delivery drivers accessing the permit zone in cars need to be clearly defined.
- 4.3. **Inadequate Public Transport for Shift Workers and Event Organisers:** Staff working late or early often face inadequate public transport, leaving driving as the only option. This affects several sectors, notably hospitality. Additional charges and restrictions could also deter new event organisers. Event planning is already challenged by limited parking and a reliance on Park & Ride.
- 4.4. **Need for Better Transport Alternatives:** Without significant investment in accessible, reliable, and affordable alternatives - such as improved Park & Ride and off-peak services - car dependency will persist. The scheme risks displacing rather than reducing traffic and emissions.
- 4.5. **Unintended Barrier to Rail Travel:** The permit-only zone could make the station less accessible by car. Many local rail users rely on being dropped off or picked up, and introducing a congestion charge may discourage this. As a result, the policy could unintentionally reduce the appeal of rail travel and shift more journeys to road, undermining its environmental aims.

## 5. THE IMPACT ON COUNCIL SERVICES

- 5.1. **Access Challenges for Council Staff in the Charging Zone:** Tenants living in Friars Wharf and St Ebbe's fall within the Central Permit Area. Residents of the Central Permit Area are eligible for unlimited day passes for their own use and 50 visitor passes per year. While this provides a level of mitigation, some households - particularly those with multiple vehicles or frequent visitors - may still find the allocation restrictive. Similarly, the 100 day passes available annually to residents in the wider Oxford Permit Area may be sufficient for many but could limit flexibility for certain groups with higher travel demands. The greater concern is for housing support staff who regularly visit tenants using pool cars or personal vehicles. There is still uncertainty about how they will travel effectively under the scheme. It is vital that housing services staff are clearly included among the exempt groups, such as community health and care workers, when performing operational duties.
- 5.2. **Safety Risks for Staff and Ice Rink Users During Unsociable Hours:** There are safety considerations for users and staff of the Ice Rink who travel during unsociable hours, with limited public transport options and increased risks associated with longer walking distances.

5.3. **Call for Exemptions for Essential Operational Vehicle Use:** Individuals who are required to use a vehicle for work-related purposes - beyond commuting - should be considered for exemption. Given the already limited and costly parking options in Oxford, imposing additional charges risks creating further barriers for essential workers.

5.4. **Risk of Reducing Formal & Informal Support Services:** Housing Services work closely with external support agencies such as Connections and similar partners. It is unclear whether these agencies will be exempt from the charge. Should they be subject to additional costs, there is a real risk that both formal and informal support services will be reduced or withdrawn due to financial constraints.

## 6. OTHER COMMENTS & CONSIDERATIONS

6.1. **Tourist Coaches Contribute to Congestion but are Exempt:** The current routing and volume of tourist coaches - entering via Abingdon Road and circulating to St Giles for passenger drop-off and pick-up - significantly contribute to congestion in already pressured areas. Coaches frequently park in large numbers along St Giles, Beaumont Street, Oxpens Road, St Aldates, and Speedwell Street, with up to 22 observed in the city at one time. While the current proposals suggest that these vehicles may remain exempt from the charge, this exemption raises concern given their substantial impact on traffic flow. It is recommended that Oxfordshire County Council review and manage tourist coach access and parking as part of a broader strategy to reduce congestion and improve city centre accessibility.

6.2. **Enhance Park & Ride to Support Modal Shift:** Investment is needed to improve Park & Ride affordability, frequency, and experience to reduce car dependency, particularly to support the night-time economy. For example, the last bus for Redbridge Park and Ride is at 23.15 <https://www.oxfordbus.co.uk/services/OXBC/300>

## 7. LESSONS LEARNT FROM ELSEWHERE

7.1. **Administrative and Enforcement Burdens:** Managing exemptions, appeals, and permits is complex and resource intensive. This has led to dissatisfaction in other schemes and must be carefully planned for.

7.2. **Risk of Central Permit Area Expansion Over Time:** There are concerns the zone may expand, increasing financial pressure on residents and workers just outside the initial boundaries. The charge should not extend beyond the period of the Botley Road closure and should not be implemented concurrently with the traffic filters trial.

## Oxford Health



1 August 2025

[ccharge@oxfordshire.gov.uk](mailto:ccharge@oxfordshire.gov.uk)

Oxfordshire County Council

Dear Oxfordshire County Council

**Estates and Facilities Department**  
Littlemore Mental Health Centre  
14 Morrell Crescent  
Sandford Road  
OXFORD  
OX4 4XN

Web: [www.oxfordhealth.nhs.uk](http://www.oxfordhealth.nhs.uk)

**Re: Oxford temporary congestion charge for cars**

We are writing on behalf of the Oxford Health NHS Foundation Trust regarding the proposed introduction of Oxford temporary congestion charge for cars and the subsequent impact it may have on our staff.

Firstly, we would like to express our support for the goals of the proposal in reducing air pollution, reducing traffic and making bus journeys faster. As an NHS organisation committed to promoting health and wellbeing, we recognise the importance of reducing carbon emissions and improving air quality in Oxford. Cleaner air contributes significantly to the overall health of our community and aligns with one of our four strategic objectives in reducing our environmental impact.

However, we have some concerns regarding the implementation of the Congestion charge and its potential effects on our staff. Many of our employees rely on personal vehicles to commute to and from work.

The introduction of the Congestion charge may impose additional financial burdens on them. This could potentially lead to difficulties in staff retention and recruitment, as well as impact the morale and daily routines of our dedicated workforce.

We kindly request that the council consider the following measures to mitigate these challenges:

- **Exemptions:** Issue permits for those who need to use vehicles for work purposes, for unrestricted access through congestion charge locations, covering both commuting and work-related trips.
- **Improved Public Transport:** Ensure staff have access to reliable, affordable public transport as an alternative to personal vehicles.

We are eager to collaborate with the council to find solutions that balance environmental goals with the practical needs of our healthcare workers. We believe that with thoughtful planning and cooperation, we can achieve the shared objective of a healthier, cleaner Oxford without compromising the wellbeing of those who serve our community.

Thank you for your attention to this matter. We look forward to your response and to working together for the benefit of Oxford's residents and the environment.

Yours sincerely

A handwritten signature in black ink, appearing to read 'J Philpot', written over a light blue horizontal line.

Jeremy Philpot  
Director of Estates and Facilities.  
On behalf of Oxford Health NHS Foundation Trust

## Oxford Pedestrians Association

OxPA submission on Oxfordshire County Council congestion charge proposals

### Who are OxPA?

Oxford Pedestrians Association OXPA was established in 1995 to represent and speak up for the rights of all those who use public space (such as roads, streets and urban paths) to walk or wheel in Oxford. We have a large membership and regularly meet to review and critique Council and planning proposals. We undertook a review of the Council congestion charging proposals.

### What is OxPA's view?

OxPA wholeheartedly welcomes the congestion charging proposals. Over the years, there have been many measures introduced to solve Oxford's traffic problems – for example: restricting cars from Cornmarket and Queen Street in the 1970s and along High Street in 1990s. We face the same urgent need now. Something must be done now to address the growing traffic congestion, danger and air pollution.

### What are the benefits for walking and wheeling?

Walking and wheeling will be some of the biggest beneficiaries of reduced traffic and reduced traffic queues

- Air pollution, made worse by stationary traffic, will reduce across Oxford, particularly on some of the busiest streets. Air pollution affects everyone and can kill older people in poor health and damage children's lungs
- Many of our busiest streets, where lots of people walk daily, will feel much more attractive with less noise, less traffic intrusion and safer crossings
- Many of our members also catch buses, which will operate on time and more frequently

### Support for LTCP objectives

We believe that the Cabinet should approve the congestion charging proposals as they support and are endorsed by the adopted Local Transport and Connectivity Plan (LTCP), adopted by the Council in 2022.

**LTCP Vision:** "Our plan sets out to achieve this by reducing the need to travel and private car use through making walking, cycling, public and shared transport the natural first choice."

- Reduce the proportion of journeys made by private car by making the use of public transport, walking and cycling more attractive
- Improve public health and wellbeing by increasing levels of walking and cycling, reducing transport emissions, reducing casualties and enabling inclusive access to jobs, education, training and services

### Future funding

Once the proposals are implemented, the Council will also have much more money to spend on transport in Oxford. Additionally concerns about motor traffic capacity at junctions should have less weight in future assessment and proposals. However, the Council has only advertised improvements to bus services. Whilst we support bus service improvements, we also believe that the Council needs to think holistically and identify and fund urgently needed improvements to the walking network in line with its LTCP policies and transport user hierarchy.

OxPA endorses the 3 key LTCP policies: Policy 1 identifies walking as the main priority and that the walking network will be developed in conjunction with stakeholders. Policy 2 states developing a comprehensive walking network is key. Policy 3 sets out the comprehensive network will be developed in line with the LCWIP, with an emphasis on improving pedestrian corridors along the strategic routes

along with crossings of the main road on desire lines. Oxford LCWIP sets out a comprehensive walking and cycling network map.

***“Policy 1 – We will develop, assess and prioritise transport schemes, development proposals and policies according to the following transport user hierarchy: (first) • Walking and wheeling (including running, mobility aids, wheelchairs and mobility scooters)***

*The transport user hierarchy will ensure that **future schemes** consider walking, cycling, public and shared transport before the private car.*

*In order to support this hierarchy and prioritise walking and cycling we will create plans for safe and accessible infrastructure across the county. **Comprehensive cycle and walking networks are fundamental to successfully increasing their usage.***

*When developing these networks cycling, walking, disability and environmental groups will be key partners. These groups can help to identify new routes, suggest improvements, critique designs and publicise surveys and new routes”.*

***Policy 2 – We will: a. Develop comprehensive walking and cycling networks that are inclusive and attractive to the preferences and abilities of all residents in all towns. Work closely with stakeholders using co-production methods when developing and improving cycle and walking networks from inception to delivery.***

***Policy 3 – We will: Implement local cycling and walking networks in line with LCWIP proposals as funding opportunities arise to achieve a step change in the use of cycling and walking in line with local and national targets.***

*LCWIPs enable a long-term approach to prioritising interventions, with the aim of developing coherent, safe and attractive networks for walking and cycling.*

- *LTCP Quality Pedestrian Corridors (QPCs) aim to provide continuous level footways from start to finish on the core most important strategic walking routes. In QPCs, footways and priority for people walking is extended across all side roads by side road entry treatments (SRETs)*
- *Good quality and convenient crossings of main roads on desire lines and at junctions are another crucial element of creating a walking network.*

### **Funding priorities:**

OxPA is currently reviewing and updating its core manifesto “A More Walkable Oxford”. OxPA will also be consulting with its members this autumn to identify a list of priority measures to be funded by congestion charge and other revenues and implemented over the next 2 years in line with LTCP, ATS and LCWIP proposals.

For instance, we understand that the bus operators and Council officers have opposed essential crossings on desire lines. Once the real cause of bus delay – traffic congestion caused by too much private motorised traffic, has been ameliorated by the congestion charge, we expect the Council to speed up implementation of crossings and other pedestrian improvements in line with adopted policies. We look forward to working with the Council to agree on a prioritisation and design of future proposals to be funded by congestion charge revenues.

**Sushila Dhall Chair of OxPA**

## Oxford University Hospitals

OUH response to congestion charge consultation



Sykes, Caroline (RTH) OUH <Caroline.Sykes@ouh.nhs.uk>  
To: C Charge

Reply Reply All Forward ...

Fri 01/08/2025 15:52

**CAUTION:** This email originated from outside of the organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe.

I am writing to respond to the Oxford temporary congestion charge consultation. The Trust were advised of the proposed scheme on the 9<sup>th</sup> June 2025.

My response is in addition to the two events of 8<sup>th</sup> & 16<sup>th</sup> July where your officers outlined the proposed Congestion Charge scheme to 1,400 members of staff including colleagues from Oxford Health and local GP Practices.<sup>[1]</sup>

Two of the six congestion charge points (Marston Ferry Road and Hollow Way) are close to our three Headington sites and we ask you, therefore, to consider the impacts to our patients, visitors and staff as outlined below.

Your proposals are that the two congestion points closest to our sites would require car drivers to pay £5 per day to pass through between 7am and 9am and the 3pm and 6pm Monday to Saturday. We acknowledged that there are both alternative routes to our sites that would not pass a congestion charge point and Blue Badge holders will be unaffected.

We request consideration of our operational timings and shift patterns as all are impacted by the charge point timings.<sup>[2]</sup>

Patients and their Visitors travel to our sites from all over the country. Attending a hospital appointment can be stressful. We request clear signage at all points approaching the city and Satellite Navigation systems to advise patients of congestion charge points. We note that our patients who attend our sites regularly for treatment can apply for a permit to pass through charge points free for no cost. We are pleased to see that carers (including unpaid) can get permits. We request that this information is readily available for patients noting that not all patients are either digitally literate or have access to the internet.

1,113 of our staff used their car for work purposes last financial year. Our staff need to travel across Oxford to deliver clinical care. Staff such as IT and Security personnel may need to visit a site urgently and drive through a charge point. We acknowledge that you have widened the permit criteria to include these disciplines.

Half of our staff drive to work. The average staff commute is 14 miles and takes 41 minutes each way. Due to high house prices locally many of our staff live beyond the ring road. If the scheme is passed, we request that you make the permit application process simple so staff can focus on patient care. Additionally viable alternative routes must be kept free-flowing and traffic modelling data fully shared.

Should the scheme be approved please consider funding the following initiatives:

- 1) Direct, non-stopping, express buses from Park & Rides (P&R) to our Headington sites.
- 2) Reduced or free parking at P&R sites.
- 3) Direct, non-stop, express buses from the Market Towns such as Banbury (including stopping at the Horton) and Abingdon to the Headington Sites.
- 4) Direct routes from other P&R sites such as at Bicester, direct to Headington.
- 5) Clear wayfinding/signage at P&R sites. Patients unfamiliar with the city may not know that there are two healthcare Trusts and multiple hospitals, (NHS and Private).

Our staff that travel to work by walking, cycling, or bus, reduced congestion on roads around our site and improved reliable and frequent bus journeys would enhance and shorten their commute.

Please note we have tenants on site including NHS Blood & Transplant, Oxford Health NHS and on-site staff nursery and assume our tenants will provide their own response to the consultation.

The cost-of-living crisis has had a significant impact on our staff. Any additional financial burden (such as £5 daily Congestion Charge) will be detrimental.

The Trust understands that your expected output of the scheme is better air quality around the charging points and more reliable and improved bus times to encourage a shift towards public transport use into the city, where practicable, for staff. The OUH commuting carbon footprint is 21,000 tonnes of CO<sub>2</sub>e and our target is for this to be net zero by 2045 as enshrined in the Health and Care Act 2022.

Please note our above comments when considering approval of this scheme.

<sup>[1]</sup> Questions posed to the presenters have been forwarded as part of the consultation response.

<sup>2</sup> We request that Visitors attend site in daylight hours and to be respectful of 10pm bedtimes. Please note in winter months daylight hours correlate to the congestion charge timings.

Clinical and Nursing Staff arrive on site from 7.30 for an 8am to 8pm/8pm to 8am shift.

Outpatient staff will arrive from 7.30 onwards with main shift times being 8am – 4pm and 8am – 5pm

Theatre staff shifts are 8am-6pm, 8am-9pm and 8.30am-8 pm.

Patients will arrive on site for appointments which start at 8am.

Our onsite child nursery is 7am- 6.30pm Monday to Friday

Office-based staff will arrive at site from 7am

Estates staffs shift patterns are 6am-2pm, 2pm-10 pm and 10pm-6am.

Thank you

Simon Crowther  
Acting Chief Executive Officer

Oxford University Hospitals NHS Foundation Trust  
John Radcliffe Hospital  
Trust Headquarters, Level 3 Academic Centre  
Headley Way  
Oxford OX3 9DU

### **Oxford University Press** (submitted within electronic survey response)

1. As a large employer in the city, we are concerned about both our employees and the community of which we are a part.
2. Under this scheme, traffic will not be diminished but rather will be rerouted to the northern accesses to the city centre i.e., Banbury Road and Woodstock Road, creating bottlenecks, leading to longer journey times and more pollution in these areas, as well as an overall increase in greenhouse gas emissions due to longer journey times and congestion
3. We foresee a detrimental impact on our ability to recruit and retain a diverse workforce, 73% of our employees live outside the central Oxford (OX1-4) area and these changes will impact their ability to travel to work. They make central Oxford a less attractive location for potential new hires.
4. Our approach to hybrid working has enabled us to recruit from further afield, and we want these employees to be able to attend the office quickly and easily.
5. The cost of the daily charge would also have a negative impact on people's willingness and ability to commute to Oxford, therefore potentially having a negative impact on the productivity of the business.

1. the need to vastly improve public transport provision, including the need for significant investment in the bus, Park& Ride and the rail networks are required in advance of introducing congestion charging.
  2. The likelihood of the scheme pushing traffic onto other roads and creating greater congestion is likely to increase pollution in other areas as well as increase overall greenhouse gas emissions
  3. In addition, the congestion charges should not be introduced until there has been a significant increase in capacity at the Park and Ride sites and on all major train and bus routes.
- While we fully support the desire to make Oxford a greener city, as we also strive to become a greener business, we would like to make clear in the strongest terms that we believe that these specific proposals will have a detrimental impact on our business and the businesses in the surrounding area. They are unlikely to have a net positive impact on the environment or make Oxford a better place to live and work.

### **Oxfordshire Liveable Streets** (submitted within electronic survey response)

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.

At Oxfordshire Liveable Streets, our vision is for an Oxford where everyone, whether they drive or not, can get around easily, affordably, and safely. A city where buses are fast and reliable, the air is clean, and our streets are welcoming for children, families, workers, and visitors.

We welcome the County Council's proposal for a temporary congestion charge. Right now, with Botley Road closed, some of Oxford's roads are quite often gridlocked, noisy, overheated, and choked with fumes. It's not good for anyone whether on wheels, on foot, or trying to run a business in town. We urgently need bold decongestion measures that make Oxford work better for everyone. Doing nothing is not an option.

We support the temporary congestion charge because it helps deliver:

- 1) Better Journeys: Faster, more reliable journeys for those who genuinely need to drive, better and more dependable buses and taxis for everyone else, and safer roads and crossings for pedestrians and cyclists.
- 2) 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 apply primarily to those with the capacity to choose alternatives.
- 3) 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.

4) Health and Wellbeing: Less traffic means cleaner air, safer streets, and more space to move, play, do business, and connect.

Oxfordshire Liveable Streets Strongly Support:

1) Weight-based charging: Larger, heavier vehicles are more polluting, more dangerous to other road users, and take up more space on our streets. They also cause more wear and tear on road infrastructure. A weight-based charge is fairer — those most able to pay more, do.

2) Using revenue to support cheaper fares, more routes, and more reliable service: This is a critical equity measure. Revenue from the charge can make buses more affordable, more available, and more dependable — especially for those who rely on them most. Reinvesting in reduced fares, expanded routes, and better reliability helps level the playing field and ensures fairer access to our city.

3) Stronger incentives to switch: The charge needs to be a real incentive to shift modes — especially when the alternative (a day bus ticket or park & ride for two people) already costs more. A higher charge makes the choice to switch easier, more attractive, and more equitable.

4) Implementing recommendations from Oxford's Citizens' Assembly: The Citizens' Assembly, made up of residents from all walks of life, overwhelmingly supported bold action to improve transport and reduce car dominance. 88% backed the creation of a car-free city centre, and 88% supported dedicating roads to buses, emergency vehicles, taxis, Blue Badge holders and cyclists. Their support reflects what happens when everyday people are given time, space, and good information to reflect: they choose bold, fair, future-focused change.

This is about more than traffic. Decongestion is a necessary step in creating the conditions for a more inclusive, connected, and climate-resilient Oxford. While it may feel like a “stick,” it's actually how we clear space for the “carrot”: reliable buses, safer cycling, more equitable access to the city. If we're serious about a future-fit Oxford, then we need to back the tools that make that future possible — starting now.

## Oxfordshire Mental Health Partnership



31/07/2025

Dear Oxfordshire County Council,

### **RE: Response to OCC Consultation on Congestion Charging – Exemption Request for VCSE Health and Social Care Workers**

We are writing on behalf of voluntary sector organisations delivering frontline health and social care services across Oxfordshire. This includes members of the Oxfordshire Mental Health Partnership and organisations commissioned through the Oxfordshire Homeless Alliance. Our teams support some of the most vulnerable adults and young people in the county people experiencing homelessness, mental health difficulties, and those in recovery.

All of our services are directly commissioned by either the NHS or local authorities to carry out essential care and support duties.

We are responding to the current consultation on congestion charging proposals to request that the exemption currently applied to NHS health and social care workers also be extended to VCSE staff delivering the same functions and our residence.

As recognised in the previous consultation on traffic filters, voluntary sector staff delivering frontline care also qualify for exemption due to the nature of their work.

Our organisations employ staff who:

- Provide intensive, face-to-face mental health and housing support across multiple locations
- Visit people in supported housing and in the community, often at short notice
- Respond to crises requiring urgent, in-person intervention
- Work irregular hours and travel across the county, including evenings and weekends

These journeys cannot always be done by bike, bus, or on foot. Driving is often the only practical and safe option, especially when supporting people in crisis or moving between multiple appointments in different locations.

If exemptions are not extended to VCSE staff, there will be significant implications for how services are delivered. Travel delays and increased costs would reduce the efficiency and reach of our frontline support, with staff spending more time travelling and less time supporting people. This would reduce the value for money we offer to commissioners and may mean fewer people receive the support they need.

It is also worth noting that any charges incurred by our organisations would likely need to be passed back to commissioners creating an inefficient funding loop where public money circulates between OCC, health bodies, and frontline providers.

The additional administrative and financial burden would also add to the existing pressures on staff recruitment and retention in our sector. This is already a challenging area of work, and additional hurdles could make roles harder to fill or sustain.

We also want to highlight that our concerns are not only about our staff. Service users themselves may also be affected by reduced face-to-face support and greater difficulty accessing services. For many people we support, practical barriers already exist this could become another blocker to accessing the support they need.

We understand and support the need to reduce congestion and environmental impact across Oxfordshire. But support journeys carried out by VCSE workers are essential, not optional. Our request is simple: staff commissioned to deliver vital services on behalf of the health and care system should be treated equally, regardless of whether they are employed by the NHS, local authority or voluntary sector.

We would welcome further discussion and are happy to provide any supporting information needed to progress this request.

Kind regards,

**Nicola Leavesley, CEO of Response and Chair of the Oxfordshire Mental Health**

**Partnership**

**Jess Willsher, CEO of Oxfordshire Mind**

**Sean Garden, Interim CEO of Restore**

**Andrew Grillo, CEO of Elmore**

**Chris Keating, CEO of Connection Support**

**Nicci Marzec, CEO of Aspire**

## Oxon4Buses



Brenda Boardman <brenda.boardman@ouce.ox.ac.uk>  
To: C Charge

Reply Reply All Forward ...

Tue 15/07/2025 12:44

Follow up. Completed on 15 July 2025.  
You replied to this message on 15/07/2025 13:38.  
If there are problems with how this message is displayed, click here to view it in a web browser.

You don't often get email from [brenda.boardman@ouce.ox.ac.uk](mailto:brenda.boardman@ouce.ox.ac.uk). [Learn why this is important](#)

**CAUTION:** This email originated from outside of the organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe.

Dear Members of Oxfordshire County Council Cabinet,

Oxon4Buses join the growing wave of support for the proposed temporary congestion charge. We see this as an essential step towards providing a faster, more reliable bus service. This is important because buses, as the main public transport system, are essential to so many in our City, especially those who on a low income, disabled or with poor health, including the 31% of households in Oxford who do not own a car.

When we prioritise buses, we are creating a cleaner, calmer transport system that works better for everyone. So we request that Cabinet introduces this congestion charge as part of a broader transformation with fairness and social justice at its heart.

Yours sincerely,  
Brenda Boardman  
Chair, Oxon4Buses  
Championing the interests of bus users in Oxfordshire  
[Oxon4Buses - Low Carbon Oxford North](#)

## Planning Oxfordshire's Environment and Transport Sustainably (POETS)

### Oxford temporary congestion charge for cars

#### Consultation response, by Planning Oxfordshire's Environment and Transport Sustainably (POETS)

July 2025

POETS (Planning Oxfordshire's Environment and Transport Sustainably) is a group of senior planning, environment and transport professionals and academics focussed primarily on planning and transport in Oxfordshire.

For more information go to [www.poetsplanningoxon.uk](http://www.poetsplanningoxon.uk)

#### **Oxford – Proposed Temporary Congestion Charge**

1. POETS strongly supports the county council's objective of reducing traffic in Oxford and previously gave its broad support to the proposed traffic filter trial.
2. We recognise the reasons why introduction of the trial has had to be deferred and there is clearly a risk that the target date of reopening Botley Road at the rail station by August 2026, might slip again. Under these circumstances we believe the council is right to consider what other measures might be introduced in the interim to reduce congestion in the city and improve the reliability and effectiveness of bus services. In particular it would provide some welcome relief to the Abingdon Road corridor which has suffered horrendously while the Botley Road has been closed.
3. Introduction of a congestion charge would clearly reduce traffic levels to a degree related to the level of the charge made, the hours of operation and which vehicles are liable to the charge
4. The proposed charging locations are clearly not ideal for a congestion charge scheme to be fully effective, and we are also concerned at the scale and complexity of the exemptions proposed. Given the circumstances, however, with a view to both evaluating its impact while hopefully making a significant contribution to improving traffic conditions in the city, POETS **supports** the principle of an experiment, subject to the following;
  - i) a comprehensive publicity campaign should be launched to explain the purpose of the scheme and ensure road users fully understand how it will operate;
  - ii) financial incentives to encourage use local buses and park & ride services should be introduced simultaneously;
  - iii) consideration should be made of the potential to simultaneously introduce new and/or additional bus services

## Residents' group (Woodstock Road)

02 August 2025

By email to: Cllr Andrew Gant [Andrew.Gant@Oxfordshire.gov.uk](mailto:Andrew.Gant@Oxfordshire.gov.uk)

CC: [layla.moran.mp@parliament.uk](mailto:layla.moran.mp@parliament.uk); [ccharge@oxfordshire.gov.uk](mailto:ccharge@oxfordshire.gov.uk);

### **Temporary Congestion Charge Scheme for Cars: Impacts on Woodstock Road**

I write again on behalf of residents to raise concerns about the disproportionate impact of Oxfordshire County Council's latest transport proposal—the “Temporary Congestion Charge Scheme” (CCS)—on the Woodstock Road.

We were assured that no such scheme would be introduced before the reopening of Botley Road, a position publicly held during the local elections. Yet, despite this, the CCS is now set to proceed while Botley Road remains closed. Once again, the Woodstock Road is being made to bear the burden of the schemes adverse impacts, whilst already absorbing displaced traffic from Botley and continuing to suffer from a deeply unpopular and flawed bus lane reversal.

### **Disproportionate Harm: Traffic and Air Quality**

The Ricardo report (Air Quality Technical Note, Issue 4, 13 June 2025) [\[LINK\]](#) shows that roads already suffering from high congestion and pollution—such as the Woodstock Road—will be hit hardest by the scheme. By contrast, with the exception of St Clements, roads expected to benefit from the largest traffic reduction are less polluted or have better air quality,

TF6 (306 Woodstock Road) is forecast to see a 17% increase in Annual Average Daily Traffic—an additional 1,217 vehicles per day, **or over 444,000 per year.**

Nitrogen dioxide (NO<sub>2</sub>) levels are projected to rise by up to 1.5 µg/m<sup>3</sup> at TF6, TF8 (191 Woodstock Road), and TF83 (A44/Woodstock Road). Crucially, these projections **do not account** for slower traffic speeds caused by increased congestion, meaning actual NO<sub>2</sub> and NO<sub>x</sub> levels on already highly congested roads like ours will likely exceed those reported—as the authors themselves acknowledge (*page 1, para. 2.2, Limitations*).

As this impact is not modelled, you cannot say that limits at sites like the Woodstock Road/A44 Roundabout, Brasenose farm and Olivier Road will not be forced above legal limits and or local targets as a result of the Congestion Charge Scheme.

### **Disproportionate Impacts on Residential Roads**

The data indicates that the proposal's most positive effects will be felt on predominantly non-residential, commercially dominated roads—such as St Clement's, Hythe Bridge, and Worcester Street. In contrast, the greatest negative impacts on traffic fall on residential areas, including all three monitored sites along Woodstock Road.

Links: [Ricardo report \(Air Quality Technical Note, Issue 4, 13 June 2025\)](#)

We ask Oxfordshire County Council to clarify:

- On what basis has it concluded that the benefits to town centre roads outweigh the harms to residential streets with comparable—or higher—average daily traffic (AADT) and levels of air pollution (NO<sub>2</sub>/NO<sub>x</sub>)?
- How was the impact assessment adjusted to reflect population distribution, age profile, age-related health risks, and duration of exposure to pollutants at the modelled concentrations for each location?

### **Disproportionate Impact on School Routes**

The Woodstock Road and its adjoining streets host one of Oxford's highest concentrations of primary and secondary schools, both state and independent. School-aged children are especially vulnerable to air pollution and are highly exposed during peak hours, particularly the morning rush.

Many local authorities recognise this risk and carry out dedicated air quality monitoring around schools. For example, the London Borough of Richmond conducts 24-hour air quality monitoring outside all state schools and at approximately 25 independent schools each year. [\[LINK: Borough of Richmond – Schools Air Quality\]](#)

In contrast, we have seen no evidence that Oxfordshire County Council has conducted similar air quality monitoring at affected schools, or assessed long-term health risks to children in areas most adversely affected by this scheme—despite well-established links between air pollution and serious respiratory, developmental, and cognitive harm.

Given OCC's dual role as both education and transport authority, we ask: how can it justify introducing a scheme that increases traffic and air pollution on school routes without monitoring or mitigating its health (and road safety) impacts on children? We doubt this is consistent with various obligations as set out in S.508A (1) (c) of the Education Act 1996.

We request that Oxfordshire County Council clarify the following:

- What air quality monitoring has been carried out specifically outside schools located on, or near, roads forecast to be detrimentally impacted by the scheme?
- What health impact assessments have been conducted regarding the effect of increased pollution on children attending or travelling to schools on these routes?
- What measurements of Particulate Matter (PM) have been taken directly outside these schools, and what modelling has been done to forecast how the scheme will affect PM levels?
- What engagement has taken place with school leadership on or near adversely affected routes to discuss potential mitigation measures?
- How have air quality and health impacts on these schools been factored into the scheme's cost-benefit analysis and legal justification?

### **Disclosure Concerns – Detrimental Impacts and Data Presentation**

*The Steer Group Modelling and Income Forecasting Report* [\[LINK\]](#) and other scheme documents commissioned by OCC appear to downplay or omit key detrimental impacts in both data presentation and conclusions. For instance, the main traffic modelling report refers to the Woodstock Road only indirectly—grouping it under vague terms like "radial roads" or categorising TF8 as part of the "city centre" zone.

---

Links: [Borough of Richmond – Schools Air Quality](#);  
[Steer Group Modelling and Income Forecasting Report](#)

This method of presentation effectively obscures the specific harms faced by some of the most adversely affected roads. Whether intentional or not, such framing introduces a serious bias that undermines the objectivity and transparency of the process. If this approach reflects a deliberate effort to obscure inconvenient evidence, the implications would be even more serious.

We therefore ask OCC to clarify:

- How does it justify the way data and conclusions have been presented in the report—specifically, the lack of clear disclosure on the most severely impacted roads?
- Does it accept that the report may be materially misleading, given its failure to present negative impacts and its promotion of an overly positive overall assessment?
- What role did OCC officers and elected members play in influencing the content or framing of the final report?
- Will OCC comply with Freedom of Information (Fol) requests relating to communications between the Council and report authors concerning data presentation and findings?

#### **Disclosure Concerns - ZEBRA Funding Application 2022**

It is apparent that the CCS is designed, in large part, to meet bus productivity requirements of the Zero Emission Bus Regional Areas (ZEBRA) funding agreement reached in 2022. Relevant cabinet papers are clear that funding totalling over £80 million pounds was conditional on implementation of the Traffic Filters Scheme (TFS) or other "**bus priority**" policies design to achieve the same.

[\[LINK\]](#)

*"ZEBRA Scheme Funding Arrangements"*

**4.** *Bus operators' participation in the ZEBRA project is conditional on the county council committing to measures to increase bus productivity in the city by at least 10%. The proposed trial traffic filters in Oxford will account for over half of this productivity improvement, so operators' participation in ZEBRA – at the current time and its current form – is in effect conditional on the trial traffic filters proceeding. If a decision is made not to proceed with the trial traffic filters, the ZEBRA project will not progress in its present form and the current funding CA9 agreement will have to be terminated..*

**18. ....** *There is a risk that the operators could seek to recover from the county council some or all of the investment they are making themselves to deliver ZEBRA if the 10% is not achieved. If the proposed measures do not deliver a minimum 10% productivity improvement, the county council will commit to working with bus operators to identify and implement additional measures to achieve the 10% improvement.*

**44.** *As set out in Oxfordshire County Council's application to the DfT the bus operators' commitment to this project is dependent upon the approval of additional traffic filters (set to go to Cabinet on 29th November 2022) and approval of measures described in the Enhanced Partnership to ensure a minimum of 10% improvement in bus productivity.*

The CCS proposal is the latest attempt to meet these obligations to avoid financial liability. However, the Equality and Climate Impact Assessment submitted for the ZEBRA application made the following categorical statements:

Links: [ZEBRA Scheme Funding Arrangements](#)

[\[LINK\]](#)

*"ZEBRA Equality and Climate Impact Assessment"*

*Children living in the area will experience lower levels of air pollution. A number of primary and secondary schools are near bus routes and will benefit from reduced air pollution.*

*Improved air quality will lead to an improved quality of life and a lower risk of health problems.*

*The proposed ZEBRA scheme .....does not create any negative impacts for different individuals, communities, or groups*

These statements are **demonstrably inaccurate** and untrue.

Whilst the electric bus fleet in itself is an entirely positive development, far from improving air quality, meeting conditions set out in the ZEBRA funding agreement via the TFS (or CCS) will result in significant negative impacts concentrated on certain communities.

Yet these impacts were never mentioned in any documents submitted to the DfT, despite the known condition that the Traffic Filter Scheme (or a similar) be implemented which could have detrimental impacts on the very measures the electric bus fleet was intended to improve – congestion and pollution.

We therefore ask OCC to confirm:

- Whether it informed the Department for Transport (DfT) in 2022 that fulfilling the ZEBRA funding conditions could result in concentrated harm—such as increased daily traffic volumes and air pollution—on residential roads within the **Oxford Air Quality Management Area**?
- Does OCC acknowledge that its ZEBRA funding application submitted to the DfT (including Equality and Climate Impact Assessment) may have been materially misleading by failing to disclose foreseeable adverse impacts resulting from obligations made condition of the funding agreement?

### **Disclosure Concerns – Adverse Impacts on Specific Communities**

*OCC Application to the Secretary of State for Transport (2025 Congestion Scheme Approval)*

We understand that Oxfordshire County Council has submitted an application for approval of the Congestion Charging Scheme (CCS) to the Secretary of State for Transport. We request confirmation that the application has fully and transparently disclosed:

- Data evidencing detrimental impacts, including modelled increases in Annual Average Daily Traffic (AADT), NO<sub>2</sub>, and NO<sub>x</sub> levels on residential roads—specifically at TF6, TF8, and TF83 on the Woodstock Road and other locations within the **Oxford Air Quality Management Area**.
- An impact assessment that accounts for residential population distribution, age profile, age-adjusted health risks, and exposure duration to air pollution at each affected location.

If this is not the case, we ask OCC to clarify:

- Whether it acknowledges that the application may be materially misleading due to its failure to adequately assess or disclose the unequal distribution of negative impacts on certain communities.
- Whether it will commit to amending or, if necessary, withdrawing the application to ensure that the Secretary of State is not misinformed?

Links: [ZEBRA Equality and Climate Impact Assessment](#)



### **Request for Full Disclosure and Response to Questions**

To date, Oxfordshire County Council has offered no acknowledgment that the proposed Temporary Congestion Charging Scheme (CCS) would impose disproportionate transport, environmental, and health burdens on residential communities such as ours. Yet the data clearly shows otherwise.

We therefore register our strong opposition to the scheme and call for full transparency and an open, balanced reassessment of its impacts across all communities in our city.

A full list of questions follows on the next page, to which we request a detailed and timely response.

### **Reminders of Legal Duties and Ethical Responsibilities**

In preparing your response, we ask you to consider the following:

- There is no safe level of vehicular air pollution. Children are particularly vulnerable.
- Exposure to traffic-related air pollutants contributes directly to serious, life-limiting illnesses and premature death.
- OCC's own reports forecast a deterioration in air quality and environmental conditions for residents along the Woodstock Road—including a large population of school-aged children.
- OCC projections **do not account** for slower traffic speeds caused by increased congestion, meaning actual NO<sub>2</sub> and NO<sub>x</sub> levels will likely exceed those reported and may exceed legal limits and or local targets.
- Failure to disclose, assess, and mitigate these harms may constitute a breach of statutory duties and ethical responsibilities.

Yours sincerely,

[names removed to protect privacy]

## **Annex: All Questions Requiring Urgent Response**

### **1. Presentation of Report Data**

- Please explain the presentation of modelling data and discussion of results in the *Modelling and Income Forecasting Report: Traffic Filters Temporary Road Charging Scheme* (Steer Group, June 2025), which effectively conceals the known detrimental impacts on daily average traffic volume and air quality along the Woodstock Road.
- Does OCC acknowledge that this report is materially misleading due to the omission of these detrimental impacts and its promotion of an overly positive assessment?
- What role did council officers and elected members have in influencing the content or framing of the final report?
- Will OCC comply with Freedom of Information (FoI) requests to disclose communications between officers, elected members, and the report's authors regarding data presentation and findings?

### **2. ZEBRA Funding Application (2022)**

- Did OCC fully disclose relevant information about traffic volumes (AADT) and air quality impacts in its ZEBRA funding application, given the explicit condition that traffic filters or other "bus priority" policies were required?
- Did OCC inform the Department for Transport (DfT) in 2022 that fulfilling ZEBRA funding conditions could concentrate harmful impacts—such as increased traffic and pollution—on specific residential streets within the Oxford Air Quality Management Area?
- How does OCC explain the comment in the ZEBRA Equality and Climate Impact Assessment stating, *"Children living in the area will experience lower levels of air pollution. A number of primary and secondary schools are near bus routes and will benefit from reduced air pollution"*?
- Does OCC acknowledge that its ZEBRA funding application submitted to the DfT (including Equality and Climate Impact Assessment) may have been materially misleading by failing to disclose foreseeable adverse impacts resulting from obligations made condition of the funding agreement?

### **3. Application to the Secretary of State for Transport (2025 CCS Approval)**

- Have the negative impacts of the proposed Congestion Charging Scheme on traffic volumes and air quality on residential roads been transparently disclosed in the application to the Secretary of State?
- Does OCC acknowledge that its application may be materially misleading by failing to adequately assess and disclose disproportionate detriments to certain communities?
- Will OCC commit to amending or withdrawing the application to ensure the Secretary of State is not misled?

#### **4. Net Benefit Evaluation**

- Please provide a population-weighted cost-benefit analysis including:
  - The number of households and residents directly affected by both positive and negative impacts on traffic volume and air quality, with specific data for Woodstock Road.
  - A detailed qualitative assessment of the net balance of impacts across Oxford, weighted by population and age distribution.
- On what basis has OCC concluded that the benefits to town centre roads outweigh the harms to residential streets with comparable—or higher—average daily traffic (AADT) and levels of air pollution (NO<sub>2</sub>/NO<sub>x</sub>)?

#### **5. Validity of Air Quality Modelling**

- Have slower traffic speeds and increased congestion been accounted for in the air quality modelling projections relied upon in determinations?
- If not, will OCC provide updated assessments incorporating these factors?
- Please provide full data on projected changes to particulate matter concentrations (PM<sub>2.5</sub> and PM<sub>10</sub>) at all relevant monitoring sites, or explain why this data has been excluded despite known health risks.

#### **6. Impact on Schools and Children**

- What consultation or engagement has OCC conducted with schools along Woodstock Road and adjoining streets regarding increased traffic volumes and pollution caused by the CCS?
- Has OCC carried out a Health Impact Assessment focused on children's exposure to vehicle emissions caused by the CCS?
- If no such assessment exists, how can the scheme's justification be considered complete given children's vulnerability to air pollution?
- How does this align with OCC's statutory duty of care to children attending Oxfordshire County Council funded schools on and near the Woodstock Road?
- How is this consistent with aims of the Sustainable school travel strategy (2024-25) and obligations as set out in S.508A (1) (c) of the Education Act 1996
- What mitigation measures will OCC implement to protect children's health and safety from increased emissions and traffic near these schools?

#### **7. Road Safety and Accident Risk**

- Given the projected increase of over 1,200 vehicles daily on Woodstock Road, how has pedestrian and cyclist safety—especially for children—been assessed?
  - Will Road Safety Audits (RSA) be conducted during school term times to capture typical traffic and pedestrian patterns?
  - Will OCC guarantee that RSA's are not conducted during school holidays, when patterns differ substantially from term time?
- END.

## River Learning Trust

*Working together  
to achieve excellence in education*



By Email

23rd June 2025

Dear Cllr Leffman and Cllr Gaul

I am writing to express opposition to the proposal to introduce congestion charging for traffic passing through selected points around the city.

At River Learning Trust (RLT), we support the council's goal of reducing car journeys by promoting greater use of public transport and encouraging more walking and cycling in the city. However, we are concerned that introducing congestion charging could significantly affect some of our schools' ability to continue providing excellent life opportunities for children and young people from diverse backgrounds in Oxford.

We are particularly concerned with the proposal to introduce a congestion charge for traffic travelling along Marston Ferry Road between Summertown and Marston.

RLT has four schools in this area – The Cherwell School, The Swan School, New Marston Primary School and Meadowbrook College.

The Cherwell School is the city's only Ofsted Outstanding-rated secondary, while The Swan is rated Outstanding in four out of five areas by Ofsted – more areas than any other secondary in the city. These are exceptional state secondary schools that provide young people from diverse backgrounds and of all abilities with fantastic life opportunities.

New Marston is a primary school where 40% of children have English as an additional language. It operates a support base for deaf children and offers specialist SEND provision. Its 2025 Ofsted inspection found: "An unwavering commitment to inclusion and equality runs through every layer of this school. The school is tenacious in supporting pupils to overcome barriers to learning so they experience success and enjoy school."

Meadowbrook College is the county's largest provider of alternative provision. It supports some of the most vulnerable children and young people in our communities at a time when they are struggling to access mainstream education. Its most recent Ofsted inspection found: "When pupils join the school, their confidence and self-esteem are typically at a low ebb. The school gives them a fresh start to their education. Pupils develop renewed hope and see a brighter future ahead of them."

Our schools already do as much as is reasonably possible to reduce the number of car journeys linked to daily school operations. However, the reality is that some staff members in any Oxford school will need to drive to work.

Recruiting high-quality teaching and support staff is a challenge across much of the country, and in Oxford and Oxfordshire – where housing affordability is a major issue – it is especially difficult. We invest considerable effort in making our schools places where talented staff want to work and stay. Unfortunately, making those staff pay to use the roads they need to use to get to work or increasing their journey times by forcing them to take lengthy and congested detours could deter them from joining our schools or from continuing to work in them.

Our concern in this regard is backed by the results of a July 2024 survey of RLT staff that was carried out following the decision to introduce traffic filters across the city. The survey found that the introduction of filters would mean:

- 50% of The Swan School respondents were very likely or certain to resign
- 43% of The Cherwell School respondents were very likely or certain to resign
- 21% of New Marston respondents were very likely or certain to resign

The survey was carried out before Meadowbrook College joined RLT.

Schools are not just about new buildings and great facilities. What primarily makes them special is the people who work in them. Special people have made The Cherwell, The Swan, New Marston and Meadowbrook places where children and young people in Oxford are given the best possible opportunities. But anything that impacts on the ability of those schools to retain and recruit special people will make it more difficult for them to operate and could have an adverse effect on the communities that they serve.

It is for this reason – and for this reason alone – that we are opposed to the introduction of congestion charging in the city.

We note that the county council has nine priorities. These are priorities that we, as a state school trust, support. Indeed, as a state school trust, we play a huge part in making sure a number of these priorities are met:

- Our schools create opportunities for young people to reach their full potential
- Our schools help tackle inequalities in Oxfordshire
- Our schools also play a part in maintaining and improving health and wellbeing
- Our schools are also among the local businesses and partners that the county council works with for economic and social benefit.

The concern for River Learning Trust is that congestion charging will significantly undermine the ability of our schools to support the county council in meeting these priorities. We would, therefore, ask you to consider whether a solution exists that would not damage education for Oxford families, while also allowing the county council to achieve its environmental goals.

Yours sincerely



Paul James  
**Chief Executive**

**ROX**



30, St Giles, Oxford OX1 3LE

Tel. (01865) 513243 e-mail: [gsjones@talk21.com](mailto:gsjones@talk21.com)

**Congestion Charge,  
Transport Planners,  
Oxfordshire County Council**

**3<sup>rd</sup> August, 2025**

**Dear Planners,**

## **Congestion Charge Concerns**

### **Level of Bureaucracy and Unnecessary Associated Costs**

Necessary for clear information to be sent out to all households in Oxfordshire to address the:

Unawareness of Oxford Residents about needing to apply for 100 permits a year

Unawareness of Oxfordshire Residents about needing to apply for 25 permits a year

Clear notices to be made on all of the outer approaches of Oxford advising visitors that this scheme is in place affecting certain link roads and the cost to them for passing the congestion charge points.

Dealing with enquiries about the congestion charge scheme.

Managing the large number of applications for exemptions, not just annual exemptions but daily ones also.

Managing the tens of thousands of applications for permits.

Dealing with non-payments and fines

Dealing with appeals about exemptions and against fines

### **Impact on Businesses**

Although all business vehicles, other than cars, will, apparently, be exempt, it appears that if a car is used for business it has to be owned and or insured as a business vehicle. It is not clear what the situation is for sole traders.

Many business proprietors in Oxford live outside and will be limited to 25 permits or no permits at all and will need their car near their business for occasional business use. See

Many visitors to Oxford, whether from Oxfordshire or outside may wish to drive into the city if they are doing serious shopping and buying goods that are too bulky to take on buses. They may wish to stay for several hours to shop, visit museums and/or other attractions, including theatres etc., and have a meal.

This is particularly true for various reasons, for example: if they have a family, are infirm, travelling onward to somewhere on the other side of Oxford from where they came, if the weather is uncertain.

As you are aware, the current parking charges are very expensive and unaffordable for a great many. Adding on congestion charges will be a great deterrent and encourage people to stay away from Oxford, badly affecting the local economy.

Bringing in the congestion charge just before Christmas, when retailers normally receive a high percentage of their annual turnover, seems to be a sinister and contemptuous gesture to the business community. Why?

### **Use of buses**

We welcome the intended improvement of bus times to encourage the greater use of buses. However, as also covered elsewhere, there have to be practical and effective measures to enable this to happen.

Insufficient consideration is given to those who have difficulty in making good use of buses, e.g.:

Poor and limited service from many of the villages only three miles and beyond;

People being faced with driving further to get to a Park and Ride site

People with infirmities, who struggle to walk very far to get to bus stops

### **Logic of the Proposed Congestion Charge at Proposed Traffic Filter Sites**

While serious questions remain about the locations of the proposed traffic filter sites, apart from one reason, it is very surprising that these same sites are put forward as the congestion charge points.

Of course, the reason is that the council has already spent a small fortune on installing cameras there.

As you know, if you really wanted to bring in a congestion charge properly, you would need to have the cameras on all of the access points into the city, not in a hotchpotch spread across parts of and within the city.

The current proposals will not help speed up buses by the 10% you are required to achieve to satisfy the agreement you reached to enable the electric buses to be purchased.

Instead, as has happened with most of the LTNs, to avoid the congestion charge points, car drivers will use the ring road, including major through routes, and the routes into and around the city. As you can only be too aware from your various modelling, this means more congestion on important bus routes through Marston, Headington, Cowley, Cowley Road, Rose Hill, Iffley Road, and, with the Botley Road still closed, Woodstock Road and Banbury Road.

## **Strategy**

Instead of increasingly hitting residents, businesses and visitors with sticks, the County Council should be offering a few carrots, which may well reduce congestion in a positive way, without harming the local economy and social interaction.

### **Why is the council not considering:**

Improved Park and Ride with a single charge?

Bus services connecting through the city centre and in suburbs?

A proper transport hub adjacent to the still to be refurbished Oxford Station?

A hospital shuttle service from the A40 junction with the Marston Flyover/Marsh Lane?

Taking out the LTNs that are causing the most trouble for buses so they can keep to timetables better?

Reviewing the phasing of traffic lights so that the times of change are more efficient?

We plead, yet again, to stop your rushed plans for these congestion charges, have a serious rethink and work with businesses and residents to agree better solutions.

Yours sincerely,

*Graham Jones*

For **ROX** – backing **oxford** business



## South Oxfordshire District Council

### Policy & Programmes

HEAD OF SERVICE: TIM ORUYE



Listening Learning Leading

By email:

[ccharge@oxfordshire.gov.uk](mailto:ccharge@oxfordshire.gov.uk)

**Contact officer: Louise Dell**  
planning.policy@southoxon.gov.uk  
Tel: 01235 422600

Textphone users add 18001 before you dia

1 August 2025

Dear Temporary Congestion Charge Team,

Thank you for inviting responses on the Temporary Congestion Charge proposal, sought to be progressed using the Transport Act 2000. We note this covers: Hythe Bridge Street, Thames Street, St Cross Road, St Clements, Marston Ferry Road, and Hollow Way. The charge will be in place until Botley Road reopens to general traffic and the Traffic Filters Experimental Traffic Regulation Order (ETRO) trial comes into force, which is expected in August 2026.

The aim of the Temporary Congestion Charge is to reduce traffic, improve bus journey times and make walking and cycling more convenient and safer in Oxford.

The scheme includes exemptions and permits for:

- Buses, coaches, taxis, private hire vehicles, mopeds and motorbikes, Light Goods Vehicles (LGVs), Heavy Goods Vehicles (HGVs) and special vehicles (such as emergency vehicles)
- Blue badge holders, professional health or care workers, non-professional carers (for operational journeys), business cars used as goods vehicles
- Residents living in the permit area
  - o Resident or commuter in Central Permit Area – unlimited travel through congestion charge locations (plus 50 visitor day passes per resident per year)
  - o Resident in Oxford Permit Area - 100 day permits per year, 1 permit per resident, up to 3 permits per dwelling, up to 3 cars per permit
  - o Resident in Oxfordshire Permit Area – 25 day permits per year, 1 permit per resident, up to 2 permits per dwelling, up to 3 cars per permit

The income generated by the scheme may be used to fund:

- Free or discounted parking at park and ride sites
- Discounted bus fares and park and ride bus fares
- Improved bus services

South Oxfordshire District Council supports the associated intended outcomes of the scheme, particularly insofar as they help tackle the climate and ecological emergencies<sup>1</sup>. We support using the funds gathered by the congestion charge to help subsidise public transport travel and use of Park & Ride sites.

---

<sup>1</sup> [Action on climate and nature - South Oxfordshire District Council](#)

The district council is particularly interested in possible frequency improvements, increased operational hours of, and fare reductions for the following bus services:

- 400 for Wheatly and Thame
- 275 for Chinnor
- 46 for Great Milton
- 11 for Watlington
- X40 for Berinsfield, Crowmarsh Gifford and Wallingford (and Reading)
- 45 for Culham and Berinsfield
- X2 for Didcot

While we support these potential improvements to services in our district, we are concerned by other aspects of the proposals. Below we have set out some suggested improvements or considerations.

### *Permits / Permit Area*

The number of permits afforded residents of the “Oxford Permit Area” is greater than those for the “Oxfordshire Permit Area”. Arguably Oxford residents are most likely to be able to change their travel mode to walking, cycling and public transport, due to the urban character of Oxford, the enhanced walking and cycling infrastructure, the bus network, and the potential patronage demand to generate 24/7 bus services.

Noting the capability of Oxford residents to travel by sustainable modes other than a private car, it seems to diminish the effectiveness of the charge to allow such high numbers of journeys to be undertaken through the Congestion Charge filters by Oxford residents. Those with mobility / employment related needs are already addressed by the list of permit allowances.

Using greater restrictions for vehicles owned by residents who live in the rural districts penalises those who already have slow and expensive journeys to get to work in Oxford, noting the proposal does not provide improved journey times to park and ride sites or locations outside of Oxford.

Permitting households in Oxford to have 3 permits per household and up to 3 cars per permit would equate to 9 cars per household. The scheme as currently presented not only could promote travel by car by Oxford residents (benefitting from the reduced congestion inside the Congestion Charge filters) but could also encourage higher car ownership.

Therefore, in the interest of fairness, the District Council considers permits should be granted to those who live further away from Oxford who need to access Oxford e.g. keyworkers living in South Oxfordshire’s towns and villages. As opposed to those who live in Oxford and have the greatest opportunity to walk, cycle and take public transport.

It is not clear how the boundary has been drawn and why some areas close to Oxford are included in the permit area e.g. residents in parts of Shotover and the northern end of Barton Village Road, while other communities in South Oxfordshire are not e.g. residents on Bayswater Road near Shepherds Pit, Horspath and residents living between the River Thames and A4074.

During workshop sessions on this subject, members of the project team indicated that charging for permits would complicate the issuing of permits due to time implications. However, it is clear that the administration and issuing of permits would be the greatest challenge and the requirement for funds for permits (per vehicle) would encourage permit

holders to limit the number of permits they request and reduce the propensity for abuse of the system. This could also be brought forward with a greater cost to additional permits and vehicles per household and thus make it less attractive for households to have multiple cars.

### *Exemptions*

Taking into account that one of the key aims of introducing the charging scheme is to make walking and cycling more convenient and safer as well as buses more effective, it seems unreasonable that LGVs, HGVs, and commercial vehicles are preferentially chosen to be allowed through the Congestion Charge filters. We understand that commercial enterprises located within the charging scheme area would need to receive deliveries and other commercial vehicle operations as required by their business. However, by allowing all commercial vehicles to enter the Congestion Charge filter areas, this will result in improved journey times for through traffic in the form of LGVs and HGVs and may encourage such vehicles to drive through the less congested roads of central Oxford as opposed to the ring road or other routes which are not controlled by the charging scheme. Noting larger vehicles are more intimidating for vulnerable road users this is of considerable concern.

A possible strategy to reduce this effect could be to impose reduced hours for access by LGVs and HGVs or perhaps allow business to issue permits to business needing to undertake deliveries in Oxford for their operation. For example, Kingston Town Centre, located on the outskirts of London operates a pedestrianised zone where all servicing and deliveries occur outside of the designated pedestrianised zone hours of operation. An intercom service with retractable bollards is provided for access within the restricted times for those with exemptions.

Noting that disabled permits are issued to individuals not vehicles it is unclear how enforcement be managed for disabled users. The management of all exemptions will need to be explained for all user types for future users to be reassured that they will operate as intended.

### *Ring Road*

The congestion charge is considered to help improve walking, cycling, and bus journeys in the city, however the ANPR cameras are set up to encourage car drivers to divert out of the city centre and onto the ring road. This is shown by the modelling to increase the traffic flow on the ring road itself, as well as key roads leading to and from the ring road, from diverted traffic.

These roads are or could be used by pedestrians, cyclists and buses undertaking longer journeys between the District and the City. Thus, the congestion charge may only benefit bus and cycle movements in the very heart of Oxford city and may lead to a worsening of journey experience and journey time where they pass through the ring road.

Concerns are raised for the impact of diverted traffic on existing Air Quality Management Areas (AQMA) and Special Areas of Conservation (SAC) in the vicinity of the ring road. Notably, The City of Oxford AQMA which comprises a number of areas across the City's geographical area and Oxford Meadows SAC which straddles both the A40 and A34 which form part of or interplay strongly with the ring road, located to the west of Oxford City.

### *Through Traffic*

Inherently the scheme is designed to prevent through traffic, however the details of advance notices for drivers on the roads approaching Oxford has not been shared as part of the materials in this consultation. Advanced warning signage, which would notify drivers of the congestion charge before entering the ring road are fundamental to the operation of the scheme and should be detailed from the outset.

Without effective advanced warning for drivers, drivers who seek to drive through Oxford City may continue to do so. Drivers may acknowledge the signs immediately in front of the ANPRs

and may then turn around and head back to the ring road. This will generate more traffic travelling on the roads leading to central Oxford. Alternatively, this may encourage drivers to pay the charge, to save wasting time and fuel driving back to the ring road. These negative effects will be particularly prevalent at the start of the scheme, for non-local drivers, and for inexperienced drivers.

Similarly, satellite navigation systems will continue to send drivers through the ANPR cameras, particularly at the start of the trial. Navigation systems will unlikely be able to communicate the times that the restrictions are / are not in place. It is unclear how this can be avoided or rectified.

### *Specific comments on the reports*

The "Temporary congestion charge business impact assessment technical note" indicates that access by "all modes" is restricted by the Botley Road closures, however a walking route has been, and is sought to be maintained during the entire programme of works for Oxford Railway Station. We are also aware that both cyclists and motorcyclists frequently push two wheeled vehicles through the pedestrian route also.

Noting the Oxfordshire Strategic Model only models traffic and public transport, it is unclear how walking and cycling trips are estimated in Table 3-2 of the "Modelling and Income Forecasting Report". While the data shown to compare shift to cycling unexpectedly shows a betterment in shift to cycling for £3 user charging when compared with £5 user charging. It is also unclear why the interpeak for Hollow Way, noting the Congestion Charge is not operational during that time, is 14% for the £5 charge but -2% for the £3 charge, as set out in Table 3-3 of the same report.

Paragraph 4.7 of the "Modelling and Income Forecasting Report" erroneously states that the modelled base year is 2023. The base year, as detailed in Section 2 of the report (2.4-2.5), is 2018, while 2023 is in fact the "forecast year".

### *Summary*

We welcome the objectives of the congestion charge, especially as it can help address the climate and ecological emergencies we are facing. However, currently the details of the scheme do not address the needs of those living in South Oxfordshire who need to access Oxford, will not reduce through-traffic by all vehicles but particularly LGVs and HGVs, and does not set aspirational targets for reducing car travel by Oxford residents. The scheme therefore is likely to worsen journeys taken by active and sustainable transport modes which pass through the Oxford ring road.

Please keep us informed of any further consultation documents and please do not hesitate to contact us if you wish to discuss any matters relevant to our Council.

Yours faithfully,

## St. Thomas Day Nursery

-----Original Message-----

From:

Sent: 04 July 2025 10:09

To: Consultations <[Consultations@oxfordshire.gov.uk](mailto:Consultations@oxfordshire.gov.uk)>

Subject: Central congestion charges

CAUTION: This email originated from outside of the organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe.

Dear sir/madam,

I write on behalf of St Thomas' Day Nursery in central Oxford (40 St Thomas' Street OX1 1JL)

We are deeply concerned as to the impact the congestion charges will have on our business and on our staff.

We have senior staff who have parking facilities by the nursery who would not be able to travel by bus, they do various school drop offs and pick ups for their own children and it would be impossible to do so as well as make working hours work while using public transport.

Would we be allocated the three business exemption permits? The cars are not registered to the business as they are owned by the staff so how would this work?

At the minute we have children attending the nursery who are dropped off or picked up by car. If the congestion charges are implemented it will not be affordable for parents to travel to the nursery therefore we may lose clientele and therefore money and not remain sustainable.

What would be your way to resolve this?

Very keen to have you thoughts and feedback please.

Kind regards

Deputy Manager at St Thomas Day Nursery

## Stagecoach West (submitted within electronic survey response)

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 service 14 - the average MPH is almost 20% slower in 2025. 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 principles of our Enhanced Partnership desires 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 Botley Road to re-open and implement the Traffic Filter trial. This also allows us to utilise the 55 EVs we implemented through the ZEBRA 2 work which assumed the 10% saving commitment within the EP would be realised by December 2025.

We are therefore concerned by references within the consultation to extensive free passes allowing those who travel from outside the charge area to come into work on a regular basis won't be eligible for a charge - we feel this could impede on the effectiveness of reducing congestion at peak times.

## Summertown and St. Margaret's neighbourhood forum



[www.summertownstmargaretsforum.org.uk](http://www.summertownstmargaretsforum.org.uk)

3<sup>rd</sup> August 2025

Temporary Congestion Charge Project Team  
Oxfordshire County Council

### **Please find below a response to the Temporary Congestion Charge consultation survey on behalf of Summertown & St Margaret's Neighbourhood Forum**

The current Summertown and St Margaret's Neighbourhood Plan was approved at referendum in 2019. It includes 5 policies relevant to transport as listed below:

- Sustainable Transport (Spatial Policies TRS1 and TRS2)
- Reduction of Traffic (Community Policy TRC2)
- Active Transport (Community Policy TRC3)
- Bus Service Improvement (Community Policy TRC4)

It therefore follows that the Forum supports any measure that demonstrably achieves any of the policies listed above.

We believe that, based on experience in similar cities, the Temporary Congestion Charge [and subsequent traffic filter proposals] **in the City Centre** will contribute to an overall reduction in traffic in our Neighbourhood. The Forum therefore supports the introduction of a Temporary Congestion Charge that will discourage car travel through the City Centre.

It is also our view that a daily charge of £5 is unlikely to be sufficiently deterrent and we believe a higher charge may be necessary to significantly reduce traffic.

Our position with regard to the peak-time-only Marston Ferry Road location is less straightforward. This unusual location is based on a trade-off between reducing traffic on Marston Ferry Road and an increase on Banbury Road (especially the section north of the junction). We understand that its intention is to reduce traffic on the route to the hospitals to improve journey times for staff and patients. We believe it will require more study and analysis before it can be demonstrated that this location will result in an overall traffic reduction.

It is therefore our view that, at this stage, the introduction of the Temporary Congestion Charge should be limited to the **City Centre locations only**.

As a related point we would like to make the following observation: we understand that the need to speed up the buses is a key purpose of the proposal. However, an important element of the bus speed is the dwell-time at the bus stops. This could be greatly and effectively reduced by the introduction of a universal tap-on/tap-off system so omitting the interaction with the driver and the use of cash payments. This should therefore be given serious consideration as part of a package to improve bus services. I would be most grateful if you would acknowledge receipt of this submission,

Yours sincerely,

Secretary, Summertown & St Margaret's Neighbourhood Forum  
[sstmnf.secretary@gmail.com](mailto:sstmnf.secretary@gmail.com)

## Thames Valley Police

**From:** Chris Hulme (T1107)  
**Sent:** 31 July 2025 15:23  
**To:** Rossington, Craig - Oxfordshire County Council  
**Subject:** RE: Congestion Charge Consultation .

**CAUTION:** This email originated from outside of the organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe.

Hi Craig

Thank you .

It's difficult for me to give a broader view having not had an experience locally with in TVP of this kind of restriction .

Thank you for confirming our term 'Police Vehicle on Patrol ' will be included as a specific exemption .This is very important in allowing us to go about our everyday business and is also a term defined in the Traffic Signs Regulations and General Directions. Our Officer's and staff use many Vehicles both in full Police livery and unmarked .

Professionally I remain unconvinced for the need for these restrictions and why only the car driver is being penalised . As I commented during our meeting some of the restriction points are not actually where Buses run .

In terms of concern :

As we all know there is already a plethora of restrictions throughout The City and an abundance of signs to go with them .This new restriction will only add to that number leading to confusion and drivers making injudicious manoeuvres in the road faced with a restriction ahead . This point alone of particular risk for cyclists and pedestrians sharing the same space. Will there be sufficient space/warning at all of the restrictions point that will allow the car driver to change direction.

Will there be provision made within the Traffic Order for the Police to suspend any restriction in the case of traffic divert following a spontaneous incident ?

I will continue, as I have for over 15 years to regularly update our fleet list with your ANPR enforcement team in our effort to reduce any Fixed Penalty Notices being issued to our vehicles .

Can I assume advance signing will be placed on all entry points to the City and not just local to the restriction .

Chris

**Chris Hulme**  
**Traffic Management Officer**  
**Hampshire Constabulary & Thames Valley Police Joint Operations Unit,**

✉ Thames Valley Police,  
Welch Way, Witney  
Oxfordshire. OX 28 7HH



Uber

Uber

Uber Ltd  
Aldgate Tower  
2 Lemn Street  
London  
E1 8FA  
United Kingdom

**August 01, 2025**

**Response to consultation on Oxford temporary congestion charge for cars**

**Submitted by email to [ccharge@oxfordshire.gov.uk](mailto:ccharge@oxfordshire.gov.uk)**

Dear Madam/Sir,

Thank you for the opportunity to respond to [the consultation](#) on proposals for a temporary congestion charge for cars.

**About Uber:**

Uber operates in over 90 towns and cities across the UK, connecting over 150,000 licensed private hire vehicle (PHV) drivers with millions of customers – supporting the shift towards more shared and sustainable transport.

**Please find below responses to select questions:**

**11. Taking into account all the information we have provided about the proposal to introduce six temporary congestion charge locations in Oxford for cars, what overall impact will this proposal have on you or people you represent?**

**12. Please explain your answer**

We are pleased to express strong support for the primary goal of this initiative: to reduce congestion on the busiest streets, thereby improving public transport and prioritizing cycling and walking. We believe this will lead to a healthier and more sustainable city for all residents and visitors.

Furthermore, we support Oxfordshire County Council's recognition of Hackney Carriages and Private Hire Vehicles as vital modes of public transportation. We welcome the provision for HCs and PHVs to receive a 100% discount on the proposed charge. This exemption acknowledges



Uber

the crucial role these services play in providing accessible and efficient transport for many, including those who may not have access to private cars, require specialised transport or need to travel at times of day when other public transport options are limited.

The importance of the role that PHVs play in the UK's transport system is illustrated by the fact that eight of the top ten destinations for Uber trips in the UK are train stations. Two thirds of Uber riders say they have used Uber to connect with public transport and 70% say that Uber reduces their need to own a car.

In London and other European cities for example, Uber's share of traffic increases after the public transport network closes for the night or as soon as public transport services are reduced in the evenings - providing the back-up option people need to go car-free.

Finally, we appreciate the apparent ease of the proposed process for HCs and PHVs to register for this discount in advance. A streamlined and straightforward registration system will be essential to ensure that the intended benefits for these transport providers are fully realised without unnecessary administrative burdens. A straightforward registration process will undoubtedly lead to higher acceptance among drivers.

Yours sincerely,

A handwritten signature in blue ink, appearing to read 'Lisa Rapport-Moersch', is centered on a light blue rectangular background.

Lisa Rapport-Moersch  
Head of Cities, UK  
Uber

## Vale of White Horse District Council

### Policy & Programmes

HEAD OF SERVICE: TIM ORUYE



**Contact officer: Louise Dell**

Planning.policy@whitehorsedc.gov.uk

Tel: 01235 422600

By email:

[ccharge@oxfordshire.gov.uk](mailto:ccharge@oxfordshire.gov.uk)

Textphone users add 18001 before you dial

1 August 2025

Dear Temporary Congestion Charge Team,

Thank you for inviting responses on the Temporary Congestion Charge proposal, sought to be progressed using the Transport Act 2000. We note this covers: Hythe Bridge Street, Thames Street, St Cross Road, St Clements, Marston Ferry Road, and Hollow Way. The charge will be in place until Botley Road reopens to general traffic and the Traffic Filters Experimental Traffic Regulation Order (ETRO) trial comes into force, which is expected in August 2026.

The aim of the Temporary Congestion Charge is to reduce traffic, improve bus journey times and make walking and cycling more convenient and safer in Oxford.

The scheme includes exemptions and permits for:

- Buses, coaches, taxis, private hire vehicles, mopeds and motorbikes, Light Goods Vehicles (LGVs), Heavy Goods Vehicles (HGVs) and special vehicles (such as emergency vehicles)
- Blue badge holders, professional health or care workers, non-professional carers (for operational journeys), business cars used as goods vehicles
- Residents living in the permit area
  - o Resident or commuter in Central Permit Area – unlimited travel through congestion charge locations (plus 50 visitor day passes per resident per year)
  - o Resident in Oxford Permit Area - 100 day permits per year, 1 permit per resident, up to 3 permits per dwelling, up to 3 cars per permit
  - o Resident in Oxfordshire Permit Area – 25 day permits per year, 1 permit per resident, up to 2 permits per dwelling, up to 3 cars per permit

The income generated by the scheme may be used to fund:

- Free or discounted parking at park and ride sites
- Discounted bus fares and park and ride bus fares
- Improved bus services

Vale of White Horse District Council supports the associated intended outcomes of the scheme, particularly insofar as they help tackle the climate emergency. We support using the funds gathered by the congestion charge to help subsidise public transport travel and use of Park & Ride sites.

The district council is particularly interested in possible frequency improvements, increased operational hours, and fare reductions for the following bus services:

- 45, 35 (Kennington), X2, X1 (Wantage)/X15 (Witney), X3, 44 for Abingdon
- X32 for Didcot

- ST1 Harwell Campus
- 63/63S for Kingston Bagpuize
- S6 for Kingston Bagpuize and Faringdon
- S9 for Wantage

While we support these potential improvements to services in our district, we are concerned by other aspects of the proposals. Below we have set out some suggested improvements or considerations.

### *Permits / Permit Area*

The number of permits afforded residents of the “Oxford Permit Area” is greater than those for the “Oxfordshire Permit Area”. Arguably Oxford residents are most likely to be able to change their travel mode to walking, cycling and public transport, due to the urban character of Oxford, the enhanced walking and cycling infrastructure, the bus network, and the potential patronage demand to generate 24/7 bus services.

Noting the capability of Oxford residents to travel by sustainable modes other than a private car, it seems to diminish the effectiveness of the charge to allow such high numbers of journeys to be undertaken through the Congestion Charge filters by Oxford residents. Those with mobility / employment related needs are already addressed by the list of permit allowances.

Using greater restrictions for vehicles owned by residents who live in the rural districts penalises those who already have slow and expensive journeys to get to work in Oxford, noting the proposal does not provide improved journey times to park and ride sites or locations outside of Oxford.

Permitting households in Oxford to have 3 permits per household and up to 3 cars per permit would equate to 9 cars per household. The scheme as currently presented not only could promote travel by car by Oxford residents (benefitting from the reduced congestion inside the Congestion Charge filters) but could also encourage higher car ownership.

Therefore, in the interest of fairness, the District Council considers permits should be granted to those who live further away from Oxford who need to access Oxford e.g. keyworkers living in Vale of White Horse’s towns and villages. As opposed to those who live in Oxford and have the greatest opportunity to walk, cycle and take public transport.

It is not clear how the boundary has been drawn and why some areas close to Oxford are included in the permit area e.g. residents in Botley and North Hinksey, while other communities in Vale of White Horse are not e.g. residents of Wytham and Kennington.

During workshop sessions on this subject, members of the project team indicated that charging for permits would complicate the issuing of permits due to time implications. However, it is clear that the administration and issuing of permits would be the greatest challenge and the requirement for funds for permits (per vehicle) would encourage permit holders to limit the number of permits they request and reduce the propensity for abuse of the system. This could also be brought forward with a greater cost to additional permits and vehicles per household and thus make it less attractive for households to have multiple cars.

### *Exemptions*

Taking into account that one of the key aims of introducing the charging scheme is to make walking and cycling more convenient and safer as well as buses more effective, it seems unreasonable that LGVs, HGVs, and commercial vehicles are preferentially chosen to be allowed through the Congestion Charge filters. We understand that commercial enterprises

located within the charging scheme area would need to receive deliveries and other commercial vehicle operations as required by their business. However, by allowing all commercial vehicles to enter the Congestion Charge filter areas, this will result in improved journey times for through traffic in the form of LGVs and HGVs and may encourage such vehicles to drive through the less congested roads of central Oxford as opposed to the ring road or other routes which are not controlled by the charging scheme. Noting larger vehicles are more intimidating for vulnerable road users this is of considerable concern.

A possible strategy to reduce this effect could be to impose reduced hours for access by LGVs and HGVs or perhaps allow business to issue permits to business needing to undertake deliveries in Oxford for their operation. For example, Kingston Town Centre, located on the outskirts of London operates a pedestrianised zone where all servicing and deliveries occur outside of the designated pedestrianised zone hours of operation. An intercom service with retractable bollards is provided for access within the restricted times for those with exemptions.

Noting that disabled permits are issued to individuals not vehicles it is unclear how enforcement be managed for disabled users. The management of all exemptions will need to be explained for all user types for future users to be reassured that they will operate as intended.

### *Ring Road*

The congestion charge is considered to help improve walking, cycling, and bus journeys in the city, however the ANPR cameras are set up to encourage car drivers to divert out of the city centre and onto the ring road. This is shown by the modelling to increase the traffic flow on the ring road itself, as well as key roads leading to and from the ring road, from diverted traffic.

These roads are or could be used by pedestrians, cyclists and buses undertaking longer journeys between the District and the City. Thus, the congestion charge may only benefit bus and cycle movements in the very heart of Oxford city and may lead to a worsening of journey experience and journey time where they pass through the ring road.

Concerns are raised for the impact of diverted traffic on existing Air Quality Management Areas (AQMA) and Special Areas of Conservation (SAC) in the vicinity of the ring road. Notably, The City of Oxford AQMA which comprises a number of areas across the City's geographical area and Oxford Meadows SAC which straddles both the A40 and A34 which form part of or interplay strongly with the ring road, located to the west of Oxford City.

### *Through Traffic*

Inherently the scheme is designed to prevent through traffic, however the details of advance notices for drivers on the roads approaching Oxford has not been shared as part of the materials in this consultation. Advanced warning signage, which would notify drivers of the congestion charge before entering the ring road are fundamental to the operation of the scheme and should be detailed from the outset.

Without effective advanced warning for drivers, drivers who seek to drive through Oxford City may continue to do so. Drivers may acknowledge the signs immediately in front of the ANPRs and may then turn around and head back to the ring road. This will generate more traffic travelling on the roads leading to central Oxford. Alternatively, this may encourage drivers to pay the charge, to save wasting time and fuel driving back to the ring road. These negative effects will be particularly prevalent at the start of the scheme, for non-local drivers, and for inexperienced drivers.

Similarly, satellite navigation systems will continue to send drivers through the ANPR cameras, particularly at the start of the trial. Navigation systems will unlikely be able to communicate the

times that the restrictions are / are not in place. It is unclear how this can be avoided or rectified.

### *Specific comments on the reports*

The "Temporary congestion charge business impact assessment technical note" indicates that access by "all modes" is restricted by the Botley Road closures, however a walking route has been, and is sought to be maintained during the entire programme of works for Oxford Railway Station. We are also aware that both cyclists and motorcyclists frequently push two wheeled vehicles through the pedestrian route also.

Noting the Oxfordshire Strategic Model only models traffic and public transport, it is unclear how walking and cycling trips are estimated in Table 3-2 of the "Modelling and Income Forecasting Report". While the data shown to compare shift to cycling unexpectedly shows a betterment in shift to cycling for £3 user charging when compared with £5 user charging. It is also unclear why the interpeak for Hollow Way, noting the Congestion Charge is not operational during that time, is 14% for the £5 charge but -2% for the £3 charge, as set out in Table 3-3 of the same report.

Paragraph 4.7 of the "Modelling and Income Forecasting Report" erroneously states that the modelled base year is 2023. The base year, as detailed in Section 2 of the report (2.4-2.5), is 2018, while 2023 is in fact the "forecast year".

### *Summary*

We welcome the objectives of the congestion charge, especially as it could help address the climate emergency we are facing. However, currently the details of the scheme do not address the needs of those living in Vale of White Horse who need to access Oxford, will not reduce through-traffic by all vehicles but particularly LGVs and HGVs, and does not set aspirational targets for reducing car travel by Oxford residents. The scheme therefore is likely to worsen journeys taken by active and sustainable transport modes which pass through the Oxford ring road.

Please keep us informed of any further consultation documents and please do not hesitate to contact us if you wish to discuss any matters relevant to our Council.

Yours faithfully,

Vale of White Horse District Council

### **Report from Ice Rink users group**

[starts from next page]

# Congestion Charge response from Oxford Ice Rink clubs

3rd August 2025

This document is the combined response from the club users of Oxford Ice Rink on the potential impact of Oxford's proposed £5 congestion charge on both clubs and the rink.

It has been written with involvement from:

- Mark Oliver (Vice Chair, Oxford Junior Stars Ice Hockey Club)
- Reuben Diffey (Director, Oxford Rising Stars Ice Hockey)
- Clare Bingham (Treasurer, Oxford Figure Ice Skating Club)
- Mark Gillett (Chair, Oxford Junior Stars Ice Hockey Club)
- Cllr Anna Railton (Oxford City Council)

There was a meeting between representatives of different clubs, Serco (who have the contract to run leisure facilities in Oxford) and city and county officers on 11th July 2025.

There was also a transport survey circulated to club members for around a month in July which over 200 responded to. An analysis can be found later in this document, and the raw data will be attached alongside this response.

A letter from the chair of Ice Hockey UK highlighting the risks to the facility is also included.

## Contents

Executive summary.....	2
Kit bag images.....	3
Letter from Chair of Ice Hockey UK.....	4
Ice rink user group analysis.....	6
Appendix - full comments from user survey.....	16

## Executive summary

The ice rink is within the congestion charging “central zone” where paying £5 to enter is unavoidable.

Hundreds of people use the ice rink each week as part of club activity:

- The majority (97%) of these users reach the rink by car with significant barriers to shifting modes to other forms of transport.
- The majority of respondents (76%) travel to the rink 2-3 times a week or more.
- Many users travel long distances to the rink from inside the county and beyond it
- 75% of the club users who responded to our survey anticipate a “significant impact” from the congestion charge of them using the rink, stopping them coming or significantly reducing visits.
- Nearly 90% believe the charge would prevent them from participating in club activities

Key barriers to transport modal shift

- Difficulty transporting large amounts of kit on public transport (including sticks, bladed skates and large ice hockey kit bags)
- Lack of suitable public transport options for early morning or late-night sessions
- Trip chaining; challenges in coordinating public transport with school or work schedules
- Safety concerns for juniors and women using public transport late at night
- The park and ride service does not stop at the rink (the Westgate E4 stop is a 0.4 mile walk from the rink)

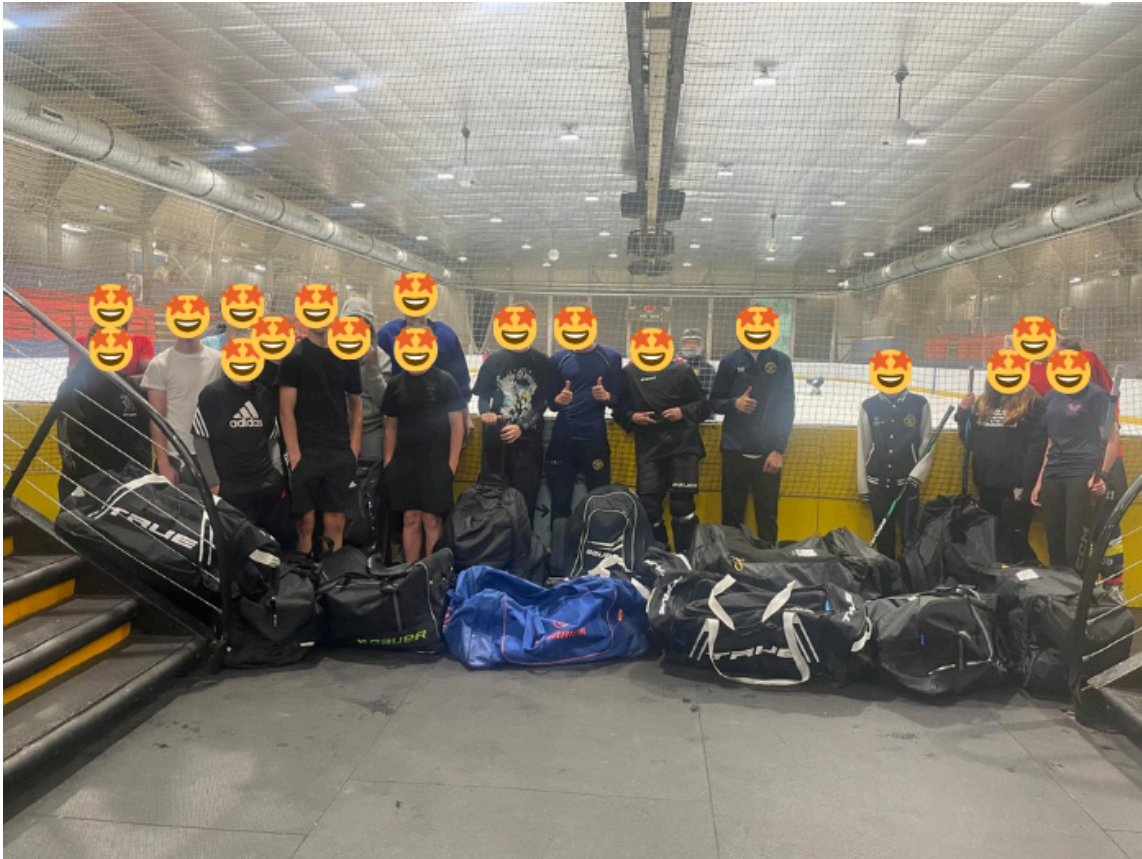
Key risks

- Loss of coaching staff & other club volunteers to other rinks (Swindon, Slough, Bristol)
- Clubs losing members and failing to make sufficient revenue to pay for ice costs
- Loss of revenue for the rink & the knock on effects this will have on the wider leisure portfolio in the city

Mitigations

- We would like an exemption from the £5 charge for ice rink users.

## Kit bag images







Community Stadium  
Sheffield Olympic Legacy Park  
Worksop Road  
Attercliffe  
Sheffield  
S9 3TL  
Tel: +44 2920 263 441  
Mob +44 7713 590 506  
Email: [clifton.wrottesley@icehockeyuk.co.uk](mailto:clifton.wrottesley@icehockeyuk.co.uk)

08 July 2025

Dear Councillors,

### **Ice Hockey UK (IHUK) – Oxford City Council Congestion Charge, Oxford Ice Rink**

I write to you as Chair of Ice Hockey UK, representing the largest indoor sport and the fifth largest team sport in the United Kingdom, to express my deep concern regarding the proposed implementation of a congestion charge within Oxford City, and its potential impacts on ice hockey participation at Oxford Ice Rink.

It is apparent, having consulted with committee members from Oxford-based ice hockey clubs, that no direct engagement has taken place between those proposing the congestion charge, and the local ice hockey community. I find this deeply troubling, particularly in light of the publicly stated plan for an Autumn 2025 implementation date. Any decision that risks affecting access to our sport, especially a sport reliant on transporting bulky, essential equipment, requires careful and informed consultation with all key stakeholders. It is clear that this has not happened.

As an Oxfordshire resident myself, I recognise that traffic congestion is a significant challenge across the County. However, it is critical that, in this case, decision makers fully appreciate the unique needs of ice hockey players and their families. Driving to the rink is not a luxury but an absolute necessity; public transport schedules do not align with training times, for example, weekday sessions beginning as early as 4.15pm, and in any case the heavy equipment used for the sport makes such travel a real challenge.

The Oxford Junior Ice Hockey Club currently supports 120 young athletes. The financial burden of an additional £350–£500 per year per family, simply to gain access to the rink risks forcing many to leave the sport altogether. A significant drop in membership would undermine the club's viability, threaten their ability to field teams in leagues, and have a serious knock-on effect to the ice rink's revenue. When parking fares were set at a punitive level a few years ago, this is precisely what happened, users of the rink were priced out of their sports, and visiting teams were reluctant to arrange fixtures due to the significant extra costs involved.

Such scenarios directly jeopardise the long-term future of the Oxford Ice Rink, an essential community asset, and a cornerstone of British ice hockey heritage. Oxford's connection to the sport stretches back over 140 years, with the City playing an instrumental role in ice hockey's early development in the UK.

Our sport is currently experiencing unprecedented growth. Just this year, Great Britain's U18 Women's team, featuring two Oxford junior players, won gold in Latvia to be promoted to the IIHF Division I World Championship. Meanwhile, our Men's national team has earned promotion to the top tier of international competition and our Men and Women's teams are striving to qualify for the next Winter Olympics in 2030. As an Olympian myself, I recognise that these successes reflect and

rely fully on the immense dedication of our players, coaches, and volunteers, and the importance of making the sport accessible to families across the country.

I have used the opportunity to take up the cause of ice hockey in Parliament from time to time, highlighting the ambitions we have as a sport, to attract major global stakeholders to become involved, but also encouraging the UK Government to back our efforts, as well as support our athletes at the grassroots level. I would hope that Oxfordshire City Council would join this collective endeavour, doing its bit to help ensure that our sport, and indeed other sports that use the rink are able to flourish, rather than being inhibited from being able to continue in a sustainable manner.

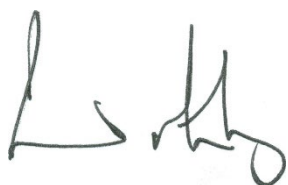
I strongly urge Oxfordshire County Council to immediately engage with the clubs and other users operating from Oxford Ice Rink, to find a workable solution that protects access to our sport and the rink.

I also encourage the Council to consider alternative systems already in use successfully at other major UK ice rinks, such as car registration-based exemptions implemented at Lee Valley and Alexandra Palace, which balance congestion management with support for community sport.

Oxford has a proud tradition in ice hockey and a responsibility to nurture the next generation of GB's aspiring athletes, both women and men. I strongly believe a collaborative approach can ensure the City's environmental goals, and the future of this vibrant sport, allowing them to thrive together.

I look forward to your response and the opportunity for constructive dialogue between all the parties.

Yours sincerely,

A handwritten signature in black ink, appearing to read 'L Wrottesley', written in a cursive style.

The Lord Wrottesley

Chair, Ice Hockey UK

For and on behalf of Ice Hockey UK Ltd

# Ice rink user group analysis

Anna Railton, July 2025

This is a short analysis on the July 2025 ice rink user group survey accessing the potential impact of Oxford's congestion charge on them and their clubs.

You can find the survey here:

<https://docs.google.com/forms/d/e/1FAIpQLScx6RNE-nsViNSmvcUMxDNfBV0h6Dmiu9GjXa5N6W29WFj7tw/viewform>

The code used to do the analysis and make the graphs can be found here:

<https://github.com/annarailton/ice-rink-congestion-charge> The raw data from the survey is being shared with the congestion charge team at the county council but is not being made public as does contain some personal identifiable data (PID).

As of 25th July 2025 there were 208 responses.

[Which clubs do we have responses from?](#)

[What activities do they do](#)

[Age group of respondents](#)

[How often do they travel to the rink?](#)

[Where do they travel from?](#)

[How do they travel?](#)

[How much do they currently pay for parking?](#)

[Mobility issues](#)

[Self-reported impact](#)

[Comments](#)

[Choice quotes](#)

[Appendix 1 - full comments](#)

## Which clubs do we have responses from?

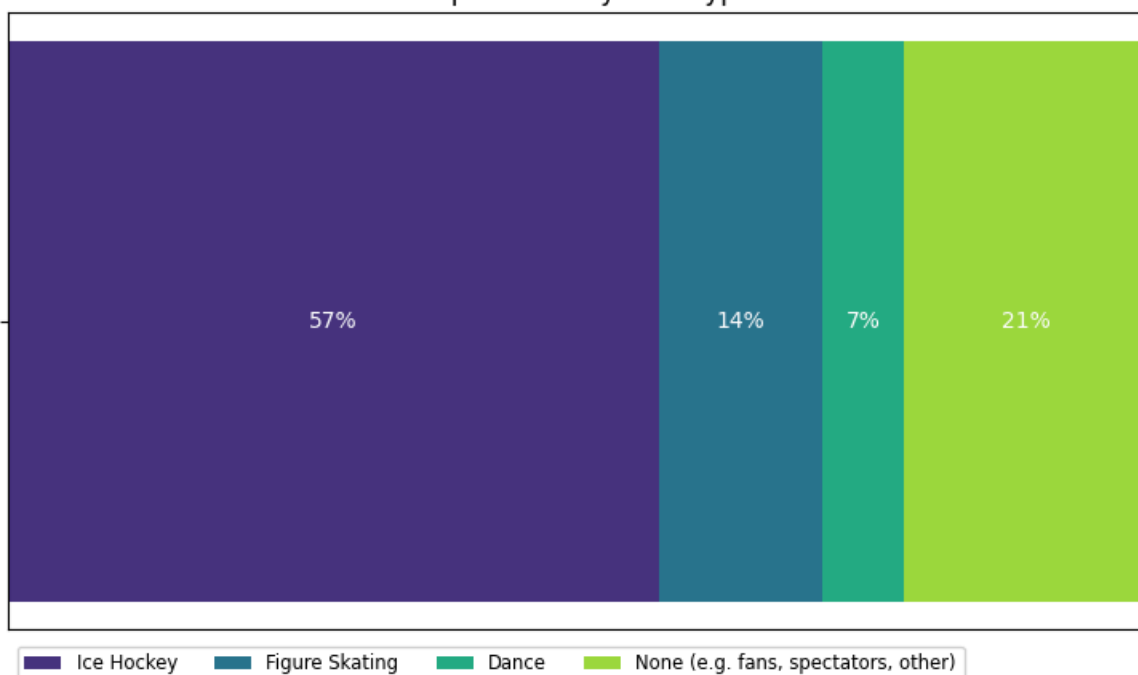
Responses to the questions *"Which club(s) are you a member of at the Oxford Ice Rink?"* and *"Which sports/activities do you primarily participate in at the rink?"*

The majority of respondents are from ice hockey clubs. We estimate there are probably c.300 members of ice hockey clubs and c.80 of figure skating / dancing clubs in total.

There were 63 respondents who had multiple club affiliations (usually multiple ice hockey clubs, or having "fan / spectator" on top of another category).

The small number of dance respondents (11) means that the conclusions about that side of the club later (e.g. specific travel habits etc.) are not that robust.

Respondents by Club Type



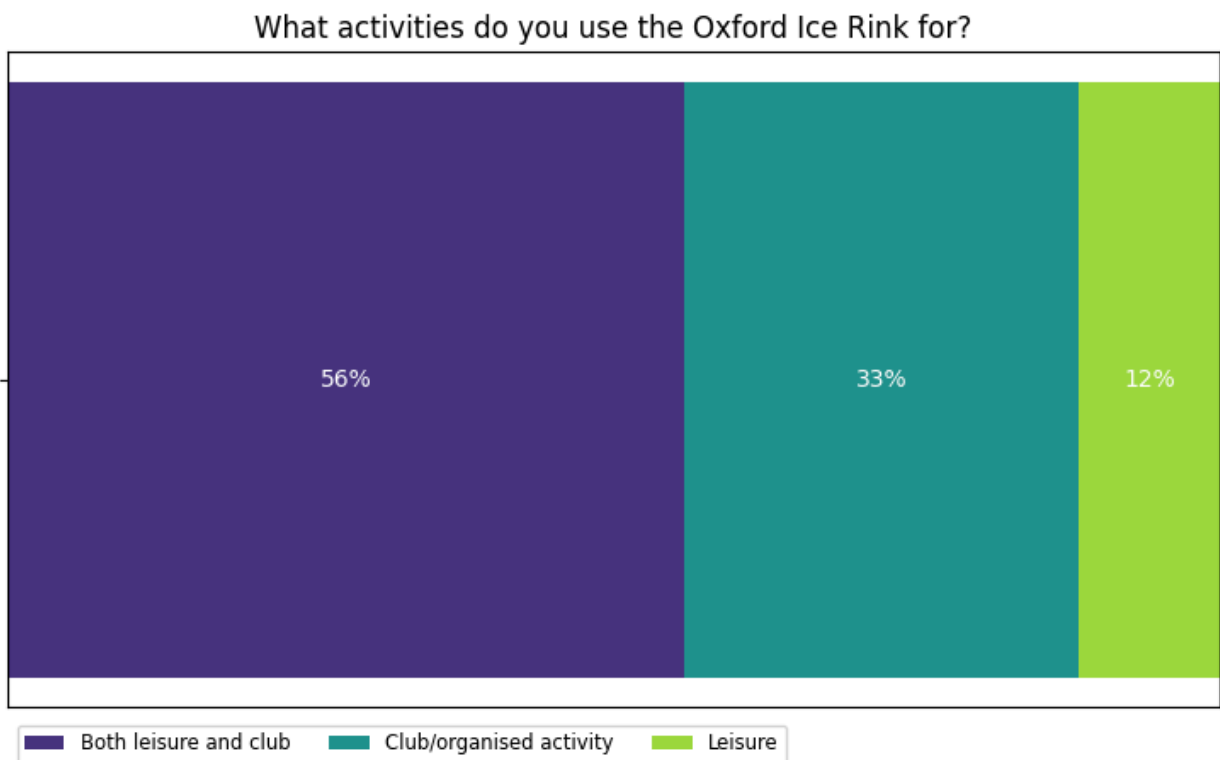
Club	Club Type	Frequency	Percentage
Oxford Junior Stars	Ice Hockey ▾	72 ▾	24.1 ▾
Fans/Spectators	None ▾	39 ▾	13 ▾
Figure Club	Figure Skating ▾	33 ▾	11 ▾
Other	None ▾	32 ▾	10.7 ▾
Oxford Rising Stars	Ice Hockey ▾	29 ▾	9.7 ▾
OXIST	Figure Skating ▾	24 ▾	8 ▾
I am not a member of any club.	None ▾	24 ▾	8 ▾
Junior Dance Club	Dance ▾	11 ▾	3.7 ▾
Oxford Midnight Stars	Ice Hockey ▾	10 ▾	3.3 ▾
RAF Blue Wings	Ice Hockey ▾	9 ▾	3 ▾
Oxford 84's	Ice Hockey ▾	5 ▾	1.7 ▾
Oxford City Stars	Ice Hockey ▾	5 ▾	1.7 ▾
Oxford Shooting Stars	Ice Hockey ▾	5 ▾	1.7 ▾

Oxford University Ice Hockey Club	Ice Hockey ▾	1 ▾	0.3 ▾
--------------------------------------	--------------	-----	-------

## What activities do they do

Response to the question *"Do you use the Oxford Ice Rink for leisure or for a club/organised activity?"*

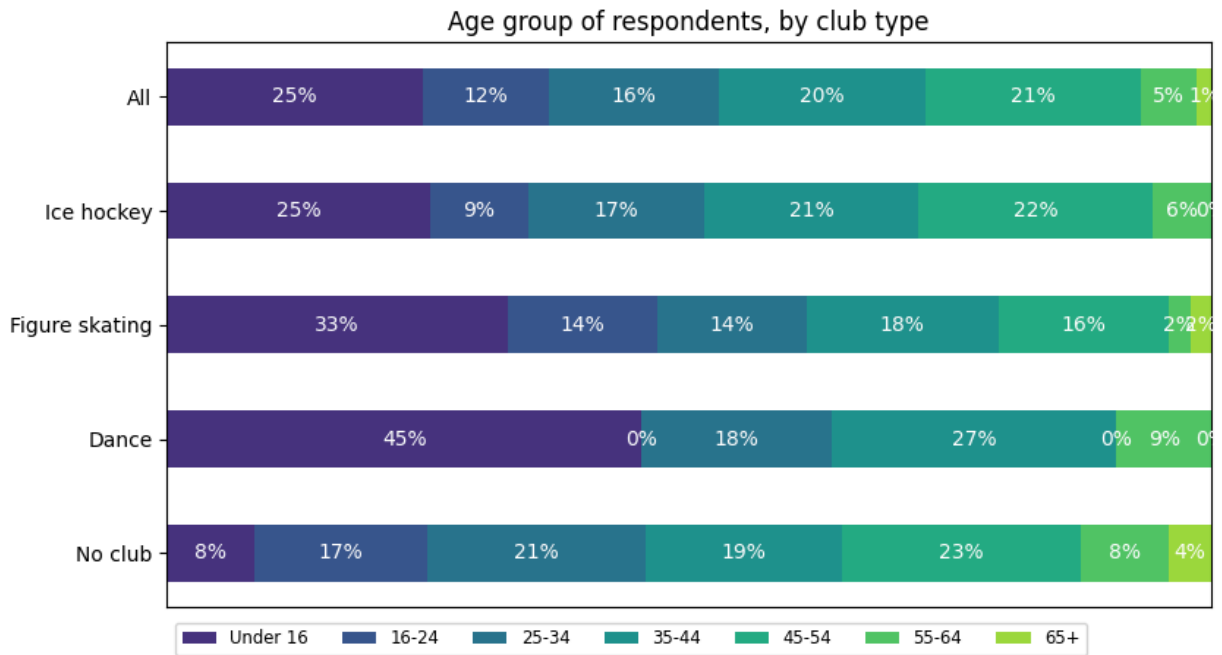
This survey was sent round club users so be aware that leisure-only users are fairly unrepresented. We would expect leisure-only users to have slightly different travel habits to club users (e.g. walk-ups who've never done skating before and hiring skates).



## Age group of respondents

Response to the question *"What is your age group?"*

Note the substantial junior sections.

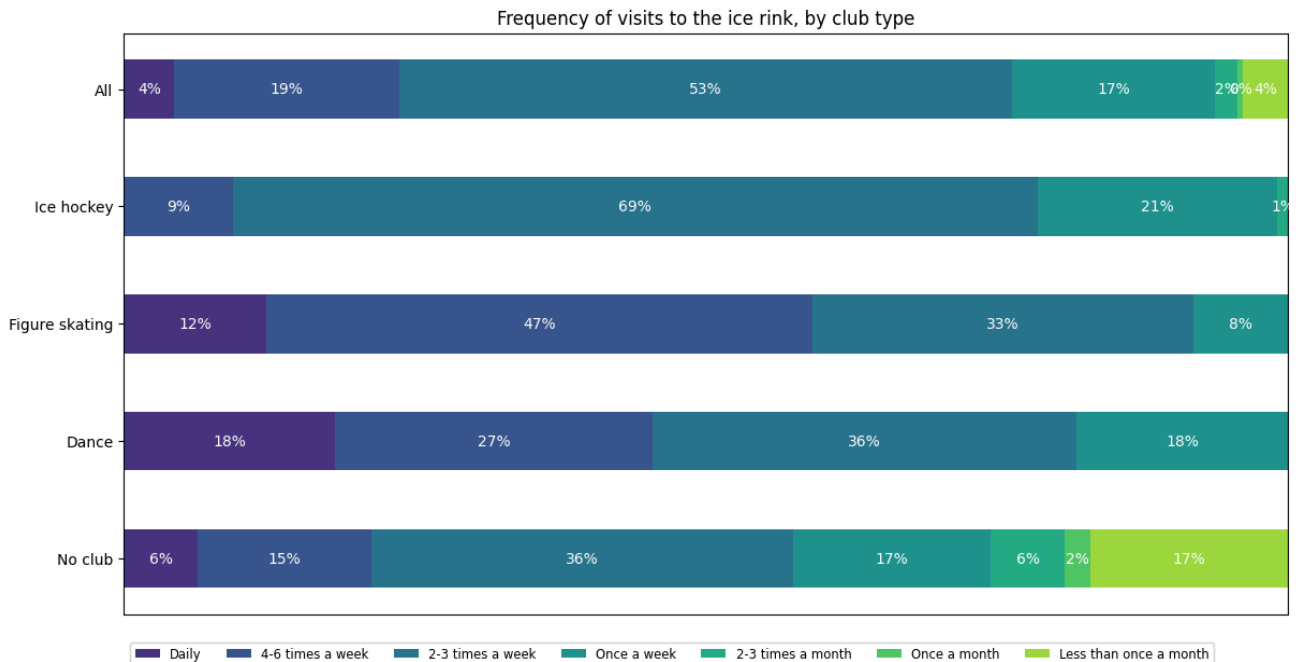


## How often do they travel to the rink?

Response to the question "How frequently do you use the Oxford Ice Rink?"

Over 50% of all the users who responded travel to the ice rink 2-3 per week. Nearly 60% of the figure skaters are visiting 4-7 per week.

Unsurprisingly those not doing club activities are visiting much less frequently.

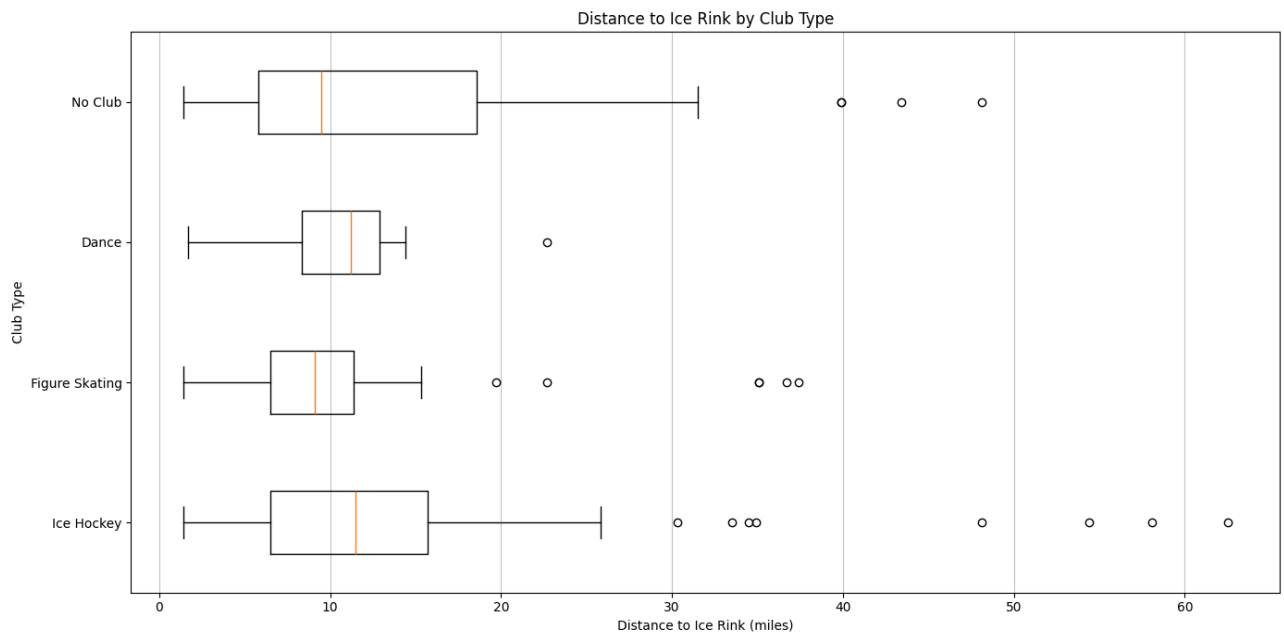


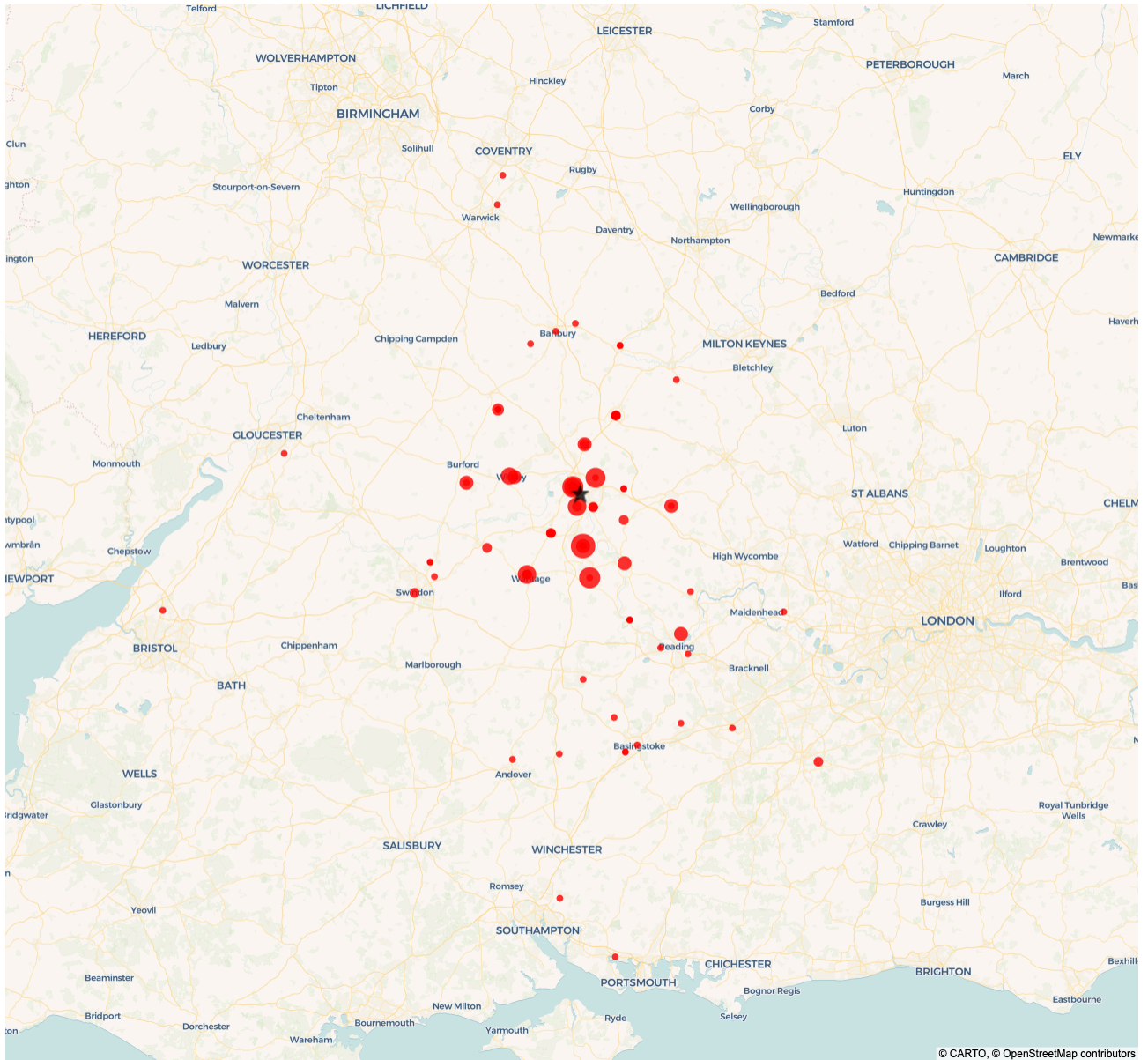
## Where do they travel from?

Response to the question "What is the first half of your postcode (e.g., OX1, OX2, OX3)? (This helps us understand geographical impact without identifying you. If you don't know, please provide the nearest major postcode.)"

We collected the first half of people's postcodes (which 177 out of 208 people gave). These were converted to lat-longs from which the following analysis. Distances are as-the-crow-flies to the ice rink and in miles.

The average distance people travel to the club is 12.9 miles. There are some small variations by club type and some big outliers with some people travelling from Southampton and Coventry (as the map below shows), demonstrating this is not just a facility for the city but for many other people outside it too.





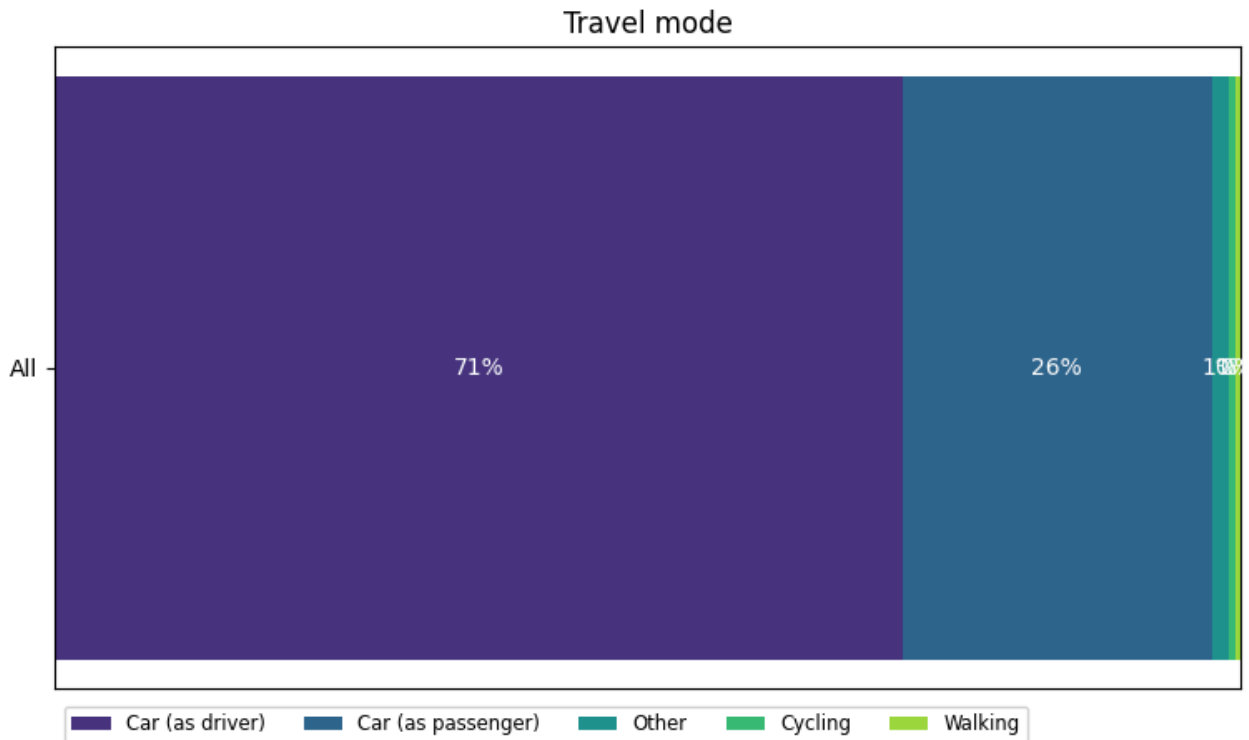
## How do they travel?

Response to the question *“How do you currently travel to the Oxford Ice Rink?”*

97% of respondents travel to the rink by car. There was little point separating this out by club type or any other factor as the travel mode was so overwhelming.

However, if we had better coverage of the “no club, leisure use” side of the rink users we would expect to see more non-car travel modes.

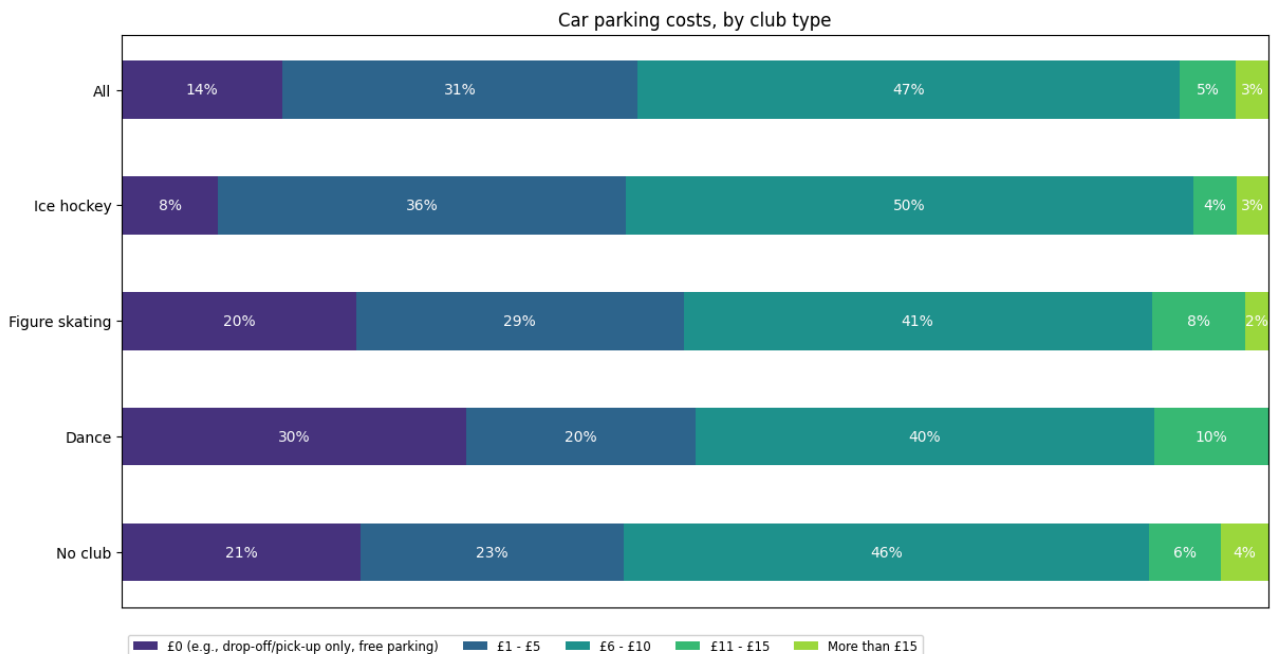




## How much do they currently pay for parking?

Response to the question “If you currently travel by car, approximately how much do you typically spend on car parking per visit to the Oxford Ice Rink area?”

Taking the midpoint of all these ranges gets an average cost of £5.75 so adding the £5 congestion charge on top nearly doubles the “up-front cost” of accessing the rink for the average user. There is no sensible way of estimating fuel costs so not considering these.



## Mobility issues

Response to the question “Do you have any special needs or requirements that affect your travel to the rink (e.g., Blue Badge holder, mobility issues)?”

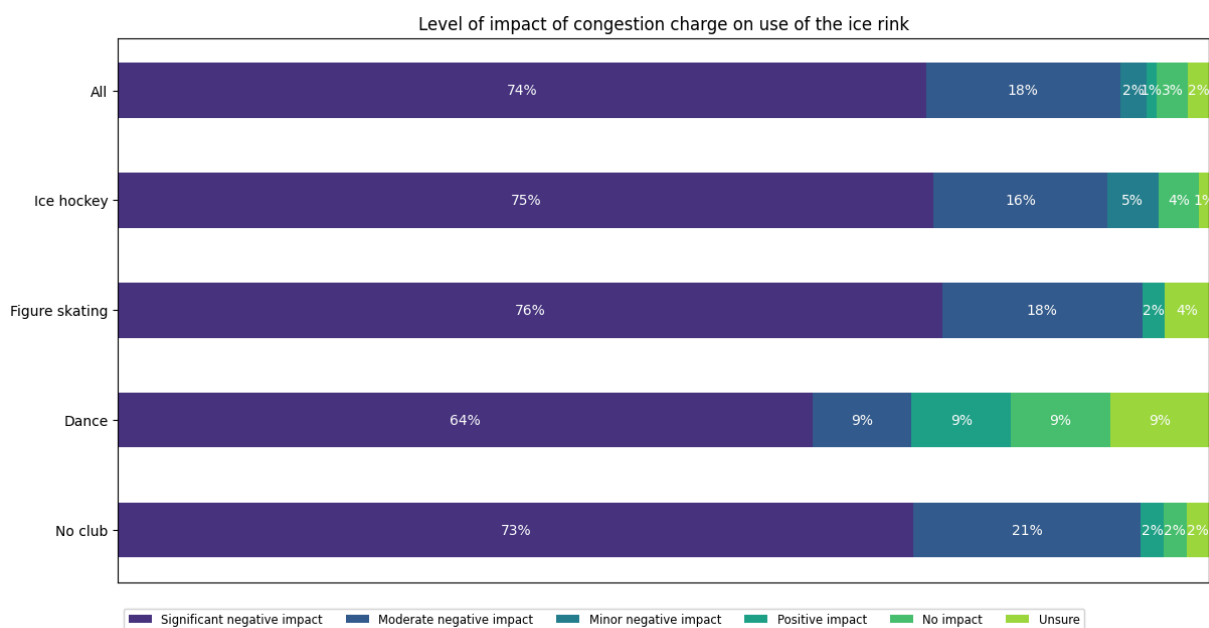
6.8% (14 / 205) respondents answered yes to this question.

## Self-reported impact

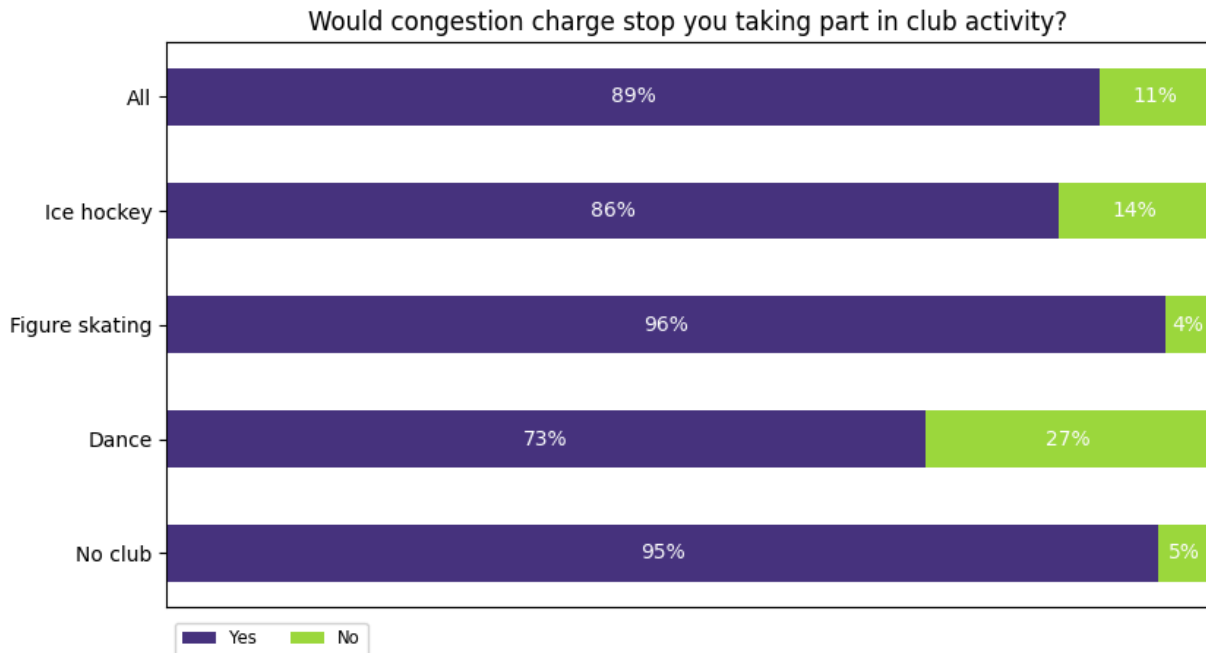
Two questions asked here:

1. "The proposed congestion charge is £5 per journey into and out of the city. How would this additional £5 charge impact your ability or willingness to travel to the Oxford Ice Rink by car?"
2. "Do you consider that the daily congestion charge might stop you from partaking in your club activity? Y or N or n/a"

The reported level of impact (with “significant impact” meaning “would stop me from coming, would significantly reduce my visits” is pretty steady at 75% across all the clubs (except for dance but we only have a small number of respondents - 11 - for that segment).



The second question is more direct, asking if the congestion charge would stop them from taking part in club activity, with nearly 90% overall saying that it would.



## Comments

There are over 150 responses to the question *“Please provide any additional comments or concerns you have regarding the proposed congestion charge and its potential impact on your use of the Oxford Ice Rink.”*

These can be found in full in the appendix; here is a summary of the themes of the responses:

- Amount of kit nearly almost always mentioned
- Stories about trouble getting on buses with kit (some people have tried in the past)
- Lots of people volunteer their time - coaches say they would reconsider coaching (and would e.g. go to another ice rink). Lots of concerns about losing coaching expertise.
- Lack of options very early in the morning (e.g. 0600 starts or 2200 finishes) - no trains and minimal bus cover especially from the wider county and beyond.
- Many trip chaining problems mentioned, e.g. trouble lining public transport options up with schools or work
- A few mentions of the price of train tickets (and don't run on Sundays)
- Some felt that P&R / other public transport options might work at the weekend when there's less constraints but a non-starter during the week
- Pointed out that the P&R service doesn't stop at the rink (!!) [the Westgate E4 stop is a 0.4 mile walk from the rink]
- A number of concerns about juniors & women getting on public transport late at night
- A number of respondents are often transporting multiple children at once, all with big bags
- Lots of people saying it would limit their use of the rink / consider using a different rink

## Choice quotes

- “It’s an absolute disaster for the rink and its users.”
- “No public transport yet exists that runs early enough, frequently enough or reliably enough at the times skaters would need to get to the rink for on a morning.”
- “My parents won’t be able to afford to take me to ice hockey”
- “I believe it would have a seriously negative effect on the future of the ice rink.”
- “I am at the limit of my budget for ice skating and a congestion charge would price me out.”
- On not coming to the rink: “It would also damage my mental health - the ice rink is my safe place, it's where I have grown up over the last 13 years and where I can talk.”
- “Oxfordshire council removed all public transport provision serving our village so I have to drive to get to the rink.”
- “I’d rather go to Swindon”
- “I travel 56 miles one way to get to the rink after Basingstoke closed. The cost of additional fuel and parking has already increased my no them fees which of course I am willing to pay for the amazing coaching and wonderful rink in Oxford. However, £5 per visit will significantly increase my costs weekly which I cannot justify.”
- “My concern is the impact on the coaches/teachers that travel far to the rink. Oxford ice rink is lucky to have such high standard coaching - it would be a shame to lose them.”

## Appendix - full comments from user survey

Answers to the question *“Please provide any additional comments or concerns you have regarding the proposed congestion charge and its potential impact on your use of the Oxford Ice Rink.”*

-----  
[1] Park and ride, totally unacceptable for training  
-----

[2] No public transport yet exists that runs early enough, frequently enough or reliably enough at the times skaters would need to get to the rink for on a morning. Many hockey skaters have also been refused travel because of large equipment bags on buses as buses dont have the capacity to carry them. Trains are not an option for everyone (depending on if you're near to a station) but even if you can take a train, the UK now have one of the most expensive train systems in the world (commuting across equal miles in other countries) , so again it would put up the price far beyond reasonable amounts. It would be actually cheaper, and I would argue also faster, to go to London to skate and back, compared to going now to Oxford- especially with this extra proposed charge.  
-----

[3] As a member of the ice hockey community, being expected to pay for parking 2-3 times a week is costly enough. Adding congestion charges on to this is not acceptable. As I travel from out of town, along with many other players and spectators, we have no other means of transport to the rink. The majority of the congestion is for Westgate Shopping centre. Once you are far enough up on Oxpens Road and can filter in to the left lane to proceed up to the rink, there is no congestion whatsoever. It seems unfair to penalise the ice hockey/skating community for congestion which we do not cause. This congestion charge will significantly increase monthly costings which are already high enough due to having to pay for car parking every week alongside monthly subscription charges to the hockey team. This introduction will significantly impact not only hockey players but their fan base too.  
-----

[4] please be advised that this charge would result in players not playing at the rink as a result of the increased fee. and public transport is a difficult option for those players who have extensive kit.  
-----

[5] It may impact game days depending on the time of them but our training session is out of the conversation charge window.

-----  
[6] Everything is already so expensive.

I pay for 2 girls to play ice hockey for multiple teams and this extra charge of up to an extra £15 per week is crippling.

One of my daughter's also referees , so that could be another 1-2 trips to the rink per week . People using the ice rink for club games, training , refereeing, should be exempt from this charge .

-----  
[7] We will consider changing clubs we come far enough as it is the time delay that using p&r would cause us is too much for us to consider.

-----  
[8] Park and ride takes longer and isn't practical with carrying the amount of kit needed for ice hockey.

-----  
[9] No way I can come to ice rink without car because we have to carry all stuff for ice hockey! I have three set to carry because all my children are learning

-----  
[10] Couldn't use alternative forms of transport into the city. I'm already dragging an 11 year old for an hour minimum journey either way to access ice. It would double our journey time to use P+R.

-----  
[11] The only other option we have is to get the park and ride but trying to get full hockey gear across oxford isn't going to be easy especially with the late finish for practice it just adds additional and unnecessary time to our journey plus it is on a school night so my child will be up even later!

-----  
[12] I would not like to get the late bus back in the evening on my own as the walk to the westgate for the bus would be worrying

-----  
[13] School finishes at 4.10. The additional time it would take to get a bus and travel in from Abingdon, or use the park and ride, would mean it wouldn't be worth traveling to the rink to train after school. To get to the rink in time for coaching on Sunday we'd have to get a 7am park and ride bus. This would mean getting up at 5.30, which is ridiculous. My parents are

divorced so alternate Sundays I'd be travelling in from Didcot, which is even further. My Mum is a single parent and an additional £15 per week on parking would be prohibitive. The council claims to be supporting physical activity, and to be interested in equality, diversity and inclusion, but charging regular rink users to park several times per week will mean that some people will be unable to bear the additional cost and rink use will become less inclusive.

-----

[14] With two kids playing ice hockey I simply couldn't carry that much equipment on public transport as well as keep my kids safe. (Holding hands while crossing roads for example)

-----

[15] We can't use the bus, we are a family of 5 with ice hockey bags, the cost would not be worth it

-----

[16] You are not allowed into public transport with ice hockey kit plus sticks. So would not be able to use this as an alternative

-----

[17] This will have a large impact on our ability to continue the lessons. Bringing a young child with all the gear while also attending to a baby is difficult as it is, and the added complexity of trying to do that on a bus and making the child walk the distance between the bus and the rink will be a significant setback. It is especially hard for working parents.

-----

[18] The bus stop into rink is not close and time on commute is longer than the session itself.

-----

[19] Bus isn't a viable option for hockey skaters or for skaters travelling early/late nights, especially in winter when it's dark

-----

[20] If visiting alone or with other adults I can use the bus but when visiting as a family (with children) it is more convenient and possibly still less expensive depending on number in car. Bus stops are not very close and walking is not good/safe especially after dark. Also used to park in the College carpark opposite.

-----

[21] It is tight to get my daughter from school to the ice rink as it is without waiting for a bus.

-----  
[22] I attend early morning weekend patch ice so would be unable to find other options for transport to the rink at that time of the morning particularly in winter months when it is darker I wouldn't want to walk across the town from the station or bus drop off alone

-----  
[23] There is no means I could use to get me there for 5.50am especially carrying skates etc and then get out to start work at 9

-----  
[24] Will put many people off of using the ice rink.  
Will negativity effect all the ice hockey teams, spectators through to players.

-----  
[25] I am aware of alternative routes into the ice rink but this not possible with the amount of kit that I need to bring to the rink, it would not be possible to take on a bus so the congestion charge would impact me and everyone else in my team. The congestion charge would also have an impact on the amount of players deciding not to travel to Oxford to play ice hockey resulting in us not having enough players to continue the development of the young players in Oxford.

-----  
[26] Why would the council actively try and stop children doing sport???  
I am one of a small handful of skaters who actually qualifies for the British championships. By stopping us easily accessing a sports facility to train you are reducing the chances of this accolade happening again.  
There's no consideration about the times children skate and the dangers of them using public transport or having to walk in from a drop off point at 6am.  
Most ice rinks either have a free car park attached or one with a small fee to pay. I've never heard of an ice rink that you can't physically drive to for majority of the day. I think it's a way of the council getting rid of the rink and build student accommodation on it

-----  
[27] Carrying two hockey kits on public transport is a non-starter.

-----  
[28] I worry that the ice rink will no longer be viable, plus there are not enough park & ride spaces currently - will more be provided? Sport should be actively encouraged, not penalised. Many ice hockey players will struggle to get to training & games due to kit & travel limitations.



-----  
[29] Alternative would be helpful if viable to take big luggage and hockey sticks, at frequent intervals.

-----  
[30] Pand R service from Redbridge doesnt stop at the rink

-----  
[31] My postcode is GL7. Public transport isn't an option. No time to get two buses. The rink needs public support too so this will put others off and the rink popularity will decline. Hard for those training to fit extra time around current schedules and school. It's an absolute disaster for the rink and its users.

-----  
[32] Game day costs go up. Cost go up for opponents too which makes them less likely to want to travel to us to play games. Anyone who's played hockey can tell you that it's completely unreasonable to ask players to use any public transport to get to the rink. Kit is far too big. I'm also the coach of the team so I have extra bags including the coaching boards, team bottles, game day admin bag, short covers, training jerseys etc. There is so much to carry and it's just not possible. We are so proud to represent Oxford (our team does so internationally every year since 2012 as well). But more and more it feels like we're being pushed out of the rink and the city. Costs are going up - which I can understand due to inflation. Don't put another tax on top of that. It's not fair.

-----  
[33] With ice hockey kit/bags and sticks, using public transport is really awkward, near impossible without upsetting the driver and passengers. If a whole team (and an away team) were to use public transport with all their kit it would cause upset. Driving and parking at the rink is always the easier option but with congestion charges it makes it very expensive 2-3 x a week.

-----  
[34] All public transport options take more than twice as long as driving and none are a viable alternative for us to bring our kids to training and clubs on time after school ends

-----  
[35] The proposed congestion charge will negatively affect our son's ability to come to training as we travel from Swindon so cost of fuel, parking plus congestion charge will make it unaffordable for him to continue.

-----  
[36] We're normally in a rush to make lessons after work so public transport wouldn't work for us during the week. Could possibly use it at weekends when it's just for practice ice.  
-----

[37] What are you thinking . Buses are in practical for transporting hockey kit and players . Game days are time critical buses are not always on time and expensive.  
-----

[38] Ice Hockey is an important part of our sons life. The investment in supporting this is already significant - the cost of training, travel, kit and parking. To add an additional charge per week to this would mean we would have no choice but to stop our son attending this club. We don't consider public transport to be a reasonable alternative - the train is more expensive still and kit bags are too large to be allowed on the park and ride bus.  
-----

[39] Main issue is getting to ice rink for 6.30 on Sunday morning when there is no alternative travel option  
-----

[40] Oxfordshire council removed all public transport provision serving our village so I have to drive to get to the rink. Furthermore we would not be able to get to the rink in time for learn to play any way other than driving all the way there  
-----

[41] I coach skaters that need to train before school, many live outside of Oxford and a congestion charge would severely impact their ability to train in the sport they love and are committed to.  
-----

[42] I think we need to include as many public people as we can as the rink need visitors to continue to run  
-----

[43] This will have a huge impact on the junior stars kids and their parents, we spend a huge amount on the car park already without adding a new charge!  
-----

[44] I work at Oxford Ice Rink, if I have to pay I will not travel to work and there will be staff shortages. I also cannot travel early morning/late at night as a single female on public transport safely.

-----

[45] I travel from Bracknell (RG42) so already have significant costs with fuel and parking. I wouldn't stop bringing my son but would maybe have to consider how often we would make the journey.

-----

[46] Public transport is not an option with ice hockey equipment. I am filling this in on behalf of my teenage daughter who finishes training late at night, thus there is a safety concern for public transport there. This has been a worry ever since it was announced the ice rink car park was to be developed into yet more student flats. The ice rink is such a valuable institution, I am worries the council will make it unviable against the financial interests of property developers.

-----

[47] As I've hockey players the bus cannot be used due to all the equipment , this would seriously have a negative impact on our whole organisation & all other rink users, we are all volunteers & put hours of time into it, my son is autistic & ice hockey has had a very positive impact in his life, I think the charges will put a lot of people of using the rink & will completely kill the shopping in the town centre.. if this happens it could possibly kill our club

-----

[48] It is not so much my journey I am concerned about although I might occasionally need to drive to the rink. It is how it affects coaches and rink staff and therefore the opportunity for skate clubs, lessons, sessions to run.

-----

[49] ice hockey bags are huge and not practical to carry around. I had experience that I wasn't permitted on the bus as there was a baggy user in already. I have 2 kids playing this sport. We will have to find new club and leave Oxford , as expenses are too high...

-----

[50] I do not live near an ice rink this is the closest one to me my mum doesnt like to take me but now she won't beacsue of the charge

-----

[51] I am unable to travel by public transport or walk due to chronic fatigue. Without access to parking, I would no longer be able to access the facilities I use daily as part of my rehabilitation from my stroke. I am not eligible for a blue badge.

-----

[52] My private skating lesson (with a self employed coach) has to start before 7pm due to session times. That lesson and therefore her income is the session I am most likely to skip. If I don't have a private lesson to go to I'm much more likely to give up the sport entirely and miss out on the health benefits of staying active into my 40s and beyond. It's not like I can go to an ice rink closer to home.

Using the park and ride to Seacourt would mean walking alone from the rink to Osney island usually in the dark with homeless people around and waiting for 30 minutes. Timings mean I would often miss the 21:17 after finishing group lessons at 9, taking off and drying my skates and walking to the stop. My arrival time home would go from about 9:35 to as late as 10:15 (and I wouldn't be able to drop my single female friend at her bus stop in the other direction either).

-----

[53] Alternatives such as park and ride etc would still have a significant cost and aren't suitable with a baby. It also isn't suitable when being a ice hockey players partner if I need to get them home in an emergency due to injury in a game.

-----

[54] We live 40mins away and travelling by car is the only option

-----

[55] If we have to use public transport we would not be able to attend as many sessions due to not being able to make it in time, most of our sessions take place directly after school and we live outside Oxford.

-----

[56] I travel with my 2 young children to play Ice Hockey around 4 times per week. They play for multiple teams in Oxford, so we travel frequently to the ice rink. We try to use public transport where possible but this is not always practical due to the equipment and school hours.

-----

[57] Timings of public transport

-----

[58] Ridiculous limits who can go there

-----  
[59] Would not make it in time if tried to use an alternative method of transport as we live outside of the area.. if this goes ahead we would have to stop our son from playing ice hockey for Oxford sadly

-----  
[60] The cost would inhibit my and my family's use

-----  
[61] Visit twice a week for skating lessons and junior ice hockey for my child. With already expensive parking and now an additional £5 on top, it will be disappointing and unwelcome.

-----  
[62] Can't afford to pay

-----  
[63] It's ridiculous to expect a hockey team to "Park and ride" with huge hockey bags and sticks. Training is late enough without having to mess about with a bus

-----  
[64] Due to the amount of kit I need to bring to the ice rink I would not. Be able to use public transport and would mean me not being able to come to Oxford for the sport that I do

-----  
[65] I travel 56 miles one way to get to the rink after Basingstoke closed. The cost of additional fuel and parking has already increased my no them fees which of course I am willing to pay for the amazing coaching and wonderful rink in Oxford. However, £5 per visit will significantly increase my costs weekly which I cannot justify.

-----  
[66] I have to take kit and sundries to the rink every week for the club, it's physically not possible  
To achieve this via park and ride, e-scooter or otherwise.

-----  
[67] Have used buses before but regularly have to wait 45 minutes to get back to the park and ride. Not great, especially when with children! Often at weekends it is difficult to get ice hockey kit onto the bus when it is busy due to how big it is.

-----  
[68] This charge will negatively effect not only the current users of the rink, but has massive potential to dissuade people from using the facility in the future.for over 40 years this facility has provided a positive and safe environment/activity for large numbers of the community especially young people who may become disenfranchised and drift towards less positive/healthy and possibly antisocial/criminal pursuits.

-----  
[69] We currently do staking lessons but my daughter would love to join dance club when she can. £10 extra a week driving in would make it more harder

-----  
[70] Ice hockey, plus parking is already too expensive. Congestion charge would mean we would have to stop coming to training and we would have to quit the team.

-----  
[71] I leave the rink late evening and there are no park & ride buses available

-----  
[72] Coach who needs to attend rink for work, often multiple short sessions each week. Commuting over 20 miles with no suitable public transport options. A congestion charge would make me reconsider whether I can afford to continue coaching (currently covering multiple learn to skate and club lessons).

-----  
[73] I would cancel my daughter's membership if the charge was implemented and enrolled her in skate school in Swindon. There are no buses from Charney Bassett where I live and I'm not comfortable catching a bus in the dark in the early mornings when winter comes. The bus charges for 2 plus parking would cost more than I currently pay and take a lot longer.

-----  
[74] It will roughly cost me minimum of £80 a month to train and play for my team. This cost will greatly impact me as my wife is on maternity leave so our income is much lower and we are down to one car. This will also stop friends and family from travelling to Oxford to watch me play regularly.

-----

[75] Required at the ice rink for 6am elite training sessions, public transport does not start early enough to arrive for that time. Leaving the ice rink during the day would be within charged times.

Again, for elite skaters to attend 4pm sessions, travel from outside of Oxford is not possible via public transport given the time frame it takes from finishing school. All elite ice skaters train directly before and after school hours, using public transport would make this impossible. The families are paying a fortune already to encourage their children into the sport and would not be able to continue with the congestion charge implemented on top of all current fees.

-----

[76] My child is frequent user of the ice rink, and I'm the parent responding to the survey.

While bikes and busses are great, they are not a viable option for us to visit the ice rink. We live in Abingdon where my child goes to school, and there simply is not workable public transport option that combines the work commute and school runs with the ice and training times to bring the child and sports equipment to the right place in the right time.

The lack of alternative transport means we would either have to pay for the congestion charges or reduce our visits to the ice rink. As we live in Abingdon, we'd receive 25 free passes for a year, but that covers only ~25% of our visits. An extra £5 for 75 visit would mean an addition £375 per year for us.

Moreover, the council's access needs analysis from 2022 (linked below) says there's 180,000 people/visits per year. If 75% of those will end up paying the charge, the total comes at £675,000. The scheme's estimated revenue is £3.5m-£4m, meaning that up to ~20% would come from ice skaters (in which case I hope it will be invested to improve the ice rink or to build a new one somewhere else).

<https://mycouncil.oxford.gov.uk/documents/s69243/Appendix%201%20-%20Statement%20of%20Need.pdf>

Using an Abingdon councillor Nathan Ley's words, this would be obscene. I have also written about this to MP Layla Moran.

-----

[77] My 16 year old son can not get the bus as he has a very big kit bag with him and training ends too late for him to get the bus home. It would make it impossible as during the season not only is the training but also the games. The charges would be horrendous.

-----

[78] During week car required so can get to work in time after morning patch. The additional time required to return to P&R would have significant impact so would need to reduce/ stop skating at Oxford & look at other rinks. Train not an option due to time involved. In addition, Park & Ride buses do not start early enough for early morning lessons. On a Sunday it will

be impossible to get to patch either by P&R (first bus 0830) or train (first train to Oxford is 0830). Impact on health, both physically & mental, will also be significant as ice skating is my main form of exercise, provides stress relief from a busy job/home life & the impact of the loss of the skating community will be significant.

-----

[79] We would potentially have to pay for 2 sets of cars for both parking and the congestion charge , we travel to the ice rink for my sons sports and it seems a shame to potentially out that at risk .. we leave late which means sometimes me (a women) would have to walk with my 2 young children to a park and ride which means I would still have to pay a price anyway

-----

[80] Botley road is closed for buses and there is a lot of heavy gear to take to and from hockey lessons.

-----

[81] This will make it very inconvenient to visit the rink for hockey games and training camps

-----

[82] U am going to rink with my 2 kids and is not possible to take a bus with 2 big ice hockey bags and even not make sense.  
It take to get to Oxford 1hour so we want go just to rink not change to bus.

-----

[83] Carrying a ice hockey kit bag is not safe or even possible on a bag. Bus routes are not so direct (would have to walk 500m) and when training sessions finish at 9:45pm, buses are not frequent. Kids need to go to school after that so getting back home fast is a main concern.

-----

[84] Park and ride is not realistic when you are carry heavy equipment back and forth.

-----

[85] Congestion charge on top of carpark is making it expensive to use the rink. We come regularly for icehockey training and to play/watch games. We have to travel to play at this club so other forms of transport are not really an option.

-----

[86] Cannot use public transport due to big hockey kit bag and sticks



-----  
[87] Buses would not allow me to get from school to the rink in time for my lessons. Also would mean I would be walking alone in the city early in the morning and late at night. I am 14 years old.

-----  
[88] I have severe arthritis limiting options for transport. Public transport is also made more difficult with large kit bags and hockey sticks required for my child to play hockey. Hockey is already a very high cost sport, so I would consider another club before accepting additional costs and accessibility limits this charge would bring.

-----  
[89] My daughter does early morning and evening club lessons, private lessons and general skate sessions. In school term there is a schedule which she wouldn't make many lessons due to school timings unless she uses the car. She does get the bus when she is able but this congestion would add approx £25pw to our outgoings. It would mean she would have to cut down her activity with Oxford Ice Rink.

-----  
[90] My daughter is a keen skater she struggles at school so ice skating is an outlook for her. She thrives there. You often speak about concerns around childhood obesity and the lack of physical activity among young people. Yet, you're considering actions that would make it harder for parents to support their children in positive pursuits. Many kids are out there doing the right thing spending time skating, working hard to improve themselves, staying active, and staying away from trouble. But now you're proposing a charge that could stop many of them from doing that. For parents who bring their children to skate three, four, or even more times a week, this added cost could make it impossible to keep supporting their kids in something so positive. It feels unfair to place extra barriers on those trying to do the right thing, especially when the alternative for many young people isn't just staying home it's falling into dangerous habits. Please consider the real-life impact this will have on families and young people who are trying their best to stay healthy, active, and focused on something

-----  
[91] We live in a village where bus route provision is impossible to use to travel to the rink due to no direct routes and limited times of bus running

-----  
[92] What alternative means do we have other than car travel with a full hockey kit and sticks are you even aware of the size and weight of these, it's impossible to carry this at and distance

and you Cannot take hockey sticks on a bus as it's classed as a weapon, we also live 61 miles away so have no other choice

-----

[93] It wouldn't be possible for me to use public transport to get into Oxford, as the kit / sticks would not be allowed on.

-----

[94] Park and ride would still increase the cost for my partner and I to travel to the rink, as we would have to pay for the parking and then 2 bus tickets, whereas we can usually park for free unless running late.

Also, due to work, we probably wouldn't be able to make our sessions as the park and ride is unreliable and would extend our journey time significantly.

-----

[95] This additional charge will impact if I can continue with lessons for my daughter. We take the car as we have other clubs/activities that my other children need to attend after their skate session and the time constraints on being MADE to take the bus would massively impact both my children and their activities. Adding an additional £5 each time we attend the ice rink, ontop of the lesson fees and parking charges, would make going to the ice rink, which is a life line for my daughters mental health, become a luxury due to this cost. We use the park and ride when shopping in Oxford but by adding this charge when visiting the ice rink is going to completely cripple them as a business as it will become an extreamly expensive activity!

-----

[96] Can't really take full hockey kit on a bus. And it's also not ideal when training sessions are already ending at midnight to mess around with busses

-----

[97] As a resident I'm very supportive of the cc.

-----

[98] We travel to Oxford ice rink from Gosport. This charge will have a negative impact on us.

-----

[99] I do not have a Blue Badge but have hyper mobility so walking can be difficult. I'd have to walk from the park and ride

-----  
[100] I believe the congestion charge would have the following negative effects:

- 1) Reduction in visitor numbers resulting in decreased revenue for the ice rink.
- 2) Negative impact on mental health and well being of regular ice rink users who may have to reduce the number of times they visit.
- 3) Unacceptable journey times for users who travel in from other parts of the county if they have to use park and ride. Cycling is not an option if you currently drive 30 miles to get to the rink.

-----  
[101] I don't live within Oxfordshire but travel for coaching to Oxford ice rink. I train before trains run and using park and rides are impractical with skates and equipment as well as only just running early enough. I travel straight to work and this makes park and rides even more impractical most of the time.

-----  
[102] Patch ice is generally early morning and doesn't fit well with bus/train time tables, with my parents accompanying me there is still a large cost here.

-----  
[103] My post code is NW6 I travel from London to play competitive hockey for Oxford women's the cost of travel is already high as with the journey time. Ice Hockey is a minority sport especially for women, whilst Oxford has a growing development team (which I have helped set up) there are still few relatively experienced local players and this will take many years to filter through the system. Alternative transport options are impossible at the times (eg insufficient time to drive the park and ride and then change bus) I would not make training after finishing work and the travelling from London there is also the factor and with the heavy and bulky ice hockey equipment travelling on the bus would be challenging. Please consider that people travel long distances to Oxford ice rink to support Oxford and evolve the local sport additional barriers make them less likely to do so and the local teams and sport will suffer

-----  
[104] Whilst we know of alternatives to door-to-door travel, we come a long way and the journey can take 2-3 hours as it is. Our daughter already frequently misses her 9-10am lesson/s altogether. We would not be prepared to add on another 1/2 hour of travelling plus walking time from say Peartree P&R and we do not have a smart phone to pay for parking/ pay for the proposed charges. Our daughter is high on the ASD spectrum and doesn't like public transport due to other people and the risk of travelling with people with germs (to be fair she catches everything going). It is also VERY difficult to travel with her Zuca and other bags, we know, we have tried it, and it makes things even more stressful. Coming to Oxford has been a significant commitment for c.3 years, we come all this way for the coaches, yet we are on a tight budget and already have to make choices for her. An extra charge would

be the final nail in the coffin as far as we are concerned. It would be a great shame as we were hoping to maintain our newer commitment of a second weekly visit so that she could volunteer on the Inclusive session so that she could work towards coaching. This issue has been looming for some time and has been extremely worrying. Daughter has just gained a PIP, I am full-time carer and husband is on low wage so you can understand low budget issues. We have already had to drop Dance Club, thanks to increased rink and Oxpens charges.

Good luck with your petition!!

-----

[105] We mostly cycle /bus to the rink but occasionally drive. I recognise that this will have a big impact for those travelling regularly by car, who have no other option, so hopefully you are successful in seeking permits for these customers. But please remember that more broadly the proposals will also make it safer for those travelling to the rink by bike, particularly those cycling with kids.

-----

[106] Alternative means to avoid the congestion charge with lots of hockey kit would be very impractical.

-----

[107] Impossible to use public transport. How do I get a bus from Long Hanborough to School in Faringdon. Then another bus from Faringdon into Oxford in to for the ice skating academy. Note the school permit my son to leave early. He would have to miss half a day if public transport was used. How does the family do food shopping and go straight to football the other side of Oxford after ice skating academy.

-----

[108] It is impossible to use public transport or park and ride to get our son to ice skating lessons in time when he already leaves school early to attend sessions at special permission by his school

-----

[109] We travel from east Swindon to training and matches and more. To add £5 to each journey on top of the parking charge and fuel costs would make it unviable for us as a family financially therefore significantly reducing our sons leisure time and personal development.

-----

[110] Park and ride will cost more for us than the congestion charge. Parking is currently free for us so we would be out of pocket considerably and would not be able afford to skate as

much, if at all. Then there is the added time it would take, which means we probably wouldn't be able to make our sessions in time.

Having tried to use public transport numerous times I have been let down on almost every occasion (not an exaggeration) including when I had to be in for jury duty where 2 buses in a row failed to turn up and the 3rd was late. I had to be driven in as I was going to be late even having planned in plenty of extra time. The public transport is too poor to be used effectively or relied on.

-----

[111] My parents won't be able to afford to take me to ice hockey

-----

[112] We take our grandchildren one car parking charge is cheaper then bus travel

-----

[113] Unfortunately due to the travel time, training times and the amount of gear that we need to carry, it's not feasible to travel by bus or use park and ride.

-----

[114] We travel with a full ice hockey kit bag, my kit bag (as a volunteer coach) and 3 hockey sticks. We train until 9.45pm on a weeknight. Public transport options are not practical

-----

[115] We travel 45 miles each way so my son can figure skate with the amazing coaching team at oxford ice rink. It is already a very expensive sport, and very expensive parking charges on top of everything, just to use the rink. With the congestion charge, we will have to consider alternative ice rink.

-----

[116] It will limit the use of the rink , we travel from Banbury so it would be very expensive for us

-----

[117] Would negatively affect my child's activity and wellbeing/health

-----

[118] To carry my hockey kit, skates and stick on public transport would have a impact on my attendance due to having to carry heavy weight and also getting in the way off other bus users.

-----  
[119] I don't think the alternatives - such as park and ride - are viable with heavy kit and either Kate evening training and games. This is especially a problem for those travelling alone or juniors.  
-----

-----  
[120] Would add more money to an already expensive outing for a low income family.  
-----

-----  
[121] No realistic alternatives currently exist to get to the ice rink at the times our daughters have their training sessions. Train times do not allow us to come by train, and we need to bring quite a bit of kit, so long walking distances are not an option. Also, congestion on the A34 means that time is already tight to get to Oxford after school. Introducing a congestion charge on top of what is already an expensive trip will discourage many parents to allow their children to use the ice rink, in an already sedentary and screen-addicted country. Re-open the Botley bridge and most of the traffic issues will significantly improve.  
-----

-----  
[122] If used park and ride taking 2 kids with 2 kit bags and sticks will take up a lot of room . We also don't leave the rink until 10.30 I don't really want to be taking my children through Oxford and on a bus at that time of night . Also wouldn't get to the rink in time for my youngest to train . I am on benefits and this extra charge will impact me greatly . I also have a child that ice hockey is his outlet and without it I dread to think what would happen to him .  
-----

-----  
[123] I suffer with and am on long term medication for server anxiety and depression and I am awaiting assessment for autistic diagnosis. I have just completed my T-level studies in Adult Nursing at the City of Oxford College, I work at a Dementia Care Home part-time and am currently looking for a job in the NHS to continue my studies to become a nurse - around all of this I am a competative figure skater and a very proud member of the Oxford School of Skating - I am 18. I have been figure skating at the Oxford Ice Rink since the age of 5, for the past 13 years, I have three coaches and have 4-5 1:1 lessons each week. I train 6-7 days a week on the early morning/lunchtime patches. I compete nationally, representing Oxford, at Junior Ladies/National 8. Competative figure skating is already a very expensive sport and I am very lucky that my parents have supported me financially to-date - the figure skating boots, the competetition dresses, the 1:1 lessons, club jackets, rink membership, the competative fees, travel, hotels etc etc etc, it's all an investment in me doing my sport and I appreciate it all. The additional charges would most definitely stop me from continuing as I currently am - not only mean that we would have to cut back how many times I can travel to the rink, it would limit my training and lesson times (which, in turn would effect my coaches income) and, in turn, it would effect the years of hard work I have put in to get to Junior Ladies/National 8. It would also damage my mental health - the ice rink is my safe place, it's where I have grown up over the last 13 years and where I can talk. It would also effect my  
-----

studies and future career plans - my Mum currently drives me in to Oxford for patch/my lessons and she is then able to get me straight to work - I would not be able to do this as having to add in travel times by bus would mean my training time is even more limited as would be my work hours.

-----

[124] Impossible to travel to rink using public transport with full ho key kit, particularly as the bus would only get us as far as St Giles and we would then have to walk through town.

-----

[125] As a student, I can't afford this

-----

[126] I have to take lots of equipment to the ice rink every visit meaning it would be impossible to use public transport

-----

[127] It's ridiculous not everyone livid with the realms of public transport into the city and the park and rides are useless never on time and always take ages to get into town.

-----

[128] Travel from Basingstoke. Park and ride does not work re training times or due to hockey kit bags not being allowed on the bus by drivers.

-----

[129] Would probably stop being a member as is expensive enough as it is. Cant use public transport as dont have the time, have just 2 hrs to collect son from school get home changed, fed and drive 40mins to get here. This would increase the cost by £50 per month. After parking has already increased by 20% two months ago. That was hard enough.

-----

[130] Although there are other options ie park and ride. I have 4 children, 3 of which have large hockey bags, the 4th is a toddler and has a pushchair. It's not feasible to all go on the park and ride bus with all our equipment. The timing also is not suitable, we leave home straight from end of school to make it in time for training and if we have to factor in parking and then getting the bus it would mean we would miss the first part of training and make our evenings extremely late. I also don't want to be getting on a night bus with 4 children back as sometimes training is late for the older age groups.

-----

[131] It is a conflict of interest to trial a congestion charge that eliminates the opportunity to participate in a healthy pasttime, whilst elsewhere enouraging people to be active and get fit. It is a flawed approach that will result in people travelling, where they can, in exempt vehicles such as work vans. I'm sure the Council will soon see the light when the car park is full of Transits and T5 Transporters.

-----

[132] I'd rather go to swindon

-----

[133] We're already fleeced with car parking charges and now they want to add a congestion charge? I think this will have an impact on the number of fans attending ice hockey games, or participating in the public skate.

-----

[134] I have a back problem, sometimes getting the bus is not great when I am in pain. If it was not financially viable it would be a problem for me. It's my only form of exercise. Great for mental health as well. The ice rink is so special to Oxford and transport to the rink should be made easier as people have heavy and bulky equipment to carry.

-----

[135] Park and ride buses don't run early enough on Sunday to attend patch training and it would be a 30 min wait for a bus after JDC on Thursday evening.

-----

[136] My children will no longer be able to participate in Ice Hockey or public skate sessions in Oxford. I will no longer be able to uphold my duties for the Oxford rising stars ice hockey club as a volunteer for match days and management meetings as reaching thr ice rink will be inaccessible due to the charges

-----

[137] I'm pushed for time with a neurodiverse family who rely on me for travel. Additional costs for parking 1-2 times a week add too much of a cost.

-----

[138] Park & Ride takes too long and is an added travel time on top of the initial drive to Oxford.

-----



[139] The Ice Rink may shut down due to loss of money if people can't afford to go to Oxford.

-----

[140] I can't get 4 ice hockey players and their kit to a rink on public transport - ridiculous

-----

[141] I cannot afford

-----

[142] I travel from langley near Slough and have use the same routes in and out of Oxford .for the ice rink to keep my journey short

-----

[143] Using a car provides extra convenience for my use of the rink Vs late night travel on the train back to Berkshire, trains are often not frequent enough on Sunday evenings and can mean it's over an hour to wait. #SaveTheStars

-----

[144] I travel a long way (over an hour by car) and when visiting in the evening, after work, there is no time to use the park and ride. I try to use it on the weekend as i cannot afford the car parking at Oxpens but it adds significant time to my day, I often struggle to carry everything i need and if there is a blip in the schedule my lesson is missed. Now my lessons are about to be even earlier on a sunday, the park and ride is not practicable as I would have to leave my house at 5.15am to get there. There are no appropriate trains (and if there was, it would cost £44 per return). I am at the limit of my budget for ice skating and a congestion charge would price me out.

-----

[145] The times I come into the rink is not practical to get a bus as I feel unsafe.

I think a C charge permit that is complimentary with the timings on our parking permits (ie within 30mins) would make a lot of sense

-----

[146] We are not able to take kit on buses and the trains do not operate at the times the rink has training

-----

[147] This is unworkable / unaffordable - my son plays hockey and given the Government's pledge to get children exercising, the proposal to introduce a congestion charge is counterproductive to this pledge.

I believe it would have a seriously negative effect on the future of the ice rink. In addition how are the teams visiting Oxford Jr Stars going to react? I believe there will be a reluctance to come to Oxford ( already very difficult to park on match days) and this could jeopardise the team's position in the league.

Ice hockey is already a very expensive sport so to add a further £5 per session to the £5.40 parking charge we already pay will likely bring us consider moving to another club.

-----

[148] I have young children who skate daily and is very inconvenient to take the bus given the timings we are in the rink and need to be in school right after

-----

[149] Ice hockey players unable to take the bus to the rink as bus drivers consider ice hockey sticks weapons. This forced a junior, of amazing talent to have to leave the sport ( 3 seasons ago) as the bus was his only to get to the rink. So there is NO alternative than to drive

-----

[150] Unless you have plans and the ability to relocate services like the Ice Rink to the ring road with both good transport and parking options the restrictions on the city will only strangle the ability for users like us to continue to support these facilities and the teams/groups using them.

-----

[151] Can travel by bus in summer from Kidlington but it takes longer. Inconvenient in winter because of the dark.

-----

[152] My concern is the impact on the coaches/teachers that travel far to the rink. Oxford ice rink is lucky to have such high standard coaching - it would be a shame to lose them.

-----