Overall

The way that congestion change monitoring data is presented makes it difficult to ascertain:

- Trends over time – are impacts of the introduction of the congestion charge static, fading, or intensifying over time?
- Localised impacts – are there winners and losers? If so, where?
- Context – a focus on percentages, not numbers, makes it difficult to ascertain the importance of what we're seeing.

Presenting data in different formats offers (some) useful insights

Traffic flows

In outer Oxford, initial reductions in traffic flows on (already relatively busy) suburban roads have gone into reverse, with various key roads now busier than they were 12 months before.

Traffic flows impact - year on year percentage changes

Outer Oxford

Location	Nov-25	Dec-25	Jan-26	Feb-26	2024 average daily traffic count	City traffic volume ranking (where known)
Woodstock Road south of Blandford Avenue	No data	No data	No data	No data	10,531	27
Marsh Lane north of Horseman Close	2%	5%	2%	2%	16,251	13
London Road east of Lyndworth Close	-1%	0%	0%	0%	16,360	11
Garsington Road south-east of John Smith Dr	31%	15%	9%	7%	17,086	10
Rose Hill south of Newman Road	0%	2%	1%	2%	18,625	8
Botley Road west of Seacourt park and ride	2%	2%	1%	4%	16,266	12
Blackbird Leys Road north-west of Sandy Ln	-5%	-3%	3%	4%	8,161	33
Banbury Road north of Davenant Road	No data	2%	0%	1%	14,407	18
Horspath Driftway	-1%	-2%	1%	0%	19,232	7
Abingdon Road south of Weirs Lane	-6%	-7%	-7%	-3%	21,874	6

On the ring road, traffic immediately and consistently became heavier on several stretches - on roads that were already the busiest in Oxford. We don't have data for several ring road sections.

Traffic flows impact - year on year percentage changes

Ring road

Location	Nov-25	Dec-25	Jan-26	Feb-26	2024 average daily traffic count	City traffic volume ranking (where known)
A423 southern bypass (Kennington roundabout to Heyford Hill)	3%	3%	No data	No data	49500 (2023)	No data
A4142 eastern bypass, east of Heyford Hill roundabout	No data	No data	1%	3%	43,641	1
A4142 eastern bypass (Horspath Driftway to Headington roundabout)	3%	3%	4%	4%	32,219	4
A40 northern bypass, south-east of River Cherwell	4%	4%	0%	0%	37,152	3
A34 Hinksey Hill interchange, southbound offslip	No data	No data	No data	No data	No data	No data
A34 Botley interchange, southbound offslip	6%	-62%**	No data	No data	No data	No data
A34 Botley interchange southbound, south of southbound offslip	4%	-29%**	No data	No data	No data	No data
A34 Peartree interchange, northbound offslip	10%	9%	6%	9%	No data	No data

Data for traffic volumes in inner Oxford is often sketchy. The data we have indicates falls in traffic levels. But some of these roads were already less busy than outer Oxford.

Traffic flows impact - year on year percentage changes

Inner Oxford

Location	Nov-25	Dec-25	Jan-26	Feb-26	2024 average daily traffic count	City traffic volume ranking (where known)
Kingston Road south of Leckford Road	-24%	No data	No data	0%	2,566	43
Woodstock Road south of Leckford Road	0%	No data	No data	No data	10,531	27
Banbury Road north of Norham Road	No data	No data	No data	No data	14,407	21
Magdalen Bridge	-6%	-10%	-13%	-11%	14,899	14
Folly Bridge	-12%	-11%	-14%	No data	14,741	15

Traffic volumes on several congestion charge roads fell – but again, several of these roads were already relatively quiet, even before the congestion charge was introduced.

OCC is consistently reluctant to disclose traffic data regarding St Cross Road – despite it being a congestion charge site. The road is the 34th busiest recorded in Oxford – so was never an obvious filter location. It is (and always was) often deserted, even during term time rush hour.

Traffic flows impact - year on year percentage changes

Other sites

Location	Nov-25	Dec-25	Jan-26	Feb-26	2024 average daily traffic count	City traffic volume ranking (where known)
Hollow Way	-20%	-20%	No data	-40%	8,961	30
Marston Ferry Road	-24%	-24%	-17%	-19%	10,205	29
Thames Street	-16%	-14%	-20%	-16%	12,464	22
Woodstock Road south of South Parade	-3%	-6%	2%	2%	10,531	27
Banbury Road south of Marston Ferry Road	-16%	-19%	-13%	-8%	12,529	18
Cowley Road	-8%	-8%	No data	No data	10,468	28
Hythe Bridge Street	-33%	-35%	No data	-29%	11,366	20
Headley Way	5%	4%	3%	1%	14,546	17
St Clements	-22%	No data	No data	No data	14,677	16
Iffley Road	-5%	-4%	No data	-4%	14,178	19
St Cross Road	No data	No data	No data	No data	7,332	34

Presenting OCC data in a different format – by area, and with added contextual insights, illustrates how hard the congestion charge is hitting Cowley and the surrounding area. Roads surrounding the congestion charge filter on Hollow Way – suburban and ring road – are consistently busier, indicating displacement rather than evaporation. Most of these roads are either residential, or have housing directly alongside them – i.e. the ring road, where traffic levels (already between 32,219 – 43,641 vehicles per day) have risen by 3-4%.

Impact of congestion charge on traffic levels in Oxford, according to OCC reporting data

Outer east Oxford - Wood Farm, Cowley, Blackbird Leys

Congestion charge location and nearby streets, where traffic counts and traffic volume changes are available	Year by year, month to month comparison				2024 average daily traffic count	City traffic volume ranking (where known)	Where in Oxford?	Adjacent to housing?
	Nov 2024 - Nov 2025	Dec 2024 - Dec 2025	Jan 2025 - Jan 2026	Feb 2025 - Feb 2026				
Hollow Way - congestion charge location	-20%	-20%	No data	-40%	8,961	30	Outer	Yes
A4142 eastern bypass, east of Heyford Hill roundabout	No data	No data	1%	3%	43,641	1	Outer	Yes
A4142 eastern bypass (Horspath Driftway to Headington roundabout)	3%	3%	4%	4%	32,219	4	Outer	Yes
Horspath Driftway	-1%	-2%	1%	0%	19,232	7	Outer	Yes
Garsington Road south-east of John Smith Drive	31%	15%	9%	7%	17,086	10	Outer	No
Rose Hill south of Newman Road	0%	2%	1%	2%	18,625	8	Outer	Yes
Blackbird Leys Road north-west of Sandy Ln	-5%	-3%	3%	4%	8,161	33	Outer	Yes

Indications that the Cowley area is bearing the brunt of the negative impacts of the congestion charge is also borne out by journey time impacts. Modest initial improvements in journey times, at certain times of the day when the congestion charge was first introduced, have now given way to sustained negative impacts, on both suburban roads around Cowley and on the nearby ring road. Even Hollow Way, a congestion charge location, has tended to see a general worsening of journey times since the congestion charge was installed.

Journey times on selected roads within Oxford, year-on-year percentage change

Outer Oxford suburban roads	Monitoring distance in miles	Average daily traffic count (if collected)	Nov-25	Dec-25	Jan-26	Feb-26	Nov-25	Dec-25	Jan-26	Feb-26	Nov-25	Dec-25	Jan-26	Feb-26	Nov-25	Dec-25	Jan-26	Feb-26
			7 - 9am inbound				7 - 9am outbound				4 - 7pm inbound				4 - 7pm outbound			
Henley Avenue/Iffley Road between Church Cowley Road and Donnington Bridge Road	0.4		5%	3%	3%	-5%	4%	3%	2%	4%	-2%	2%	3%	-1%	2%	4%	3%	4%
Oxford Road/Rose Hill, between Littlemore roundabout and Church Cowley Road	0.6	18,625	0%	3%	3%	-3%	1%	6%	5%	4%	4%	10%	6%	8%	3%	8%	4%	5%
Cowley Road and Oxford Road, between Between Towns Road and Southfield Road	1.1		2%	1%	-4%	-3%	3%	2%	2%	-1%	-1%	-1%	-2%	0%	-5%	-9%	1%	5%
Between Towns Road/Church Cowley Road between Henley Avenue and Oxford Road	0.8		No data	No data	No data	7%	No data	No data	No data	7%	No data	No data	No data	3%	No data	No data	No data	6%
Garsington Road/Oxford Road, between Between Towns Road and the Cowley interchange	0.5	17,086	19%	36%	9%	-4%	-5%	3%	8%	4%	15%	46%	20%	6%	6%	9%	16%	12%
Hollow Way, between Horspath Road and Garsington Road	0.4		1%	2%	-1%	4%	9%	10%	10%	6%	3%	2%	5%	2%	1%	0%	1%	-6%
Hollow Way, between Horspath Road and The Slade	0.4	8,961	-1%	0%	-1%	0%	4%	5%	8%	8%	5%	3%	4%	4%	2%	2%	6%	5%
The Slade (whole length)	0.7		-1%	9%	3%	3%	3%	3%	4%	5%	6%	5%	3%	1%	5%	1%	0%	-4%
Horspath Driftway	0.3	19,232	No data	No data	No data	No data	3%	3%	5%	4%	No data	No data	No data	No data	7%	8%	7%	6%
Ring road section	**Monitoring distance in miles**	**Average daily traffic count (if collected)**	**Jan-00**	**Jan-00**	**Jan-00**	**Jan-00**	**Nov-25**	**Dec-25**	**Jan-26**	**Feb-26**	**Nov-25**	**Dec-25**	**Jan-26**	**Feb-26**	**Nov-25**	**Dec-25**	**Jan-26**	**Feb-26**
			7 - 9am clockwise				7 - 9am anti-clockwise				4 - 7pm clockwise				4 - 7pm anti-clockwise			
Between Heyford Hill roundabout and Littlemore roundabout	0.7	43,641	-9%	-13%	-30%	-29%	17%	10%	17%	10%	-21%	22%	11%	3%	-1%	1%	14%	0%
Between Littlemore roundabout and Cowley interchange	1.2		33%	31%	20%	55%	12%	19%	8%	-5%	8%	15%	19%	59%	8%	6%	29%	6%
Between Cowley interchange and Horspath Driftway	0.8		1%	0%	1%	-2%	33%	41%	44%	9%	10%	17%	11%	2%	20%	25%	24%	6%

There ae also a clustering of negative impacts in North Oxford, particularly on the Banbury and Woodstock Roads. With the notable section of the A40 that connects Wolvercote and Cutteslowe Roundabouts, the trend has generally been towards slower journeys over time, as the deterrent impact of the congestion charge has faded.

Journey times on selected roads within Oxford, year-on-year percentage change

Outer Oxford suburban roads	Monitoring distance in miles	Average daily traffic count (if collected)	Nov-25	Dec-25	Jan-26	Feb-26	Nov-25	Dec-25	Jan-26	Feb-26	Nov-25	Dec-25	Jan-26	Feb-26	Nov-25	Dec-25	Jan-26	Feb-26
			7 - 9am inbound				7 - 9am outbound				4 - 7pm inbound				4 - 7pm outbound			
Woodstock Road, between St Giles and Moreton Road	1.3	10,531	-4%	-2%	-2%	-2%	No data	No data	No data	2%	-4%	No data	2%	3%	No data	No data	No data	9%
Banbury Road, between St Giles and Moreton Road	1.3	12,529	7%	3%	3%	4%	1%	0%	0%	2%	5%	0%	4%	1%	-4%	-5%	0%	5%
Woodstock Road, Moreton Road and Wolvercote roundabout	1.3	13,700 (2023)	0%	-3%	-3%	No data	3%	2%	0%	2%	3%	4%	2%	No data	17%	8%	3%	11%
Banbury Road, between Moreton Road and Cutteslowe roundabout	1.2	14,407	0%	2%	-1%	-3%	6%	4%	3%	2%	6%	4%	5%	5%	22%	13%	12%	16%
Ring road section	**Monitoring distance in miles**	**Average daily traffic count (if collected)**																
			7 - 9am clockwise				7 - 9am anti-clockwise				4 - 7pm clockwise				4 - 7pm anti-clockwise			
Between Cutteslowe roundabout and Wolvercote roundabout	0.4	28,476	9%	-25%	14%	33%	-14%	-7%	-10%	-12%	-9%	-34%	3%	7%	-17%	-12%	-20%	-23%
Between Wolvercote roundabout and Peartree interchange	0.5	30,300 (2023)	0%	-1%	0%	1%	-6%	-9%	-8%	-11%	-7%	3%	12%	9%	7%	8%	6%	-3%
Oxford Road/Banbury Road between Kidlington roundabout and Cutteslowe roundabout	1.4	18,042	-15%	-11%	-7%	-9%	2%	4%	3%	4%	-9%	-2%	6%	4%	1%	1%	2%	3%

In Marston, the displacement effect of the congestion charge is clear. While the (previously free flowing) 40mph Marston Ferry Road has got even more free flowing, traffic has instead moved to Marsh Lane – a suburban road that is frequently logjammed with hospital traffic, year-round.

Journey times on selected roads within Oxford, year-on-year percentage change

Outer Oxford suburban roads	Monitoring distance in miles	Average daily traffic count (if collected)	Nov-25	Dec-25	Jan-26	Feb-26	Nov-25	Dec-25	Jan-26	Feb-26	Nov-25	Dec-25	Jan-26	Feb-26	Nov-25	Dec-25	Jan-26	Feb-26
			7 - 9am inbound				7 - 9am outbound				4 - 7pm inbound				4 - 7pm outbound			
Marston Ferry Road/Cherwell Drive, between Marsh Lane and Banbury Road	1.7	10,205	-14%	-11%	-16%	-6%	-21%	-12%	-17%	-14%	-7%	-3%	-1%	0%	-30%	-14%	-10%	-2%
Marsh Lane, between A40 and Cherwell Drive	0.8	16,251	-9%	-8%	-5%	-11%	7%	5%	4%	5%	65%	44%	46%	30%	16%	8%	11%	12%
Headley Way between Marsh Lane and London Road	0.8	14,546	No data	No data	No data	7%	No data	No data	No data	6%	No data	No data	No data	2%	No data	No data	No data	-5%
Marston Road between London Place and Headley Way	1.1	6,819	No data	No data	No data	-3%	No data	No data	No data	1%	No data	No data	No data	-1%	No data	No data	No data	0%

In terms of positive journey speed impacts, two areas are clear winners – the roads converging on the plain via Iffley and Cowley Road (where the LTNs have previously slowed down traffic) and journey speeds in the centre of Oxford on the roads that lead towards the Westgate shopping centre. Incidentally, the Hythe Bridge / Thames street filters are also OCC's two main congestion charge "cash cows" – generating around 74% of all PCNs issued since the scheme launched.

Journey times on selected roads within Oxford, year-on-year percentage change

Inner Oxford roads	Monitoring distance in miles	Average daily traffic count (if collected)	Nov-25	Dec-25	Jan-26	Feb-26	Nov-25	Dec-25	Jan-26	Feb-26	Nov-25	Dec-25	Jan-26	Feb-26	Nov-25	Dec-25	Jan-26	Feb-26
			7 - 9am inbound				7 - 9am outbound				4 - 7pm inbound				4 - 7pm outbound			
Cowley Road, between Southfield Road and The Plain	0.7	10,468	-13%	-5%	-17%	-9%	-1%	1%	-4%	-1%	-9%	-12%	-9%	-3%	0%	-2%	-1%	4%
Iffley Road, between Donnington Bridge Road and The Plain	1.0	14,178	-16%	-10%	-11%	-11%	-1%	-1%	2%	0%	-4%	-3%	5%	-1%	-1%	-3%	10%	1%
London Place/St Clements, between Marston Road and The Plain	0.3	14,677	-12%	-11%	-12%	-15%	-6%	-3%	-3%	-3%	-11%	-12%	-13%	-11%	-6%	-4%	-3%	-3%
High Street, between Longwall Street and The Plain	0.3	14,899	0%	0%	1%	-2%	1%	0%	0%	0%	-2%	0%	-2%	-2%	-14%	-11%	-13%	-9%

Journey times on selected roads within Oxford, year-on-year percentage change

Inner Oxford roads	Monitoring distance in miles	Average daily traffic count (if collected)	Nov-25	Dec-25	Jan-26	Feb-26	Nov-25	Dec-25	Jan-26	Feb-26	Nov-25	Dec-25	Jan-26	Feb-26	Nov-25	Dec-25	Jan-26	Feb-26
			7 - 9am inbound				7 - 9am outbound				4 - 7pm inbound				4 - 7pm outbound			
Beaumont Street/Worcester Street/Hythe Bridge Street	0.3	13,366	-4%	-8%	-2%	-2%	-5%	-6%	-7%	-8%	-7%	-9%	-6%	-5%	-6%	-4%	3%	-3%
Thames Street/Oxpens Road/Hollybush Row	0.5	12,133	-1%	-2%	-15%	-15%	1%	-1%	-1%	0%	-3%	-4%	-8%	-3%	-16%	-13%	-7%	0%

Congestion charge PCNs - where issued, total issued, and percentage totals

Month	Hythe Bridge Steet	St Cross Road	St Clements	Thames Street	Marston Ferry Road	Hollow Way	**Monthly totals**
Dec-25	7,435	2,996	2,504	12,280	847	1,516	27,578
Jan-26	3,934	3,213	2,235	12,848	1,267	1,590	25,087
Feb-26	7,140	2,406	2,300	10,433	1,848	1,520	25,647
Location totals	18,509	8,615	7,039	35,561	3,962	4,626	78,312
Locatioon percentages	23.63	11.00	8.99	45.41	5.06	5.91	100.00

For vehicles entering the city from the South via Abingdon Road, a mixed picture emerges. Journeys along the final approach into the city are now consistently clearer – an outcome also shown in bus speed data for this area. However, this has come at the expense of journey times in the sections of the ring road leading into this part of the city – and (recently) onto the connecting Old Abingdon Road. There is also a fair amount of missing sensor data in this area.

Journey times on selected roads within Oxford, year-on-year percentage change

Outer Oxford suburban roads	Monitoring distance in miles	Average daily traffic count (if collected)	Nov-25	Dec-25	Jan-26	Feb-26	Nov-25	Dec-25	Jan-26	Feb-26	Nov-25	Dec-25	Jan-26	Feb-26	Nov-25	Dec-25	Jan-26	Feb-26
			7 - 9am inbound				7 - 9am outbound				4 - 7pm inbound				4 - 7pm outbound			
Abingdon Road, between Weirs Lane and Thames Street	1.0	14,741	-17%	-11%	-12%	-11%	-2%	-3%	-6%	-3%	-3%	-5%	-5%	-3%	-15%	-11%	-20%	-5%
Abingdon Road between Weirs Lane and Kennington Roundabout	0.4	21,874	No data	No data	No data	-2%	No data	No data	No data	No data	No data	No data	No data	1%	No data	No data	No data	No data
Weirs Lane/Donnington Bridge Road between Abingdon Road and Iffley Road	0.7	11,440	No data	No data	No data	-9%	No data	No data	No data	-1%	No data	No data	No data	10%	No data	No data	No data	2%
Old Abingdon Road, Southern Bypass to Abingdon Road	0.4		-37%	-26%	-23%	-20%	-3%	-4%	-3%	-8%	-3%	2%	10%	-15%	6%	8%	6%	6%
Ring road section	**Monitoring distance in miles**	**Average daily traffic count (if collected)**	**Jan-00**	**Jan-00**	**Jan-00**	**Jan-00**	**Nov-25**	**Dec-25**	**Jan-26**	**Feb-26**	**Nov-25**	**Dec-25**	**Jan-26**	**Feb-26**	**Nov-25**	**Dec-25**	**Jan-26**	**Feb-26**
			7 - 9am clockwise				7 - 9am anti-clockwise				4 - 7pm clockwise				4 - 7pm anti-clockwise			
Between Hinksey Hill interchange and Kennington roundabout	0.4		-24%	-32%	-39%	-43%	-24%	-20%	-18%	-14%	-10%	6%	9%	3%	2%	9%	20%	9%
Between Kennington roundabout and Heyford Hill roundabout	0.8	49,500 (2023)	-18%	-39%	-51%	-55%	7%	8%	8%	3%	-8%	6%	12%	7%	-3%	3%	12%	6%
Between Peartree interchange and Botley interchange	3.2		10%	3%	2%	1%	-6%	-14%	-18%	-19%	12%	2%	20%	23%	6%	26%	23%	-3%
Between Botley interchange and Hinksey Hill interchange	2.9		11%	9%	5%	6%	-21%	-21%	-29%	-22%	8%	3%	15%	16%	-10%	3%	16%	5%

In relation to bus impacts, a very confused picture emerges. There are clear winners (bus journey times in the centre of Oxford, plus journeys via Abingdon Road), and clear losers – notably journey times in North Oxford, via Banbury and Woodstock Roads.

Annual percentage changes in bus times since the introduction of the congestion charge - selected Oxford roads

Locations clustered by similar / linked bus routes

Outer north Oxford

Road	7am – 9am inbound				7am – 9am outbound				4pm – 7pm inbound				4pm – 7pm outbound			
	Nov.'24 - Nov.'25	Dec.'24 - Dec.'25	Jan.'25 - Jan.'26	Feb.'25 - Feb.'26	Nov.'24 - Nov.'25	Dec.'24 - Dec.'25	Jan.'25 - Jan.'26	Feb.'25 - Feb.'26	Nov.'24 - Nov.'25	Dec.'24 - Dec.'25	Jan.'25 - Jan.'26	Feb.'25 - Feb.'26	Nov.'24 - Nov.'25	Dec.'24 - Dec.'25	Jan.'25 - Jan.'26	Feb.'25 - Feb.'26
Banbury Road	-4%	-4%	1%	-4%	3%	-1%	4%	1%	1%	-2%	4%	0%	12%	4%	6%	4%
Woodstock Road	-3%	-3%	-5%	-1%	3%	2%	3%	1%	1%	2%	2%	2%	10%	11%	12%	7%

Annual percentage changes in bus times since the introduction of the congestion charge - selected Oxford roads

City centre / South

Road	7am – 9am inbound				7am – 9am outbound				4pm – 7pm inbound				4pm – 7pm outbound			
	Nov.'24 - Nov.'25	Dec.'24 - Dec.'25	Jan.'25 - Jan.'26	Feb.'25 - Feb.'26	Nov.'24 - Nov.'25	Dec.'24 - Dec.'25	Jan.'25 - Jan.'26	Feb.'25 - Feb.'26	Nov.'24 - Nov.'25	Dec.'24 - Dec.'25	Jan.'25 - Jan.'26	Feb.'25 - Feb.'26	Nov.'24 - Nov.'25	Dec.'24 - Dec.'25	Jan.'25 - Jan.'26	Feb.'25 - Feb.'26
St Clements Street	-10%	-7%	-10%	-10%	-12%	-1%	-5%	-3%	-26%	-23%	-27%	-32%	-4%	-3%	2%	1%
High Street	6%	7%	-2%	9%	0%	-2%	1%	-1%	4%	5%	2%	6%	-3%	-5%	-2%	-2%
Abingdon Road	-23%	-9%	-11%	-9%	-9%	-10%	-12%	-6%	-3%	-5%	-4%	-3%	-11%	-16%	-13%	-8%

In the outer suburbs, no overarching picture emerges. Bus services generally aren't observed being consistently quicker, or slower, even on an area-by-area basis. There is also no clear pattern over time, when the same evaluation timeslots are compared on a month-by month basis.

To the extent that any patterns can be detected, the best that can generally be said is that "X route is generally now quicker in one direction at a certain time of day", whereas "Y route is generally now slower in one direction at a certain time of day."

For this set of results, context arguably matters most – in particular, is the road in question a major bus route, or not? Is the evaluation road short, or long? Was the road busy before the congestion charge was introduced, or not?

For example, if London Road (a major bus route carrying at least 13 bus services) is now often slower, does it help that Headington Road (a continuation of the same stretch of road) is now often quicker? Especially as London Road is often heavily congested at peak times, whereas Headington Road typically isn't.

Likewise, is a (sometimes) faster Henley avenue in the evening suitable compensation for a slower Rose Hill during the same period - bearing in mind the same buses are often running along both stretches of the connecting road?

Annual percentage changes in bus times since the introduction of the congestion charge - selected Oxford roads

Around Headington / Headington Hill

Road	7am – 9am inbound				7am – 9am outbound				4pm – 7pm inbound				4pm – 7pm outbound			
	Nov.'24 - Nov.'25	Dec.'24 - Dec.'25	Jan.'25 - Jan.'26	Feb.'25 - Feb.'26	Nov.'24 - Nov.'25	Dec.'24 - Dec.'25	Jan.'25 - Jan.'26	Feb.'25 - Feb.'26	Nov.'24 - Nov.'25	Dec.'24 - Dec.'25	Jan.'25 - Jan.'26	Feb.'25 - Feb.'26	Nov.'24 - Nov.'25	Dec.'24 - Dec.'25	Jan.'25 - Jan.'26	Feb.'25 - Feb.'26
London Road	1%	-2%	3%	4%	5%	0%	5%	3%	1%	2%	3%	5%	6%	0%	-2%	-3%
Windmill Road	3%	-3%	15%	5%	-3%	2%	10%	10%	10%	1%	3%	-5%	-2%	3%	0%	-1%
Headington Road	-8%	-10%	-8%	-7%	-4%	-5%	-3%	0%	-39%	-23%	-28%	-31%	-8%	-4%	-2%	1%
Warneford Lane	4%	-2%	1%	0%	6%	1%	4%	5%	2%	-3%	5%	1%	6%	6%	4%	2%
Morrell Avenue	-6%	-5%	-6%	-9%	-1%	-2%	-1%	0%	-40%	-15%	-17%	-25%	4%	2%	3%	-1%

Annual percentage changes in bus times since the introduction of the congestion charge - selected Oxford roads

Around Cowley

Road	7am – 9am inbound				7am – 9am outbound				4pm – 7pm inbound				4pm – 7pm outbound			
	Nov. '24 - Nov. '25	Dec. '24 - Dec. '25	Jan. '25 - Jan. '26	Feb. '25 - Feb. '26	Nov. '24 - Nov. '25	Dec. '24 - Dec. '25	Jan. '25 - Jan. '26	Feb. '25 - Feb. '26	Nov. '24 - Nov. '25	Dec. '24 - Dec. '25	Jan. '25 - Jan. '26	Feb. '25 - Feb. '26	Nov. '24 - Nov. '25	Dec. '24 - Dec. '25	Jan. '25 - Jan. '26	Feb. '25 - Feb. '26
Rose Hill	-2%	3%	2%	-4%	-7%	-2%	-4%	-2%	3%	5%	4%	6%	2%	-1%	-4%	2%
Henley Avenue	-1%	2%	-2%	-7%	-4%	-4%	-2%	-4%	5%	-3%	-1%	4%	-1%	3%	-1%	-3%
Iffley Road	-17%	-6%	-8%	-20%	-1%	-3%	6%	-3%	-4%	-3%	8%	0%	-1%	-2%	7%	-1%
Garsington Road	-52%	-6%	10%	-14%	8%	8%	9%	2%	-46%	14%	30%	-6%	8%	5%	3%	-2%
Oxford Road	5%	1%	-5%	-12%	-1%	-8%	4%	-1%	4%	1%	-1%	-7%	-4%	-11%	3%	6%
Cowley Road	-16%	-10%	-12%	-8%	3%	-3%	0%	-2%	-13%	-14%	-9%	-9%	1%	-7%	1%	6%
Hollow Way	-3%	0%	-1%	-7%	13%	11%	13%	-5%	3%	0%	1%	-2%	12%	12%	10%	-12%
The Slade	-1%	13%	0%	0%	6%	-1%	11%	4%	4%	4%	1%	-4%	4%	0%	0%	5%

Annual percentage changes in bus times since the introduction of the congestion charge - selected Oxford roads

Around Marston / Northway

Road	7am – 9am inbound				7am – 9am outbound				4pm – 7pm inbound				4pm – 7pm outbound			
	Nov. '24 - Nov. '25	Dec. '24 - Dec. '25	Jan. '25 - Jan. '26	Feb. '25 - Feb. '26	Nov. '24 - Nov. '25	Dec. '24 - Dec. '25	Jan. '25 - Jan. '26	Feb. '25 - Feb. '26	Nov. '24 - Nov. '25	Dec. '24 - Dec. '25	Jan. '25 - Jan. '26	Feb. '25 - Feb. '26	Nov. '24 - Nov. '25	Dec. '24 - Dec. '25	Jan. '25 - Jan. '26	Feb. '25 - Feb. '26
Marston Ferry Road	8%	1%	3%	4%	-12%	-17%	-7%	-8%	6%	3%	5%	2%	-25%	-15%	-3%	3%
Cherwell Drive	-19%	-17%	-18%	-11%	-8%	-2%	1%	10%	0%	4%	1%	7%	-3%	-1%	2%	4%
Headley Way	-1%	-7%	-4%	-1%	7%	4%	1%	3%	-8%	-1%	4%	0%	-15%	-9%	-10%	-8%

In light of this confusing picture, it is arguably best to defer to what bus company the Go Ahead Group have said about the impact of the congestion charge, in a submission made to OCC cabinet on 21 April. Not for the first time, Oxford's bus companies have blamed OCC policies for making their services worse. This company is now talking about cutting services in response to what has happened – the exact opposite of OCC's intended policy outcome.

ANNEX 2

4. Following the introduction of these timetable improvements, it quickly became clear that, while in some areas of the city traffic conditions improved broadly in line with modelling, and others supported by the free P&R offer (such as Abingdon Road and London Road) performed slightly better; in other areas such as Iffley Road, Marston Ferry Road and roads around Temple Cowley, improvements in bus running times were not observed at the levels anticipated.

5. As a result, punctuality on Go-Ahead's network during November and December 2025 worsened materially and reached unsustainable levels, with punctuality on service 700 (which had received 2 of the re-invested vehicles) being 60.81% on time in November 2025, service 100 (which received 1 re-invested vehicle) being 68.47% on time in November 2025, and service 3A (which received 1 re-invested vehicle) being 55.20% on time in the same month. This punctuality level was not sustainable for Go-Ahead, as it risked regulatory action against its operator's licence, and therefore the operator sought to engage with the county council's public transport team to make changes to the implemented timetables as a matter of urgency.