

Cabinet item Traffic Filters – Tuesday 29th November 2022
Submission to accompany submission to Cabinet.
Cllr John Howson, St Margaret's Division

Thank you for allowing me time to speak this morning. I note that 31 councillors representing all types of council from parish to the county council were identified as responding to the consultation.

These proposals significantly affect those living in my division. They are not new. They were first proposed by the previous administration in 2015 and consulted upon in 2019.

I note that in Table 40 of Appendix 5 there were lower negativity scores from those living in postcodes OX1 to OX4 than in other postcodes. I would have welcomed the disaggregation of the data for postcodes OX1 to OX4 to allow me better to represent the views of those living within my division.

That said, the changes from the original scheme are to be welcomed. I speak personally as someone that will not be entitled to any permits as I live, by choice, in a development granted planning permission as a car free development.

The postponement of the introduction of filters until Network Rail returns the Botley Road to the County Council at the completion of the station enhancements is an obvious and welcome step.

There are some other suggestions that have been made to me that I would like to draw the attention of the cabinet to.

- **Abolish the 0900 rule for bus passes that operates from Monday to Friday at present.** I believe that Wiltshire have done so. This would permit use of buses for early hospital and other journeys currently likely to be undertaken by car.
- **Review the possibility of providing the benefits of bonus passes to drivers where additional M1 vehicle journeys are reduced by two or more people ride-sharing at the same time.** The vast majority of M1 vehicle movements are by cars with just one passenger. APNR cameras could be used to identify and issue extra permits if necessary, following a research project to create new software.
- **Work with the 6 private schools in my division to use the Park and Ride as exchange points for parents to leave pupils to be collected by the network of school buses.** At the same time, introduce an Education Zone building on the idea of school streets, but covering a defined area where there are several adjacent schools east of the Banbury Road.
- **Work to ensure a city fare zone covering both bus and rail journeys.** The experience of many cities including London shows that advances in contactless payments and fare capping makes this a sensible way forward.
- **Tourist coaches using Oxford Parkway as a drop-off point for Oxford; Bicester Village and even Blenheim Palace and the Cotswold tours would reduce several hundred coach movement a day in the busy tourist season.**
- **Discuss with the DfT how far bus company service reductions can go before the level of services in Oxford makes it ineffective to have two competing companies trying to make a profit from a few high use routes.**

My own modelling suggests there will be pressure on the Banbury Road once the filters are introduced, especially in the evening rush hour, and I look forward to the monitoring information being shared with local councillors.

Finally, going forward, it would be helpful if the county council would take a strong line with district councils over new developments where there is significant employment growth in order to ensure that they take account of the county's active travel strategy.

The impact of the Oxford North development on the A40 and adjacent feeder roads has the possibility of seriously affecting traffic patterns within my division and impacting upon these proposals because of its poor link to the local bus and rail networks. 3,000 new employment possibilities in Oxpens creates additional journey needs that need to be modelled even if employees cycle, use public transport or walk.

Oxford University created a new college recently in Reuben College with no need for planning permission. It would be an interesting exercise to see how many new employment opportunities the college has created, and how those employees travel to work.