

Alison Hill. Chair of Cyclox. Address to the Cabinet meeting on 29<sup>th</sup> November.

Within the last two years four young women have died while riding their bikes in Oxford, all at junctions, all in collision with HGVs.

James Felce, husband of Dr Ling Felce who was killed on the Plain, wrote a heartbreaking impact statement for those who attended the Vision Zero summit last week. "I urge you to take rapid and determined action to ensure a future without any further road deaths. I know it is possible and want to use the tragic experience of Ling's death to help you all make that future a reality."

Reducing motor traffic volumes and reducing speed are two critically important interventions to achieve Vision Zero, the County's policy to eliminate deaths and serious injuries on our roads.

COTP is bold and ambitious and Cyclox supports all the 22 actions. Your approval of the plan could be a huge step towards Vision Zero.

However....

Traffic filters will cut traffic volumes, but the exemptions and permits being proposed are too generous and your models suggest a reduction too small to make our roads feel any safer.

And HGVs were the cause of the deaths of the young women on their bikes. Why are you allowing them a free pass?

My other concern is the failure to address speed. The original consultation document omitted mention of 20mph. 20mph is now in the COTP, but like the Scrutiny Committee we are concerned that the words written fail people walking and cycling – those at the top of the transport hierarchy.

Is the increase in fatal and serious collisions at 30mph compared to 20mph an acceptable price to pay for a few seconds saved on bus journeys?