

## CABINET – 18 OCTOBER 2022

### ITEM 4 – QUESTIONS FROM COUNTY COUNCILLORS

Questions	Cabinet Member
<p><b>1. COUNCILLOR JOHN HOWSON</b></p> <p>Will he explain the present situation with regard to funding the Woodstock Road corridor study that was the subject of consultation in the autumn of 2021?</p>	<p><b>COUNCILLOR ANDREW GANT, CABINET MEMBER FOR HIGHWAY MANAGEMENT</b></p> <p>I would refer Cllr Howson to agenda item 7 (Annex 4):</p> <p><a href="#">Agenda Document for Cabinet, 18/10/2022 14:00 (oxfordshire.gov.uk)</a></p>
<p><b>2. COUNCILLOR SUSSANA PRESSEL</b></p> <p>I strongly support the traffic filters in principle, and I'd like to thank all members of Cabinet for the enormous amount of work you are putting in on this issue and many others.</p> <p>Everyone in my division certainly agrees that something <b>MUST</b> be done urgently about congestion, pollution and accidents in Botley Road, Frideswide Square and Thames Street. The city centre seems to be gridlocked at most peak hours and every weekend, because of cars queuing for the car parks. However, the residents all think that the current proposals will <i>increase</i> traffic in these streets. Even our officers admit that this is the case! If <i>all the traffic</i> to the Westgate car park and to Worcester Street car park has to come along Botley Road, with no traffic filter to stop them,</p>	<p><b>COUNCILLOR ANDREW GANT, CABINET MEMBER FOR HIGHWAY MANAGEMENT AND COUNCILLOR DUNCAN ENRIGHT, CABINET MEMBER FOR TRAVEL &amp; DEVELOPMENT STRATEGY</b></p> <p>The consultation for the traffic filters concluded on 13 Oct. This was extended by 10 days due to the late Queen Elizabeth's mourning period. Officers are now collating and analysing the results of that consultation to report to Cabinet on November 2022. Any proposed changes to the scheme as a result of the consultation, including those related to residents' permits, will be reported to Cabinet.</p> <p>Officers responded to Cllr Pressel on 9 September explaining the rationale for the location of traffic filters but specifically the filter on Thames Street. There are far ranging reasons but in summary:</p>

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<p>conditions will be even worse than they are now, which would be intolerable.</p> <p>I have come up with several ways of reducing the traffic and I hope you will bear them in mind. Firstly, you could move the Thames Street filter slightly and send the traffic for the Westgate car park along Abingdon Road instead. That has the advantage that traffic from that direction has plenty of space to queue, without blocking other traffic. Secondly, you could decide not to give 100 free permits to residents in Botley, North Hinksey and Cumnor. Why on earth would we want to encourage people from outside the City to drive into town, past a large park and ride facility?! Thirdly, you could make charges at Seacourt Park and Ride even cheaper and advertise this clearly to all traffic approaching from the west. Fourthly, you could have a sign before the park and ride telling motorists how long they are likely to queue for the car parks. Fifthly, you could arrange for the City Council to raise the prices in their city centre car parks, so that you can put pressure on the Westgate to raise their parking charges still further.</p> <p>Will you please adopt at least some of these suggestions – or come up with better ways of reducing traffic in Botley Road - so that residents in my division will know that you are heeding their anger and despair?</p>	<ul style="list-style-type: none"> <li>• Better opportunities for bus, cycle and pedestrian infrastructure on the Botley Road as well as general traffic</li> <li>• Botley Road is shortest route to the city centre with existing bus lanes</li> <li>• The need for safe places for prohibited traffic to turn around</li> <li>• By having filters on Thames Street and Hythe Bridge Street, this will remove much of the non-city centre bound traffic from key areas such as Frideswide Square which is hoped will result in smoother traffic flow through this and surrounding junctions</li> </ul> <p>The traffic model we are using to test the likely impacts of the traffic filter proposals has predicted an increase in traffic levels on Botley Road west of the junction with Seacourt Park and Ride by around an average 10% across a typical weekday, whereas on Hythe Bridge Street traffic is forecast to reduce by around an average 50% across a typical weekday. On the inner section of Botley Road at Osney Bridge, weekday flows are expected to reduce by 4% but it is acknowledged there is a risk of increases in traffic at certain times of the day as a result of the traffic filters.</p> <p>Should the trial be approved at Cabinet on 29 November, officers could develop and implement a detailed plan for managing Botley Road traffic with the traffic filters in place, and in particular this would include the monitoring of traffic flows and air quality around Westgate and on Botley Road to identify any particular concerns. The expansion of Seacourt Park and Ride, and very recent introduction of a combined parking and bus ticket, at the same time as an increase in Westgate car parking charges should even now encourage</p>

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	<p>more people and groups travelling to the city centre to use Park and Ride services.</p> <p>Officers would investigate what could form part of a comprehensive signage strategy to support the introduction of the traffic filters including variable message signage at key points on the network informing motorists of traffic conditions.</p>
<p><b>3. COUNCILLOR SUSSANA PRESSEL</b></p> <p>If the trial scheme for traffic filters goes ahead and if congestion, pollution and accidents do not reduce sufficiently in Botley Road, Frideswide Square and Thames Street as a result, what will you do?</p>	<p><b>COUNCILLOR ANDREW GANT, CABINET MEMBER FOR HIGHWAY MANAGEMENT AND COUNCILLOR DUNCAN ENRIGHT, CABINET MEMBER FOR TRAVEL &amp; DEVELOPMENT STRATEGY</b></p> <p>The results of monitoring will be used to assess the need for changes to the scheme if it is not achieving the scheme objectives.</p>