

The most startling thing about this motion is what is missing from it.

Fifty years ago the last plans to bulldoze an inner ring-road across East Oxford were abandoned. This has left two different approaches to addressing steadily increasing congestion. The first is exemplified by the hugely successful 1999 Oxford Transport Strategy, which made High St into a bus priority route. The second approach has involved giving time and space to cars at the expense of people, by pushing motor traffic down side streets entirely unsuited for it and by junction designs that compromise pedestrian accessibility and cycling safety in the interests of traffic flows.

This motion doesn't even mention the planned traffic filters and Zero Emission Zone, and instead proposes various measures to take space away from walking and cycling and community -- it even includes a cut-down version of that inner ring road through East Oxford. In doing this it throws everything behind failed approaches to reducing congestion and turns its back on the bus priority measures that would actually work. ## Some of the measures it suggests are directly incompatible with the traffic filters ##

The motion calls for the county to "Investigate installing traffic lights on The Plain to improve traffic flow", without any mention of safety or accessibility. The implication of this is that traffic flow is all that matters, but in reality designs to make the Plain safer need to reduce its motor traffic throughput, not increase it.

The motion also says that "the Council has not effectively engaged Oxford's communities on transport". But it goes on to propose specific measures on specific streets, where no consultation whatsoever has been carried out. Neither the residents nor the councillors for the area were even informed about a proposal that would turn Marston St into an A road.

The only good bit of this motion is the support for School Streets schemes. Driven school-runs create four car trips a day, at the worst possible times for congestion and in the worst possible places for road danger, so inhibiting those would be hugely beneficial. We need School Streets schemes not just on Cowley Place but also on Barracks Lane and on Charlbury Rd, as those would remove road danger from key walking and cycling routes as well as reducing congestion.

Labour needs to come out with clear and explicit backing for the traffic filters and the ZEZ and Vision Zero, otherwise it is going to be very hard for anyone who cares about sustainable transport

to support them.