Survey Response													
I am responding to this survey as	How often do you travel in or around Oxford?	Please tick which of the following free permits and passes you think you may be eligible for	Do you live in, visit a resident by car or commute by car to the proposed central Oxford	Central Oxford residents' permitit is proposed that residents in the central Oxford	Central Oxford permit area commuters' permitit is proposed workers commuting	We are proposing a single charge of £5 to allow cars without a day pass or permit	Do you think that charges should vary, with drivers of larger cars paying more and	Income generated by introducing the proposed temporary congestion charge would be used to cover the set-up and operating costs of the scheme.	If other improvement, please state	Taking into account all the information we have provided about the proposal to	Please explain your answer	Do you have any other comments about the proposal for six temporary congestion charge locations in Oxford that you have not already shared in this survey?	Do you have any suggestions for other ways to reduce traffic and tackle congestion in and around Oxford?
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Positive	Negative	About right	No	Make buses cheaper for all, Make bus services more frequent, Add public cycle parking		Positive	I am hoping it will reduce traffic.	I am concerned this, like the fingers, will increase traffic through Old Marston at peak commuter times.	An aerial egg lift linking Thornhill P&R > Osler Road / JR hospital > Town Centre.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Negative	Too low	Yes	Make Park & Ride buses cheaper, Make buses cheaper for all, Make bus services more frequent		Positive	Could go further, eg restricting hours of access for "other" vehicles (delivery etc) to outside normal peak times		Reduce the amount of parking currently available with a aim to discourage driving into the centre
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Positive	Negative	Too low	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Add new bus routes, Make bus services more frequent, Extend hours of operation for buses, Add public cycle parking		Positive		I think 3 cars for commuting is excessive	restrict larger vehicles such as trucks and vans within certain hours - so not during peak schools hours (7:30-9, and 3:30 to 5). This would make cycling with kids safer and more appealing.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	About right	Not sure	Make buses cheaper for all, Add new bus routes, Add public cycle parking		Very positive	Would expect to see fewer cars crossing the city centre, so buses would be faster/more timely and walking/cycling would be safer and more pleasant	Seems like a good way to test out the traffic filter ideas before going into the trial proper	School term times seem to produce the heaviest traffic, finding better ways for children to get to schools (rather than being driven in and out individually) could make a big difference. A shift away from the near-universal 9-5 working hours could also help soread out "rush hours".
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	Yes			Very negative	I'm an NHS manager, working almost 24/7, working every day after job planned hours from hime, additional commuting time will have neeative imoact on my service		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	Too low	Yes	Add new bus routes, Make bus services more frequent, Add public cycle parking		Very positive	It is currently quicker to cycle in and around the city than to go by bus. The roads should be clearer for people who *need* to use their cars and permit the free flow of traffic. Buses will be quicker, and therefore more appealing to use, and cycling will be safer.	Owing to the timing of sessions, there needs to be provision for access to the ice rink, whether that is by improving bus services or adjusting the congestion charge for users. Otherwise, training would be affected to such an extent that competitive skaters will need to move to other rinks, such as Swindon, which are further away, which will affect the rink's ability to operate and remain competitive.	Look to other medieval cities abroad that have put cycling first and see what measures we can adopt. A good example is Uppsala, in Sweden, which is also a medieval university town and is almost entirely car-free in the centre. Cars should be used for getting out of Oxford, and not necessary for getting into or around Oxford.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	There should be no charges at all	Yes	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Negative	I will have to leave my job at the school where I work part time because the most direct route includes one of the charging zones and going the long way would take too long and will use too much petrol. Going there by bus would take ages as there is not a good direct service available.	They are not a good idea because the rich can afford to pay and will continue congesting the road, but those on lower income will struggle.	Removing the LTNs in East Oxford would be a good start. Have more bus routes that cover the entire city and better connection services to the surrounding villages.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	Too high	No	Make buses cheaper for all		Negative	Push traffic onto already busy alternate routes already impacted by LTNs		Use the river to provide alternative transportation into Oxford
an Oxford resident	daily	Taxis and private hire vehicles	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Make BUSES FREE FOR LOCAL PEOPLE BETWEEN WORKING HOURS AND SEE WHAT IMPACT THAT HAS ON TRAFFIC AND SCHOOL RUNS	Very negative	Will hurt people that come to Oxford to work and who live locally .. turning Oxford into a Prison	All the surrounding roads will be impacted massively, there wasn't a congestion problem before that LTNS went in.. SUMMERTOWN IS THE WORST FOR PEOPLE THAT DON'T LIVE LOCALLY	Free bus passes, council has the ability now to run its own bus services due to changes in the law, also bus ticket prices are extortionate for such small journeys and cause issues financially, Park and Ride should be free and buses to and from them should be one pound no more, if you want people to use Oxford and use it services make it cheaper for them to access them.
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Fix the badly managed roads and roundabouts	Very negative	It's literally a money making scheme. Not everyone falls into the same category of 'they should walk, get a bus or cycle' I now live in Abingdon, but I grew up in Cowley, I work in Cowley, my partner works in Cowley, my daughter goes to nursery in Rose Hill, I still have a lot of friends and family in Cowley that I see regularly, usually after work. You have already made that difficult with LTNs, I have to sit in a lot more traffic now than I ever did before. People will not stop driving! We pay for our cars, our insurance, our tax, and you want to charge us more just for the privilege of driving in our own city! There is no bus route that will allow me to go to drop off my daughter at nursery, go to work, then to pick up my daughter, and then to visit my family! And if there was it would probably double my journey time! I cycle to work when I can, but not if I have to do the nursery run. I have never ever had a problem cycling round Oxford! The majority of families and households rely on these cars to go about their daily business! Stop trying to penalise them!	You never spoke about this pre election as you knew you would struggle to get voted in! You have ruined Cowley with your LTNs already! You as a council are not listening to residents. Just look at the petition with over 10,000 signatures against! Look at the comments! Put your congestion charge in areas where you were voted in! Leave Cowley alone! Majority of residents do not want your greedy schemes! You seem to be targeting the poorer areas! If you really want it, then open up some of the LTNs so that the traffic can flow freely!	Open up the LTNs! Simple!
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	Very negative	About right	Yes	Make buses cheaper for all, Add public cycle parking		Very positive	This is a perfectly reasonable short term solution to what is an enormous problem for all road users.		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on	I commute to the central permit area	Very negative	Very negative	There should be no charges at all	No	Other	Use the funds to sav out the Westgate shoppina centre	Very negative	I live in New Hinksey. For me as a resident. it is ludicrous to have to go round the rina road to drive to. sav. Jericho. I cannot		CLOSE THE WESTGATE CAR PARK!!!!!!
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make buses cheaper for all		Very negative			
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Neutral	Neutral	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Make buses cheaper for young people, Add new bus routes, Make bus services more frequent, Extend hours of operation for buses		Very negative	I absolutely object to this scheme, traffic is bad enough as it is and for those of us who even have to commute to the outskirts of Oxford using the ringroad which are not serviced by buses it's going to make it horrendous. It already got worse with the LTNs then worse again with botley road. This will add to it. 25 passes does not help when you are dumping all the cars onto an already too busy ring road. Aside from the obvious punishment for poor people and money grab, this is horrible for women like me who are stuck trying to get from childcare/school drop off to a job then get back in time to collect, not to mention actually have a life. Why should I take a wage cut when you as a council only fund pre-schools to be open from 8:45 (8:15 for breakfast club) then do such a poor job of traffic is takes me an hour to travel 8 miles or at least that to get two buses. Why should I not have a career or a full time job because you continually hold dogma and ideology above practical solutions and the opinions of the people who elected you.	Do not put them in, you're creating extreme hardships for people and it will grind Oxford to a halt.	Go back to the drawing board, remove the nonsense, fund the park and ride properly, stop building houses next to the ring road without appreciate crossings and stop adding houses rurally without genuine public transport links and suitable roads in place.
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Neutral	Very positive	There should be no charges at all	Not sure	Make Park & Ride parking cheaper, Make buses cheaper for young people, Make bus services more frequent		Very negative	My daily commute has become increasingly overwhelming and unsustainable. There is no direct bus route from where I live, and using public transport—even via the park and ride—takes nearly three times longer than driving. Navigating peak-hour traffic every day is already physically and mentally exhausting. Now, with the introduction of the new congestion charge, the situation is only set to worsen. Not only will this add a significant financial burden, but it also offers no improvement to the already limited and inefficient commuting options available to me. This ongoing strain is beginning to seriously affect my well-being, my ability to perform effectively at work, and my personal life. The time and energy consumed by commuting leave me drained before the day even begins, and I return home too exhausted to properly rest or spend meaningful time with family. It's becoming increasingly difficult to maintain a healthy work-life balance, and I'm genuinely concerned about the long-term impact on both my professional performance and personal health.	While I appreciate the goals of reducing congestion and improving air quality, I have serious concerns about the practical implications of introducing temporary congestion charge zones—particularly for residents and essential workers who rely on private transport due to limited public transport options. As someone who commutes daily from an area without a direct bus route, the proposed charges would significantly increase the financial and logistical burden of getting to work. Public transport alternatives are not always feasible, often requiring much longer travel times and multiple connections, even when using park and ride services. This not only adds stress but also reduces time available for rest, family, and personal responsibilities—ultimately impacting work-life balance and well-being. Moreover, the charge does not address the root issue: the lack of efficient, accessible, and reliable public transport for many parts of Oxfordshire. Implementing a charge without first improving these services risks disproportionately affecting those who have no viable alternative to driving. I urge the council to consider more equitable and supportive measures—such as investing in better public transport infrastructure and offering exemptions or support for essential workers—before moving forward with the congestion charge.	1. Priority Travel Schemes for Healthcare Workers Why it matters: Healthcare workers often work long, irregular hours and need reliable, timely transport. Suggestion: Introduce permit-based exemptions or discounted travel schemes for NHS and healthcare staff, allowing them to bypass congestion charges or access priority lanes during peak hours. 2.Hospital Access Passes for Essential Staff Why it matters: Healthcare workers are essential to both emergency and routine care delivery. Suggestion: Provide hospital-issued access passes that allow essential staff to travel through congestion zones without penalty, especially during emergencies or on-call duties.
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Neutral	Negative	About right	Yes	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all		Positive	I think it is right that car users have to pay a levy to drive into/out of Oxford. But I would make it only at peak times in the AM and PM on working days, and possibly higher than the £5. I would suggest also extending the charging zone to include the Banbury and woodstock road, so all users of the roads in Oxford have to pay a congestion charge. I would consider granting residents of Oxford a shorter period to drive without paying the charge - maybe 50 days per year?	I think congestion charging is a better solution than traffic filters.	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	Negative	There should be no charges at all	Yes	Add new bus routes, Make bus services more frequent		Very negative	I live in Grandpont we should be exempt as have been so negatively affected by proximity of Westgate car park. I have an EV like in London EV should be exempt	Ridiculous idea we have suffered enogh	Close Westgate or alter where enter to top rd where only buses go
an Oxford resident	weekly	Unpaid carers, Personal cars used as goods vehicles for business purposes	I commute to the central permit area by car	Very negative	Very negative	Too high	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Make buses cheaper for young people		Very negative			
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Positive	Positive	About right	Yes	Make Park & Ride buses cheaper, Add new bus routes, Make bus services more frequent		Very positive	I think it will have a significant positive impact and help reduce traffic in Oxford.	I am concerned that cars avoiding Marston Ferry Road because of the charge will make Banbury Road much busier. It seems to me that a charging point on both Banbury and Woodstock roads would be beneficial. I think you should make this scheme permanent and not go ahead with the traffic filters.	Better and more frequent bus routes to the railway station from north Oxford. There are none on Banbury north of Marston Ferry Road and only infrequent ones on Woodstock Road. Some of the 2 and 6 route buses could go onto the station, for example. Buses in Jericho and Walton Street. Speed up opening the railway line from Cowley and build something from Witney to Oxford, such as a tram or a train to make the A40 less congested. Open the park and ride in Eynsham. Separate pedestrians from cyclists better - it is a dangerous activity walking on pavements at the moment. Enforce parking and speeding resolutions to make money and make the environment safer for pedestrians.
a resident of Oxfordshire living outside Oxford	less than weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Very positive	Very positive	There should be no charges at all	No			Very negative	I disagree with the introduction of a congestion charge. Public transport is unreliable, slow and inconvenient. Drivers already pay substantial amounts in parking charges and taxes and the addition of a congestion charge would be totally unnecessary.		Conduct works at night time so they are not disruptive during peak hours.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Negative	Too low	Yes	Make Park & Ride parking cheaper, Make buses cheaper for all, Make bus services more frequent		Very positive	This is a well thought through idea. It won't be popular with all but it is a sensible proposal given limitations.	Good and pragmatic idea given the ongoing Botley Rd disaster.	Replace the LTN barriers and bollards with ANPRs. Actively use the ANPRs to fine people who drive through which doesn't seem to be happening at the moment. Make bicycle lanes more prominent and reduce occurences of road sharing with cars/buses etc.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Negative	About right	Not sure	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all		No impact	I do not drive in Oxford very often and when these charges are implemented I will find alternative methods of transport.		Free park and ride buses for the hospitals.
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make buses cheaper for all		Very negative	Instead of using my electric car I will buy a van	The continual attacks on car drivers are misplaced and highly objectionable. Misguided local gov interference. Try interfering in the ridiculous fiasco of the botley road works instead. It also disproportionately effects the poorer in the community	Open the Botley Road, make it compulsory to work 24/7 on road works. Move the council offices out of Oxford city centre.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Negative	Negative	There should be no charges at all	No	Make buses cheaper for all, Add new bus routes, Make bus services more frequent, Extend hours of operation for buses, Add public cycle parking		Negative	The poorer the household the greater the cost effect It will have an negative impact on centre of town businesses and public transport infrastructure needs improving first to make travelling by public transport more accessible and cheaper and more routes	N/A	Improve public transport bus routes and reduce cost - incentivise public transport
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	No impact	No impact	There should be no charges at all	No	Other	FREE Park N Ride with Free bus too	Very negative	Gant has created the congestion in Oxford and now expects us to pay for his incompetence. Hollow way should not have a Bus gate, HE created congestion putting in cycle bars at the bottom of Hollow Way. All Hollow Way needs is for NO on street parking the full length, this would allow traffic to flow.	Years ago all bus stops had pull in area's, this allowed the traffic to continue past the bus. Today they are ALL on the road, so hold up traffic. Personally Oxford has too many buses, that run less than half empty. There should be enough buses between 6-9 am and 3-6pm but could be cut to half during the day. With the stupid 20MPH everywhere, if you took all cars off the road, buses will still only run at walking pace.	Leave Hollow way and Marston Ferry road alone. Remove the stupid cycle poles and reopen the lane at the swan. Don't allow on street parking in hollow way. This is a hospital route, especially if there is an accident on the bypass or someone attempting to jump off the bridge, which happens alot. Banbury rd/ Woodstock road made alternate on way, with alternate one way side streets. Cowley rd/ Iffley Rd one way with alternate one way streets. The inside lanes can then be used for Buses and cycles. This should make cyclists feel safer. Schools/parents should be educating children about the highway code and how to look and listen. All the congestion in Oxford has been bought about by LTN's, the public know it. If Gant doesn't want traffic in Oxford the first thing he should BAN is all the delivery scooters that congregate on Carfax. They look insightly and are polluting. As an Oxford Resident for many many years Gants schemes are killing Oxford. Time the CC started listening.
an Oxford resident	daily	Blue badge holders, Disability benefit claimants, Disabled tax cars, School students with special educational needs, Community health or care workers who need to visit multiple locatid, e.g. travel urgently, Emergency service vehicles, Firefighters	I don't	Neutral	Very negative	Too low	No	Make buses cheaper for all, Add new bus routes, Other	add public cycling in protected lanes, protected by wands, not just paint.	Neutral	blue badge holder	it will cause more congestion and chaos, because the charging points are too central and there are too many exemptions. why let cars drive all the way into oxford and then try to restrict their movement. charging points should further out and van and lorries should be restricted. also, there are no natural turning around points. if someone arrives at a charging point and wants to turn around, they will have to do a 3 point turn. this will cause chaos and slow traffic down.	congestion charge located at points further out - closer to the ringroad or just past park and rides. e.g. botley rd and abingdon rd, charge point should be after the park and ride, to encourage park and ride use. fewer car parks and frees parking in oxford. e.g. high street has free parking, so why would anyone park in park and ride and then pay for bus to high st. they can park there for free.
an Oxford resident	daily	Unpaid carers	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make Park & Ride parking cheaper		Very negative	This is another stealth tax by the libdem and Gant It is another ideological policy that is not practical	This is the most disgraceful proposed decision the OCC has ever put forward. It will kill the city, cost jobs, hammer working people	
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	No impact	No impact	There should be no charges at all	Yes	Make buses cheaper for all, Make bus services more frequent, Extend hours of operation for buses		Negative	I live in a village in west oxfordshire and have no choice but driving to work in the John Radcliffe. This scheme is designed to move more cars out of the centre of Oxford which will push more cars onto the overcrowded ring-road so we will spend longer sitting in traffic.	The large number of cars being exempted means is appears like a lose-lose. With so many cars / vans / lorrys being exempted it doesn't seem like central traffic will be substantially reduced, but there will be a few more cars who do use the ring road adding to the congestion. When you get on the buses they are frequently too hot in the summer, too cold in the winter, and if you're transporting a patient who is poorly, it does not feel good to be sharing the space in these conditions. Proper cycle lanes which are not shared with buses / taxis, which have clear priority across junctions, and cover designated routes (for the whole way)	Small, fast and frequent hopper buses from the Park and Rides - something like a small 10-seater bus which go every 5-10 minutes directly to places like the John Radcliffe / Churchill / Westgate Centre. Commuters and patients alike do not want to be waiting up to 30 minutes for a bus, which then takes another 30 minutes to get there... if i need to allow an hour each way to get to the hospital by public transport (on top of the actual drive to get to the Park & Ride), I am going to drive all the way to where I am going.
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Negative	Negative	There should be no charges at all	No	Other	Remove the charge zones all together. As a comprise increase Oxfordshire(out of Oxford city but still live in the countrv) to 100 oasses oer vear.	Very negative	Oxford is surrounded by rural communities and small towns. Please provide more support residents in these areas. Buses can not do that job. Oxford runs the risk of losing local(ish) visitors to other areas such as reading and Milton Keynes for shoppina, leisure and work.	Oxford is surrounded by rural communities and small towns. Please provide more support for residents in these areas. Buses can not do that job. Oxford runs the risk of losing local(ish) visitors to other areas such as reading and Milton Keynes for shoppina, leisure and work. I belie as a minimum comprised allow all Oxfordshire house holds 200 permits.	It's and old city and the congestion isn't too bad.
a resident of Oxfordshire living outside Oxford	daily		I don't	Positive	Positive	About right	Yes	Make buses cheaper for all, Add new bus routes, Extend hours of operation for buses		Positive	Oxford congestion means it is impractical to use a car inside the ring road. I normally cycle or walk. Reducing the congestion and being able to use a car in Oxford by paying the congestion charge will be useful for journeys when a car is essential.	I hope the traffic modelling shows differently but have concerns the Botley Rd will become very congested to the ring road once the railway bridge is reopened and the bus gates installed at the end of the congestion charging scheme.	Look at car use for recreational activities in and around Oxford. Providing practical bus route alternatives could remove a lot of car miles from within and on the ring road.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative		There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for young people, Add new bus routes, Make bus services more frequent		Very negative	As my mobility is limited, and the nearest bus stop is over 1/4 mile away I rely heavily on my vehicle. I live on a very low single person's pension and would find any charge very difficult to afford I do not have a Blue Badge	This scheme will cause severe distress and isolation to people like me I rely on friends for help (unpaid carers) and for services like mobile hairdresser and podiatry visits every month.	The proposed scheme is likely to cause more congestion than already exists in East Oxford. Traffic should be able to move across the outskirts of the City freely for Hospital visits and appointments. Consider instead Red Routes for public transport and invest in the infrastructure before punishing motorists who have no other option. Create more Park and Ride carparks and make parking and travel free. Consider an inner ring road circular route. Consider one way traffic flows. Do what some European Cities do and have a scheme where permit holders can drive into the City just twice a week, forcing car sharing for school runs, and reducing the commuting traffic by half. A badge on the car would identify which days the vehicle would be able to drive in. Make buses smaller and more frequent. There are too many large buses following each other around the city dampening the roads.
a resident of Oxfordshire living outside Oxford	weekly		I don't	Negative	No impact	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make bus services more frequent		Negative	I think this is all about raising money for a cash-strapped council. There are an increasing number of empty business premises in Oxford because of the anti-driving policies implemented by the council over a long period of time. The fact of the closure of the Botley Rd for such a long time must be by design, even if not acknowledged. We've put on hold our plans to open a business in Oxford partly in response to the unfriendly environment for shoppers that makes this an increasingly risky enterprise. Oxford is a city I love that has been badly served by the council for a long time now - Reading looks like a better option for shopping and business now.	No, but please re-think this backwards step.	Get the Botley Rd opened. Consider the benefit to all of a vibrant, accessible city.
an Oxford resident	daily	Blue badge holders	I don't	Negative	Positive	There should be no charges at all	No	Make buses cheaper for all, Make bus services more frequent		Negative	Destroy trade in that area, u can't carry heavy shopping in hands.	Bus fare should be £1 everyday so more people can travel plus control on the flow of busses.	Make roads one way system. Bus bays on the bus stops so the traffic behind keep flowing or start the Tram.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Negative	There should be no charges at all	Yes	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Add new bus routes, Make bus services more frequent, Extend hours of operation for buses, Other	have a proper overall plan and implement it together, not just make up some assumptions and hope they happen in the future (like assuming bus companies will improve services). If the things like buses aren't there on day 1 people don't have an alternative	Negative	The proposed solution neither means less traffic going into Oxford (there are routes to most places that avoid it, so is just displacement), and ineffective - a charge that is less than a return bus fare for 1 person (well you can't get returns so 2xE3 singles) is just going to be accepted, especially by the better off who have more/bigger vehicles.	There only seems one location that makes any sense - St Clements. The rest are pointless. One is even on a road built specifically as a relief road that has separated pavements - blocking this to add traffic to the North-East bypass is stupidity beyond measure.	There needs to be actual options provided, not the hope that people will choose to do something else. There needs to be a proper integrated plan that encourages people to change behaviour. At the moment buses are hot, overcrowded at peak times, unclean, smelly, and have limited routes - how are more people going to choose them at peak times - just hoping or assuming at this stage is idiotic.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	Too low	Yes	Make buses cheaper for all, Add new bus routes, Add public cycle parking		Positive	Faster buses with some car exemptions should improve traffic and make cycling safer. However, £5 is too low to significantly change the actions of the richest (eg. private school parents) or for occasional city centre visits (such as parents picking up students). More spaces in the centre should be designated for blue badge holders. More punitive ticketing should be enforced for illegal parking in cycle lanes, on double yellows, in bus lanes and blocking t This slows Cowley Road	There should be a joined up single charge tap-on-tap-off bus pass that allows transfers between Stagecoach and OBC for multiple journeys within a fixed time, eg 1 hour. There should also be additional 'around Oxford' bus routes that do not require interchange in the city centre.	Cycle routes should be opened on car free connections; eg. across Christ Church from St Hilda's connecting Meadow Lane, widening the Thames path and canal towpath , additional pedestrian bridges at Magdalen and Hythe Bridges.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Negative	Negative	About right	No	Make buses cheaper for all, Make bus services more frequent, Add public cycle parking		Negative	The scheme would affect me driving to take primary school age children to swimming lessons across the city, and also access to our church during the week.	The scheme seems to penalise some areas and routes into the city more than others. For example residents in north Oxford are relatively unaffected compared to those in Headington. I would much prefer to see a congestion zone around the city centre that was active irrespective of the route taken into the city. I appreciate this requires more cameras potentially to enforce. but would be a much fairer approach.	Safer cycling - e.g. safer ways to merge with traffic, rather than current cycle lanes that stop abruptly and require cyclists to cut into moving traffic.
an Oxford resident	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Positive	Positive	Too low	Yes	Make buses cheaper for all, Make bus services more frequent, Extend hours of operation for buses		Positive	Something needs to be done about congestion. At this point I will accept any action other the nothing that has been done in the last 8 years I've lived here.		Ban cars from certain roads that travel into central Oxford and make buses more frequent on those routes. Grow a spine.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Negative	Very negative	Too low	Yes	Make buses cheaper for all, Add new bus routes, Add public cycle parking		Positive	At last, something is being done about congestion. Very pleased to see this happening.		Get Thames Valley Police to do some enforcement of the terrible driving in East Oxford. Recent news stories about the speeds on Morrell Avenue, plus the young men who race up and down Cowley Road emphasise that there is no meaningful enforcement at present, which is endangering life. Those bad actors need to be banned from the roads.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice. Frequent hospital patients	I commute to the central permit area by car	Very negative	Negative	There should be no charges at all	No	Make buses cheaper for all, Make bus services more frequent		Very negative		We all are very aware this WILL END UP BEING PERMANENT.	Sack Mr GANT, open up LTNs
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Add new bus routes		Very negative	You are making Oxford a difficult place to live and work at the behest of the bus companies. You should be telling the bus companies what services to provide, not taking orders from them rather than from residents of Oxford. There are very few "through" buses so any journey between Oxford inner suburbs always involves a change of buses and a walk, sometimes very long, through the city centre. It is not therefore possible for Oxford residents to travel between Oxford suburbs in a reasonable amount of time. You are killing off Oxford businesses all over the city by reducing access, thus making the city a poorer place with fewer services and amenities. And if the purported aim is to reduce congestion, why are HGVs, coaches, traders' vans etc etc excluded? Why should they have better access to Oxford than everyone else?	Oxford is not congested outside rush hours so there is no reason for any scheme to last from 7am to 7pm. The Marston Ferry Road is not "mediaeval" and is obviously intended to help divert traffic away from the city centre so why now block it? Why are Oxford residents' taxes constantly spent on unnecessary traffic schemes while the council pleads poverty?	Improve the Park & Ride schemes and leave Oxford alone otherwise. Spend all the money on making the P&R schemes free, and reinstate dedicated limited stop buses eg from Oxford Parkway. Insist on all private schools running buses to P&R locations. Oxford is no more congested than other cities and you will kill it off by making it such a hostile environment for cars. Provide carrots, not sticks!
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very positive	No impact	There should be no charges at all	No	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Neutral			
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Neutral	There should be no charges at all	No	Make Park & Ride buses cheaper, Make buses cheaper for all, Make bus services more frequent		Very negative	If this goes ahead my job will be at risk, I work in Headington and we have already seen a dramatic loss of customers since the LTN's in Cowley as peopled don't want to go around the houses to get to us.	Yes don't do them, think about the impact of businesses.	Get rid of the LTN's they have made the congestion worse

Survey Response													
I am responding to this survey as	How often do you travel in or around Oxford?	Please tick which of the following free permits and passes you think you may be eligible for	Do you live in, visit a resident by car or commute by car to the proposed central Oxford	Central Oxford residents' permitIt is proposed that residents in the central Oxford	Central Oxford permit area commuters' permitIt is proposed workers commuting	We are proposing a single charge of £5 to allow cars without a day pass or permit	Do you think that charges should vary, with drivers of larger cars paying more and	Income generated by introducing the proposed temporary congestion charge would be used to cover the set-up and operating costs of the scheme.	If other improvement, please state	Taking into account all the information we have provided about the proposal to	Please explain your answer	Do you have any other comments about the proposal for six temporary congestion charge locations in Oxford that you have not already shared in this survey?	Do you have any suggestions for other ways to reduce traffic and tackle congestion in and around Oxford?
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Positive	Negative	About right	No	Make buses cheaper for all, Make bus services more frequent, Add public cycle parking		Positive	I am hoping it will reduce traffic.	I am concerned this, like the fingers, will increase traffic through Old Marston at peak commuter times.	An aerial egg lift linking Thornhill P&R > Osler Road / JR hospital > Town Centre.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Negative	Too low	Yes	Make Park & Ride buses cheaper, Make buses cheaper for all, Make bus services more frequent		Positive	Could go further, eg restricting hours of access for "other" vehicles (delivery etc) to outside normal peak times		Reduce the amount of parking currently available with a aim to discourage driving into the centre
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Positive	Negative	Too low	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Add new bus routes, Make bus services more frequent, Extend hours of operation for buses, Add public cycle parking		Positive		I think 3 cars for commuting is excessive	restrict larger vehicles such as trucks and vans within certain hours - so not during peak schools hours (7:30-9, and 3:30 to 5). This would make cycling with kids safer and more appealing.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	About right	Not sure	Make buses cheaper for all, Add new bus routes, Add public cycle parking		Very positive	Would expect to see fewer cars crossing the city centre, so buses would be faster/more timely and walking/cycling would be safer and more pleasant	Seems like a good way to test out the traffic filter ideas before going into the trial proper	School term times seem to produce the heaviest traffic, finding better ways for children to get to schools (rather than being driven in and out individually) could make a big difference. A shift away from the near-universal 9-5 working hours could also help soread out "rush hours".
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	Yes			Very negative	I'm an NHS manager, working almost 24/7, working every day after job planned hours from hime, additional commuting time will have neoative imoact on my service		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	Too low	Yes	Add new bus routes, Make bus services more frequent, Add public cycle parking		Very positive	It is currently quicker to cycle in and around the city than to go by bus. The roads should be clearer for people who *need* to use their cars and permit the free flow of traffic. Buses will be quicker, and therefore more appealing to use, and cycling will be safer.	Owing to the timing of sessions, there needs to be provision for access to the ice rink, whether that is by improving bus services or adjusting the congestion charge for users. Otherwise, training would be affected to such an extent that competitive skaters will need to move to other rinks, such as Swindon, which are further away, which will affect the rink's ability to operate and remain competitive.	Look to other medieval cities abroad that have put cycling first and see what measures we can adopt. A good example is Uppsala, in Sweden, which is also a medieval university town and is almost entirely car-free in the centre. Cars should be used for getting out of Oxford, and not necessary for getting into or around Oxford.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	There should be no charges at all	Yes	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Negative	I will have to leave my job at the school where I work part time because the most direct route includes one of the charging zones and going the long way would take too long and will use too much petrol. Going there by bus would take ages as there is not a good direct service available.	They are not a good idea because the rich can afford to pay and will continue congesting the road, but those on lower income will struggle.	Removing the LTNs in East Oxford would be a good start. Have more bus routes that cover the entire city and better connection services to the surrounding villages.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	Too high	No	Make buses cheaper for all		Negative	Push traffic onto already busy alternate routes already impacted by LTNs		Use the river to provide alternative transportation into Oxford
an Oxford resident	daily	Taxis and private hire vehicles	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Make BUSES FREE FOR LOCAL PEOPLE BETWEEN WORKING HOURS AND SEE WHAT IMPACT THAT HAS ON TRAFFIC AND SCHOOL RUNS	Very negative	Will hurt people that come to Oxford to work and who live locally .. turning Oxford into a Prison	All the surrounding roads will be impacted massively, there wasn't a congestion problem before that LTNS went in.. SUMMERTOWN IS THE WORST FOR PEOPLE THAT DON'T LIVE LOCALLY	Free bus passes, council has the ability now to run its own bus services due to changes in the law, also bus ticket prices are extortionate for such small journeys and cause issues financially, Park and Ride should be free and buses to and from them should be one pound no more, if you want people to use Oxford and use it services make it cheaper for them to access them.
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Fix the badly managed roads and roundabouts	Very negative	It's literally a money making scheme. Not everyone falls into the same category of 'they should walk, get a bus or cycle' I now live in Abingdon, but I grew up in Cowley, I work in Cowley, my partner works in Cowley, my daughter goes to nursery in Rose Hill, I still have a lot of friends and family in Cowley that I see regularly, usually after work. You have already made that difficult with LTNs, I have to sit in a lot more traffic now than I ever did before. People will not stop driving! We pay for our cars, our insurance, our tax, and you want to charge us more just for the privilege of driving in our own city! There is no bus route that will allow me to go to drop off my daughter at nursery, go to work, then to pick up my daughter, and then to visit my family! And if there was it would probably double my journey time! I cycle to work when I can, but not if I have to do the nursery run. I have never ever had a problem cycling round Oxford! The majority of families and households rely on these cars to go about their daily business! Stop trying to penalise them!	You never spoke about this pre election as you knew you would struggle to get voted in! You have ruined Cowley with your LTNs already! You as a council are not listening to residents. Just look at the petition with over 10,000 signatures against! Look at the comments! Put your congestion charge in areas where you were voted in! Leave Cowley alone! Majority of residents do not want your greedy schemes! You seem to be targeting the poorer areas! If you really want it, then open up some of the LTNs so that the traffic can flow freely!	Open up the LTNs! Simple!
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	About right	Yes	Add new bus routes, Make bus services more frequent, Extend hours of operation for buses		Very positive	St Clements is too frequently snarled up with traffic. We need free-flowing traffic at all times to stop buses getting delayed and improving the quality of life in the St Clements neighbourhood.	This charging system is superior to the original traffic filter scheme. It should not be temporary. The original traffic filter scheme is essentially a £35 per day charge (the penalty fare with the 50% quick payment discount) rather than a £5 per day charge. There would be useful car journeys taken at a price between £5 and £35 that still allows traffic to flow. We should take this money to fund improved buses. Introducing a reasonable charge that motorists can choose to pay is far more flexible and fits with people's lives better. The charge should be optimised to raise revenue and keeping the roads traffic-free 24/7. We are a small city, so let's use that to advantage and be agile. Experiment! - Vary the operating hours the charges are active to optimise traffic flow. e.g. We still get a lot of congestion on St Clements after 7pm on Fridays. - Try peak and off-peak charges. - Discount or suspend the charge on days like Christmas Day when traffic volumes are predicted to be low. The 100 free passes for Oxford residents are too generous and will still allow a lot of traffic to be generated. Practically it will only cause behavioural shift amongst daily commuters. If this scheme is a success, let's consider a complete congestion charging system applied to all entry points from the ring road into the city.	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Neutral	Very negative	Too low	Yes	Make buses cheaper for all, Make bus services more frequent, Extend hours of operation for buses, Add public cycle parking		Very positive	I believe this scheme would have a very positive impact on my experiences travelling throughout Oxford. Particularly by bus or bicycle as it will reduce the number of cars on the road, enabling me to cycle more freely and safely with my kids and would lead to me taking the bus more if they were more reliable.	It seems to me that the *only* thing to improve congestion is for there to be fewer cars on the road. Any scheme with this intent I would be for. I do live within the proposed area so would expect that I would not have to pay for going out of oxford and back to my house but I would be willing to pay a small fee if I needed to use my car within Oxford (for example, if I was driving between two of the proposed zones)	Work with the bus companies to make bus tickets pricing much clearer and the payment experience more seamless, I find myself on buses waiting at bus stops for prolonged periods of time while new passengers debate with the driver the best ticket for their needs, this holds things up quite often. Work to reduce the price, and increase the reliability, of the park and ride schemes. Connect up some of the cycling routes that exist already and enabling low traffic routes for cyclists in Headington. Designing out complicated, confusing intersections like the one on Windmill road/London road where I'm never sure where I'm supposed to be on a bike. Providing comprehensive bike parking on the Cowley Rd and St Clements. Reducing the number of exemptions from this scheme for everyone other than the people mentioned above (carers, traders and blue badge holders). I'm not against this scheme because within the ring road I almost always cycle or get the bus (or walk), if I need to use the car its because I'm picking up or dropping off something large, and for that I'd be willing to pay a small fee
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	Negative	Too low	Yes	Make buses cheaper for all		Very positive	I look forward to less traffic in central Oxford and streets leading to it	There should be fewer exemptions from the charge. Commuting should be by bus or bike, no one needs to drive into the city centre there are plenty of viable alternatives.	Parking charges around the city should be higher for larger cars. Better enforcement and reduction of free parking spaces on Cowley Road. Parkins at the Westgate seems to be a bis source of conaestion. Parkina charaes need to be hiaher
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	Negative	Too low	Yes	Add new bus routes, Add public cycle parking		Very positive	It will help reduce motor traffic, which is needed.	The number of exemptions seems very large. I would be in favour of fewer permits.	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Negative	Negative	Too low	Yes	Make buses cheaper for all, Make buses cheaper for young people, Add public cycle parking, Other	Build more segregated bike routes which can also be used by electric wheelchairs.	Very positive	No-one benefits from the gridlock on roads entering Oxford. Essential journeys are limited due to this gridlock. Given all the revenue would be reinvested this would be incredibly fair to those of us who can't afford (money and time) to travel by car.	There should be more camera points ideally with one on Abingdon, Iffley and Cowley Roads. I am concerned about the proposals for privileged people with central locations to get exceptions. This is the case in my wife's home-city of Verona and causes a lot of resentment. It makes more sense to make the congestion charge applicable to all then not do measures like Workplace charging etc.	The city needs more safe cycling routes with Warneford Road being the template. Many people need a high safety threshold to persuade them to cycle instead of drive. To any novice cyclist going down Cowley or Iffley road would be a nightmare. The network is very good in places but through not being joined up completely the good parts aren't be fully utilised. It's clear to most locals that the traffic frees up when the independent schools are on holiday. This is not a surprise given much of their catchment is not locally based so travel by car. There'd be a lot of benefit if these schools were able to run shuttle buses for their children from the ring road to the school. This would require a form of school-presence at the ring-road locations so that parents would feel reassured to leave their children there.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Neutral	Neutral	Too low	Yes	Make buses cheaper for all, Add new bus routes, Other	More bike lanes	Positive	Good for public transport times, cycling safety, pedestrians(less fumes from cars)	There should be less exemptions	Improve public transport and cycling alternatives, especially safe cycle routes. Cowley road needs massive improvements. A multistorey car park could be introduced on the current Tesco Cowley road car park and then parking spaces on Cowley road could be reduced to a minimum, making space for safe cycle lanes and extended sidewalks. Pedestrians need better connections, e.g. by having more traffic poor connections into the city. For the Cowley/Iffley area, a bridge from Aston eyot to the Thames path or Christ church common would make walking into town much easier and people could avoid the busy main roads. Cycle routes in neighbor towns need to be improved to be competitive with car travel. One example could be a cycle highway to Wheatley and potentially bevond on the old railway /extension of shoreris trail).
a resident of Oxfordshire living outside Oxford	weekly		I commute to the central permit area by car	No impact	Positive	There should be no charges at all	Not sure	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Add new bus routes, Make bus services more frequent		Neutral	If you are exempt from the charge of you work around the John Radcliffe then I'm neutral however if you have to pay the charge then my answer would be very negative	I don't have another option to get to work at the John Radcliffe other than driving. There is limited park and ride routes that go to the hospital and the ones that do are frequent enough. I have to drop my toddler to nursery before I start work at 8, I have to leave home at 645 to get to work. The traffic is horrendous around the hospital and penalising people driving down Marston ferry road is a really stupid idea. The traffic queues really badly off the A40 and this will further exacerbate the problem.	Improve the park and ride to the hospital. There aren't enough options for people coming from Witney to easily park and get a bus to the hospital. The buses aren't reliable either.
an Oxford resident	less than weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't			There should be no charges at all	No	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Very negative	My concern is that this is an extra charge for people going about their daily business without giving people enough advance warning to adjust their lives. As a charae it has come from nowhere.	I favour deterring through traffic for visitors encouraging use of the ring road, not making life costlier for residents at short notice.	Until Botley Road opens and it is possible to trial the whole system, open the LTNs at rush hour and emergencies.
a resident of Oxfordshire living outside Oxford	daily		I don't	No impact	Negative	Too high	Yes	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Add public cycle parking		Negative	This will restrict residents in Oxford to a certain number of journeys through a city they live in, this will add to the congestion on the already congested ring roads and encourage drivers to use new 'rat runs' to bypass the 'charging zones'	For many years Oxford has been called a city of bicycles but the cycle routes are clearly not consider as part of a solution, as there is no joined up plan to improve and enhance them	Improve parking at the park and ride locations, look at Tram solutions from these locations, cleaner quicker options to access Oxford city centre both for work and leisure
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Neutral	Neutral	Too low	Yes	Make buses cheaper for all, Make bus services more frequent, Other	Improve protected cycle routes	Very positive	There are simply too many unnecessary private car journey in, and through, Oxford. Bus travel is stifled almost into uselessness. Motor traffic reduction is absolutely essential.	There are far too many exemptions, and the number of permits are *way* too high. I say this as someone who would qualify for the full 100.	Introduce traffic filters once possible, but keep the congestion charge even then. Charge more for unnecessarily large private vehicles. Have less free/cheap parking, including workplace parking. Make alternatives (cycle/bus/train) faster and more convenient.
a resident of Oxfordshire living outside Oxford	daily		I commute to the central permit area by car	Negative	Negative	There should be no charges at all	No	Make buses cheaper for all, Make bus services more frequent, Other	More bus routes and stops from outlying villages and towns	Very negative	This will have no impact on congestion it will simply be an economically inefficient exercise in bureaucracy. It will harm local businesses.	There is little thought for actually improving congestion. This council needs to stop treating Oxford as if it is a village. It is a city which needs people coming in to, working, spending and doing business in the city centre. The bus services are laughable.	Employ some experts in traffic flow to look at what can be done on reducing bottle necks and traffic flow. Look at the phasing of traffic lights which has some terrible black spots. Stop reducing parking spaces meaning cars and delivery vehicles are having to pull in with hazards flashing, blocking the roads and causing yet more congestion. Work WITH local schools to see if anything can be done - NOT closing down roads at peak times but perhaps allowing planning applications for parking on their sites or considering one way streets in certain areas. Stop this anti car sentiment. Put more considered thought and planning into the staging of roadworks on routes into the city - eg the constant sequential works to the areas past the mini plant cause havoc which has huge knock on effects. To traffic flow in the morning.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice, Registered car clubs	I don't	Neutral	Neutral	Too low	Yes	Make Park & Ride buses cheaper, Add public cycle parking		Very positive	Congestion charges are always unpopular before they are introduced but also always have a positive impact. There is no reason to believe Oxford will be any different.	I am worried that there are so many exclusions that it won't have a significant impact and so the gains for public transportation will not be realised which will make extending the scheme or replacing it with filters more difficult	The congestion and traffic filters make radial travel in Oxford more difficult. More needs to be done to address that, i.e. more bus routes. The 700/100 is a good start but it's ludicrous that it takes over an hour to go from Summertown to Templars Square. You are trvina to cover too much with a sinale bus
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Neutral	No impact	There should be no charges at all	No	Add new bus routes		Negative	I cannot see how a restriction in Hollow Way effects central Oxford traffic flow it will instead increase congestion in Temple Cowley.	In my opinion the congestion in Hollow Way is caused by the amount of traffic coming off the ring road down the Horspath Driftway. The proposed bus gate will result in even more traffic coming down this road to access Headington etc and so the proposal is counter productive.	Create more bus routes. For instance there is no direct bus service from Hollow Way to the Churchill Hospital
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Positive	There should be no charges at all	Yes	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Positive			
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I commute to the central permit area by car	Neutral	Neutral	There should be no charges at all	No	Make buses cheaper for all, Make bus services more frequent, Extend hours of operation for buses		Very negative	The impact of the closure of Botley Rd has been hugely impactful on local businesses and residents of the area and further afield. To now introduce a charge on the route into the city centre could, and quite possibly will, have a negative impact on Oxford city centre / businesses. I believe people will avoid Oxford centre completely if they have a choice.	I believe that if businesses pull out of the city centre, as a result of a downturn in footfall, there will be no coming back from that	Consider reopening old train lines in/around the suburbs. Investment in more efficient and cheaper public transport is key. Cycling would have to be much safer before it will become a first option for the majority
a resident of Oxfordshire living outside Oxford	less than weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Very positive	Negative	About right	Not sure	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Add new bus routes, Add public cycle parking		Very positive	Reducing traffic, particularly on the Abingdon Road, will significantly improve journeys for bus and park and ride users (who currently have to sit in traffic with all the cars).		More segregated cycle lanes that link together along key cycle routes
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Very negative	Very negative	There should be no charges at all	No	Make buses cheaper for all		Very negative	Will have a very heavy and negative impact on Cowley and Iffley Roads which will become even further overburdened by heavy traffic as the only means for huge numbers of residents and shoppers to enter or exit the area. These streets are already over used due to the LTNs.	An enormous amount of congestion in east Oxford is actually caused by buses. They frequently get stuck on Cowley Rd due to their being insufficient space for them to pass each other in their bunched distribution.	Remove LTNs.
a resident of Oxfordshire living outside Oxford	daily		I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	Yes	Add new bus routes		Very negative	increased congestion on non charging roads making road travel to the hospital impossible. It will be impossible to commute between hospital sites. There is no direct bus service from park and rides especially Redbridge to make the contemplation of using them enticing	Very bad idea if you would like to grid lock the roads	Just leave it be, cars don't have any rights and are vindicated just because we need to get to work from outside the area. Bikes have many rights and benefits afforded to them just let us get to work and home again in peace.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very positive	Very positive	Too low	Yes	Make buses cheaper for all		Very positive			
an Oxford resident	daily		I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Fix the damn roads. Life threatening holes everywhere.	Very negative	Extra cost and hassles, driven by the inability of the Council to deliver Botley road on time. Now pushing the burden onto residents even more. Totally unacceptable. Howabout davinv me £5 a dav for the inconvenience vou caused.	Absolutely not to be consented to. More Council dreams which will end in disastrous implementation. And PUBLISH the results of the "consultation". The public no longer believes vou.	Remove the LTN's.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very positive	There should be no charges at all	No	Other	You shouldn't be generating income this way	Very negative	I stay 3-4 days/week at my partners house off Holloway and commute around the city for work and cannot cycle due to a long term injury	Dont do it it will create grid lock in the city.	
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Neutral	Neutral	About right	No	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Very positive	It will help limit car use/traffic in the center of Oxford, allowing better public transport options		
an Oxford resident	daily	Blue badge holders, Unpaid carers	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Remove LTNs this will reduce the traffic. It is proven that there was less traffic when all roads were accessable. Or make the roads one way	Very negative	Common sense says that the current traffic will be moved elsewhere. I am talking from 40 years of living in oxford.	This is a scam from the people who dont live in the area and want to profit from hard working people.	Make the Ltn roads one way. This will reduce traffic and improve the bus service.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	About right	Yes	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Add new bus routes, Make bus services more frequent, Extend hours of operation for buses, Add public cycle parking		Very positive	I am looking forward to less congested roads and better bus services	I think the scheme has more exceptions than necessary and should charge higher fees to larger cars, but I am still supportive of it overall	Consider making some roads one-way and replacing the other lane with a fully separated cycle lane. Consider making more roads bus only.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Very positive	Neutral	About right	Yes	Make buses cheaper for all, Add new bus routes, Add public cycle parking		Very positive	I mainly cycle by myself or with young children, less traffic will make it safer		Make new bus routes that don't mean you have to take two buses changing in the town centre. For example Summertown to Headington/Barton. As soon as vou need two buses the car is a better option.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	About right	Yes	Make buses cheaper for all, Make bus services more frequent, Other	Improve coverage on existing bus routes, eg there is a large gap on London Rd (east of Headington) where the 400 does not stos. Forces residents to walk into Headinaton.	Positive	I would have been more positive but I think the way this has been conjured out of nowhere is very regrettable. And it should have been done a year or two ago. Headington has been very poorly served by buses for several years now due to St Clements congestion. Often quicker to walk into town if vou are lucky enough to be fit enough to do so).		Open up the LTNs! Simple!
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car			There should be no charges at all	Not sure	Make buses cheaper for all, Make bus services more frequent, Extend hours of operation for buses		Very negative	This would make commuting to London by train even more expensive. If I leave my workplace in London after 1830 the wait between buses to Farmoor/Eynsham is more than 30 minutes which makes a lona commute lonaer.	Exemptions for Blue Badges are essential. The commuter permit should be extended to rail commuters.	Tackle the cause of the problem: John Lewis and investigate solutions with John Lewis such as electric shuttles from the car park opposite, valet parkina etc.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Negative	Neutral	There should be no charges at all	No	Make Park & Ride parking cheaper, Make buses cheaper for young people, Add public cycle parking		Negative	I live in North Hinksey close to the A34. My grandchildren attend North Hinksey Primary School which is next to the southbound A34. I am concerned about increased pollution from the Oxford ring road as many more cars will have to travel on the ring road because of the proposed congestion charge and the traffic filters once implemented. There are no proposals to monitor pollution levels in this section of the ring road despite the fact that there are frequent occasions already when the traffic is very heavy or at a standstill.	The definition of unpaid carer you are using is too narrow. It will not help informal carers providing care to someone who needs support because of a shorter term care need eg someone living on their own who has had a hip replacement. There needs to be much more flexibility in the system to support informal carers and to facilitate them giving help. It is not reasonable to expect them to have to travel miles out of their way to avoid the congestion charge as well as provide often daily support.	Reduce potholes on roads leading into central Oxford. I am nearly 70 and a cyclist and having to avoid deep potholes can mean I have to veer suddenly out into traffic. It can be hard to see how deep potholes are especially in the dusk/dark or when it is raining. This makes cycling feel increasingly unsafe.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Negative	About right	Yes	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Other	Improve infrastructure for cyclists	Neutral	I do wonder whether we will see any difference! Too many exemptions; too many passes.	Another charge point is needed on Horspath Driftway or The Slade - see below.	Another charge point / filter on Horspath Driftway; this route already shows a high level of traffic and congestion and will be unaffected by the filter / charge point on Holloway; if anything it will make traffic worse and more dangerous for cyclists. Additional filter / charge point on Morrell Avenue. Reduce the number of exemptions / passes. More LTNs: Headinaton. Quarrv.
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Neutral	Neutral	Too low	Yes	Make buses cheaper for all, Add new bus routes, Make bus services more frequent, Add public cycle parking		Positive	I get get up being stuck in traffic, while coming in on the 35 bus from Abingdon		
a resident of Oxfordshire living outside Oxford	less than weekly		I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Fixing your terrible roads	Very negative	I use the train station to commute to London multiple times a month.	This is a complete farce, not only is this going to impact more businesses in Oxford who are already struggling, but it also is completely flawed. I commute at times of day where there is no congestion yet your pathetic proposal will cost me directly. If congestion is the REAL motive here, then why are you proposing on charging people who leave Oxford station at 18:30 when there is no congestion on the 6 impacted roads?!	I couldn't care less, that's why we pay you to manage the city. Stop resorting to direct impact on business and residents and get your act together
an Oxford resident	daily		I don't	No impact	Negative	Too low	Yes	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Very positive	It will reduce the amount of motor traffic, making cycling safer and buses more reliable.	The proposed charge of £5 is far too low – a return bus from East Oxford to town centre for one person costs more than this! – and there are too many exemptions (since all vans are baffingly exempt, this will just incentivise everybody to drive more dangerous vehicles!). If drivers get 100 free passes for a whole day of car travel in the city, will bus users also get 100 free daviider bus passes?	Reduce parking in the city centre (and actually enforce any parking restrictions ever).
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Give the money back to residents	Very negative	I travel to visit my elderly mother everyday, This will effect my journey and pocket every day	It is impossible to drive to the train station or bus station without being charged. WE have NO choice until the Botley Road is open.	Open the LTNs in Cowley and stop penalising the residents in East Oxford.
a resident of Oxfordshire living outside Oxford	less than weekly		I don't	No impact	Very negative	About right	Yes	Make Park & Ride buses cheaper, Add public cycle parking		Very positive	We all know there are far to many private cars driven in Oxford during the rush *hours* Any option to discourage their use must be a positive for everyone, many will not like it but they are the ones causing the problem.	A good (all-be it slow) start	Extend the scheme - any private car passing any park & ride in to Oxford the morning rush *hour* and then same car driving out of Oxford passing any park & ride afternoon rush *hour* then they should be charged the same daily cost of using the park and the ride that they just drove oast - so either way the park & ride aains.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	About right	Not sure	Make Park & Ride parking cheaper, Make buses cheaper for all, Add public cycle parking		No impact	I cycle everywhere and only use my car infrequently at the weekend.	I think it is a good idea to get people out of cars and onto bikes - if people can park for cheaper at the park and ride and then get into a bus or on a bike to cycle into town that would relieve conestion.	Regular shuttle buses from the park and rides to the hospitals would massively ease congestion on the residential roads leading to the Churchill and the JR every dav.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Positive	Neutral	There should be no charges at all	Not sure	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all		Very negative	Putting restrictive measures in place makes oxford feel obstructed and will make traffic so much worse as cars will be forced to use even less roads (reduced since LTN's put in place), causing more congestion and more pollution		Remove the LTN's that are in place around Oxford
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very positive	Very positive	About right	No	Make Park & Ride buses cheaper, Make buses cheaper for all, Make bus services more frequent		Positive	I look forward to faster bus journeys. However I am concerned that thethe large number of exemptions and loopholes should make it acceptable to Oxford residents, local tradespeople, and people who need to use their cars to take care of vulnerable residents. The number of exemptions and loopholes may be greater than strictly needed and could possibly result in there beina little improvement in conaestion!		Make the buses more frequent and keep bus fares down. Have a bus service that travels around the ring road linking the different park-and-rides without the need for travel into town.

Survey Response													
I am responding to this survey as	How often do you travel in or around Oxford?	Please tick which of the following free permits and passes you think you may be eligible for	Do you live in, visit a resident by car or commute by car to the proposed central Oxford	Central Oxford residents' permitIt is proposed that residents in the central Oxford	Central Oxford permit area commuters' permitIt is proposed workers commuting	We are proposing a single charge of £5 to allow cars without a day pass or permit	Do you think that charges should vary, with drivers of larger cars paying more and	Income generated by introducing the proposed temporary congestion charge would be used to cover the set-up and operating costs of the scheme.	If other improvement, please state	Taking into account all the information we have provided about the proposal to	Please explain your answer	Do you have any other comments about the proposal for six temporary congestion charge locations in Oxford that you have not already shared in this survey?	Do you have any suggestions for other ways to reduce traffic and tackle congestion in and around Oxford?
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Positive	Negative	About right	No	Make buses cheaper for all, Make bus services more frequent, Add public cycle parking		Positive	I am hoping it will reduce traffic.	I am concerned this, like the fingers, will increase traffic through Old Marston at peak commuter times.	An aerial egg lift linking Thornhill P&R > Osler Road / JR hospital > Town Centre.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Negative	Too low	Yes	Make Park & Ride buses cheaper, Make buses cheaper for all, Make bus services more frequent		Positive	Could go further, eg restricting hours of access for "other" vehicles (delivery etc) to outside normal peak times		Reduce the amount of parking currently available with a aim to discourage driving into the centre
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Positive	Negative	Too low	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Add new bus routes, Make bus services more frequent, Extend hours of operation for buses, Add public cycle parking		Positive		I think 3 cars for commuting is excessive	restrict larger vehicles such as trucks and vans within certain hours - so not during peak schools hours (7:30-9, and 3:30 to 5). This would make cycling with kids safer and more appealing.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	About right	Not sure	Make buses cheaper for all, Add new bus routes, Add public cycle parking		Very positive	Would expect to see fewer cars crossing the city centre, so buses would be faster/more timely and walking/cycling would be safer and more pleasant	Seems like a good way to test out the traffic filter ideas before going into the trial proper	School term times seem to produce the heaviest traffic, finding better ways for children to get to schools (rather than being driven in and out individually) could make a big difference. A shift away from the near-universal 9-5 working hours could also help soread out "rush hours".
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	Yes			Very negative	I'm an NHS manager, working almost 24/7, working every day after job planned hours from hime, additional commuting time will have neoative imoact on my service		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	Too low	Yes	Add new bus routes, Make bus services more frequent, Add public cycle parking		Very positive	It is currently quicker to cycle in and around the city than to go by bus. The roads should be clearer for people who *need* to use their cars and permit the free flow of traffic. Buses will be quicker, and therefore more appealing to use, and cycling will be safer.	Owing to the timing of sessions, there needs to be provision for access to the ice rink, whether that is by improving bus services or adjusting the congestion charge for users. Otherwise, training would be affected to such an extent that competitive skaters will need to move to other rinks, such as Swindon, which are further away, which will affect the rink's ability to operate and remain competitive	Look to other medieval cities abroad that have put cycling first and see what measures we can adopt. A good example is Uppsala, in Sweden, which is also a medieval university town and is almost entirely car-free in the centre. Cars should be used for getting out of Oxford, and not necessary for getting into or around Oxford.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	There should be no charges at all	Yes	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Negative	I will have to leave my job at the school where I work part time because the most direct route includes one of the charging zones and going the long way would take too long and will use too much petrol. Going there by bus would take ages as there is not a good direct service available.	They are not a good idea because the rich can afford to pay and will continue congesting the road, but those on lower income will struggle.	Removing the LTNs in East Oxford would be a good start. Have more bus routes that cover the entire city and better connection services to the surrounding villages.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	Too high	No	Make buses cheaper for all		Negative	Push traffic onto already busy alternate routes already impacted by LTNs		Use the river to provide alternative transportation into Oxford
an Oxford resident	daily	Taxis and private hire vehicles	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Make BUSES FREE FOR LOCAL PEOPLE BETWEEN WORKING HOURS AND SEE WHAT IMPACT THAT HAS ON TRAFFIC AND SCHOOL RUNS	Very negative	Will hurt people that come to Oxford to work and who live locally .. turning Oxford into a Prison	All the surrounding roads will be impacted massively, there wasn't a congestion problem before that LTNS went in.. SUMMERTOWN IS THE WORST FOR PEOPLE THAT DON'T LIVE LOCALLY	Free bus passes, council has the ability now to run its own bus services due to changes in the law, also bus ticket prices are extortionate for such small journeys and cause issues financially, Park and Ride should be free and buses to and from them should be one pound no more, if you want people to use Oxford and use it services make it cheaper for them to access them.
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Fix the badly managed roads and roundabouts	Very negative	It's literally a money making scheme. Not everyone falls into the same category of 'they should walk, get a bus or cycle' I now live in Abingdon, but I grew up in Cowley, I work in Cowley, my partner works in Cowley, my daughter goes to nursery in Rose Hill, I still have a lot of friends and family in Cowley that I see regularly, usually after work. You have already made that difficult with LTNs, I have to sit in a lot more traffic now than I ever did before. People will not stop driving! We pay for our cars, our insurance, our tax, and you want to charge us more just for the privilege of driving in our own city! There is no bus route that will allow me to go to drop off my daughter at nursery, go to work, then to pick up my daughter, and then to visit my family! And if there was it would probably double my journey time! I cycle to work when I can, but not if I have to do the nursery run. I have never ever had a problem cycling round Oxford! The majority of families and households rely on these cars to go about their daily business! Stop trying to penalise them!	You never spoke about this pre election as you knew you would struggle to get voted in! You have ruined Cowley with your LTNs already! You as a council are not listening to residents. Just look at the petition with over 10,000 signatures against! Look at the comments! Put your congestion charge in areas where you were voted in! Leave Cowley alone! Majority of residents do not want your greedy schemes! You seem to be targeting the poorer areas! If you really want it, then open up some of the LTNs so that the traffic can flow freely!	Open up the LTNs! Simple!
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice, Community health or care workers who need to visit multiple locations or travel urgently	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	Too high	Yes	Make Park & Ride parking cheaper, Make buses cheaper for all, Add new bus routes		Negative	divert significant traffic to ring road which will cause air pollution for my residence		Traffic filters for private school drop offs
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice. Registered car clubs	I don't	Very positive	Very positive	Too low	Yes	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Very positive	It is great to see a bold scheme by Oxfordshire County Council to reduce the awful traffic in Oxford. There are far too many unnecessary car journeys being taken, that are clogging up the roads for public transport users.		More bus routes north to south across the city centre; park and ride buses should stop at more points on Abingdon Road.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Positive	Very positive	About right	Yes	Make buses cheaper for all, Add public cycle parking		Neutral	As a resident, the cost impact will be neutral to me. I do not anticipate a significant enough reduction in traffic to impact my experience diving in Oxford.	I would hope that the scheme for resident permits is simple to use and it is easy to activate a permit and transfer a resident's permit between vehicles. I say this because as an expat with a work visa, I hire cars rather than own a car.	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice, 25 day passes for residents in the Oxfordshire permit area, on days of your choice, Blue badge holders, Disability benefit claimants, Disabled tax cars, School students with special educational needs, Unpaid carers, Community health or care workers who need to visit multiple locations or travel urgently, Frequent hospital patients, Emergency service vehicles, Firefighters, Taxis and private hire vehicles, Registered car clubs, Business cars used as goods vehicles, Personal cars used as goods vehicles for business purposes, Driving instructors, Hearses and funeral cars	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very positive	Very positive	There should be no charges at all	Not sure	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all		Very negative	Occ just are grasping at straws again tax the poor so the rich can travel in freedom.	Security at park and rides are poor and I would not leave my car at any of the sites, Oxford is a duster with Botley, the LTNs and managed by Cyclox and Gant, God help us all.	Remove all illegal, scooters, E Bikes , mopeds, enforce the laws for all, no more blind eyes, for the universities to allow cycle lanes on there land,, widen towpath, sort out the terrible road layout and situation at St Clements, ban cars from Rose Place, put a barrier up, ban Magdalen College buses from Magdelin Bridge and St Clements.
other	daily	Community health or care workers who need to visit multiple locations or travel urgently	I commute to the central permit area by car	No impact	Very positive	There should be no charges at all	No	Other	Fix pot holes	Very negative	The council constantly look at impacting the tax payer introducing further hardships with no benefit & this is also to appease the minority of people most people who work in Oxford commute as it's to expensive to live there	It's dissapointing that regardless of the outcome of the survey the council has a track record of ignoring the outcome & implenting it anyway It's not practical for the working people	
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	No impact	No impact	About right	Yes	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make bus services more frequent		Positive	My daughter attends school in N Oxford, we live in Abingdon. She takes the bus to/from Redbridge Park and Ride. Abingdon Rd is basically a car park - anything that can improve journey times into town for people taking sustainable travel methods should be encouraged.	It feels like there is a massive focus on East Oxford in terms of locations? Could more be done in South Oxford?	There is a lot of 'stick' about Oxford travel - the county council really needs to start thinking about the carrots too! EG free parking at P and R sites?
an Oxford resident	daily	Blue badge holders	I commute to the central permit area by car	Neutral	Neutral	There should be no charges at all	No	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Negative	You'll push traffic out of one place and put it somewhere else, it won't improve emissions, it will make traffic conditions worse in other parts of Oxford.	Scrap them, this is a knee jerk reaction to a much larger issue. charging Oxford residents to use the roads they live around won't help or fix anything, people drive, families drive, businesses drive and even with electric vehicles slowly becoming more common not everyone can afford one. I believe a better use of these funds would be to improve Oxfords road infrastructure for all road users	Investing in Oxford road infrastructure. Oxford suffers from being a small city that doesn't have the roads to meet the demands of it's citizens,
an Oxford resident	daily		I commute to the central permit area by car	Very negative	Very positive	There should be no charges at all	No	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Very negative	It will cut us off and will be forced to find a job outside the city. The LTNs already cut littlemore off, now this forces me and my family to look outside Oxford. In addition I will lose a lot of staff and this will put more pressure on me as a manager and stress so I will have to leave.	Why is North Oxford not included and only the poorer areas of Oxford!	Get the Littlemore line up and running. Get the Botley Road bridge sorted as quickly as possible. Free bus travel - its obvious isn't it!
an Oxford resident	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	No charges should be levied and this no income would be available.	Very negative	I use the car almost solely to go to Church to worship, once a week and on Holy days.We on a few occasions visit a family member in St Clements.Charging us for this is morally wrong, particularly during a cost of living crisis.The alternative is rerouting which will add to fuel costs and lengthen the journeys by a huge degree.We should NOT be punished for worshipping or visiting/helping family members. The car is essential for many, particularly the elderly and infirm.The council should not have the authority to make such decisions that effect the welfare. wellbeing and mental health of residents.	Kennington is in the OX1 area and thus is part of Oxford.If this goes through Kennington residents should receive the same allocation as other Oxford areas.It is shameful that we will receive the same no as Wallingford and Thame for example when we are only 2 miles from Oxford.Wolvercote is nearly twice as far but will receive the maximum allocation.This conculation will without doubt ratify the plans despite huge opposition as there is with the proposed six barriers.When this is done, Kennington should at least be given the max allowance of permits as all other Oxford areas.	Scrap the LTN's which have created many of the traffic congestion problems.All they do is move traffic to boundary roads, which we know is a fact. Stop working for cycling lobby groups who put their extreme ideology up against the interests and welfare of the vast majority of Oxford residents.
a member of the public living outside Oxfordshire	weekly		I don't	No impact	No impact	About right	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all		Very positive	As a park and ride user, it will make my bus journey times faster.		Further incentivise use of park & ride
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice, Registered car clubs	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Positive	Very negative	Too low	Yes	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Very positive	I live in Summertown, have three kids, and no car. The pollution and congestion from other people's vehicles has a negative impact on my kids and my family. There are good bus routes which could be used by people coming through this busy part of town, and this will encourage the cyclists to pay	I think it is an excellent idea.	
a resident of Oxfordshire living outside Oxford	weekly	Business cars used as goods vehicles	I don't	Very negative	Very positive	There should be no charges at all	No	Make Park & Ride buses cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all		Very negative	We already pay out to much in Taxes!	It's a very bad idea just like the LTN!!!	Open up the LTN's they don't work and kill trade!
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Positive	Positive	There should be no charges at all	No	Make Park & Ride buses cheaper, Make buses cheaper for all, Make bus services more frequent		Positive	Living cost is high and it will effect resistance who are already struggling. Make one way the streets instead of any charge	Yes, take bollards off and make them only residents to pass by on these Roads like other Councils	Make one way system like other Councils in Thames Valley areas . Stop lorries to use local areas, only deliveries or emergency services should use residential Streets
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Very positive	Very positive	Too low	Yes	Add public cycle parking		Very positive	Oxford needs to get rid of private cars as much as possible from the city centre. Less cars equals a better city. This will make buses run faster and be more quite and less polluting solution than the current car-infested centre.	my only concern is that with less cars on the roads, the remaining ones will speed up - i.e. there need to be more speed cameras in order to slow down the traffic	make cycle paths wider, bright colour, special cycle-only signs and traffic lights, etc. Make driving as hard as possible. I would cancel the right turn from the Magdalen college towards the University main campus - i.e. only bicycles could go. Cars could go through Marston ferry road / North only. Also I would add some bus gates / cyclelane to Littlemore where I live
a resident of Oxfordshire living outside Oxford	daily		I commute to the central permit area by car	Very negative	Very positive	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Make bus services more frequent, Extend hours of operation for buses		Very negative	Negative financial impact		Free park and ride
an Oxford resident	daily		I don't	Very positive	No impact	About right	Yes	Make Park & Ride buses cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all		Very positive			
a resident of Oxfordshire living outside Oxford	daily	School students with special educational needs	I commute to the central permit area by car	Neutral	Very positive	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Other	Get eynsham park and ride open and working. Commuting into Oxford from the west is awful with very few public transport options	Negative	I think while we, as workers in the city may be eligible for a pass and less affected it will be incredible limiting to anyone commuting into Oxford from the west, driving up their costs and with no viable public transport alternative for many including the elderly, vulnerable or SEN children. The negative impact on business is also likely to be a result of less people coming in, causing pressure on jobs etc.		Improve public transport. Open eynsham park and ride to encourage other options. Accelerate botley road
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	There should be no charges at all	No	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Very negative	The most obvious thing is that we wouldn't be able to drive to the Westgate car park without paying. This would preclude us being able to take my partner's immobile mother who lives in Abingdon into Oxford without paying an extra £5 on top of parking charges. So basically infirm people are being penalised if they can't public transport (which she can't). And no, she's not eligible for a disabled parking permit. Another obvious problem is not being able to pick up friends/relatives from the railway station without paying. If they've got lots of luggage a bus is not possible.	The proposal should be amended to make EVs exempt from being charged. Pushing drivers onto the ring road is ridiculous. It's an Oxford bypass. A bypass. So people trying to pass by Oxford will get caught up in even worse congestion than they already do. Not only that, but drivers being forced to go out to the ring road and round rather than through parts of Oxford will produce much more pollution. I'm very much against the churning out of yet more pollution into the air. Not particularly nice for cyclists who use the ring road either. Charges should only be administered during rush hour. There's no need to charge people when there's little congestion (eg mid morning), unless of course it's just a money grabbing scheme! So altogether it's a poor solution.	First of all do a survey to find out where car drivers are going to and coming from. Without that information I don't think it's possible to find reasonable solutions that will help these drivers. Make bus prices much lower. And stop making it cheaper to get the bus for visitors (using the P&R) than for residents (not using the P&R). It would be cheaper for us to drive out to a P&R and get the bus into town than to get the bus from near our house - totally ridiculous!!! Stop building more and more houses, thereby increasing the number of cars!!!! Free shuttle buses going VERY regularly (every 10 minutes) for hospital staff. More police patrolling the town centre to watch out for bike thiefs. Likely theft of my bike is the reason I don't cycle to town, or anywhere else for that matter where I'm going to leave my bike for a long period. Get investment and build a tram system. There you go, lots of things that could all contribute to reduce pollution.
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Positive	Positive	Too low	Yes	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make bus services more frequent, Add public cycle parking		Very positive	I fully support more methods of encouraging less people to drive into Oxford. The proposals do not go far enough however. Worcester Street car park is within the central Oxford permit zone; this should be closed and converted into Worcester Street riverside park. Having a large car park in this location is antithetical to the aim of the conestion charge.	The filters should be at additional locations, including Iffley Road and Cowley Road at the approach to The Plain, and Woodstock Road and Banbury Road on approach to St. Giles. Otherwise, they will simply get people trying to deliberately drive around them.	More dedicated cycle lanes separated from traffic, and a light-rail system in the long term.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I commute to the central permit area by car	Negative	Neutral	There should be no charges at all	No	Make bus services more frequent		Very negative	This will cause hardship for poorer people around oxford. People use these roads to get to the ice rink , westgate, and jr hospital. Oxford parkino is a joke with the cost now.£5 more for westaate totally not right.	Marston ferry road should never be blocked by this hairbrained scheme	Open the LTNs which the majority didn't want but was bulldozed through against all the objections and no notice was taken
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I commute to the central permit area by car	Neutral	Neutral	There should be no charges at all	Yes	Add new bus routes, Make bus services more frequent, Extend hours of operation for buses		Negative	The proposed system isn't what people want.	Withdraw the proposal.	Make larger vehicles pay more.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Very negative	Positive	There should be no charges at all	Not sure	Make Park & Ride parking cheaper, Make buses cheaper for young people, Add new bus routes		Negative	This will impose a lot of distress on the elderly as presumably these permits will be online , not everyone can do this.	These locations have been selected to make the most money for the OCC with no respect for all those stuck in the traffic iams they will cause. it's immoral.	Open up some of the Lit's so that people like me don't have to travel through St.Clements or Holloway to get to Cowley.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Positive	Positive	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make bus services more frequent		Very negative			
a resident of Oxfordshire living outside Oxford	less than weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Negative	Negative	There should be no charges at all	No	Add new bus routes		Negative	We will no longer be able to access either the train or the bus station for travel and we would have to consider going shopping elsewhere (Reading for instance) which is a real shame as the new Westgate Shopping Centre is brilliant and one of the few things worth negotiating the one way system for. Parking at the Westgate is still reasonable, unlike other Oxford car parks but adding an additional £5.00 to that would make places like Reading a far more attractive option (The Oracle Centre has cheaper parking anyway).	I just think it will be detrimental as it will deter tourists and shoppers alike - I don't know why Oxford councils dislikes drivers so much -it's a real shame but I think it will be the final nail in the coffin.	Stop buses going up Queen Street - it's supposed to be pedestrianised afterall, but, otherwise, implementing a 'congestion' charge will be a sure fire way to not only reduce traffic but probably stop it altogether.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make buses cheaper for all, Make bus services more frequent, Extend hours of operation for buses		Very negative	It is a worst plan to going to happen in Oxford. The main reason is congestion charge will not improve the travelling congestion. Residents who drives into city , or using park & ride and travel on bus into city. cycling or by walk. Those are the options that people can choose to enter city center. I can't found any reason why we have to suffering for paying congestion charge to enter city for all Oxfordshire residents. It is bad plan ever so far. Big issues based on Botley road and railway upgrade plan do not finished on time and delay until 2026 which causes everyone are suffering. This is very bad indeed! I think if this congestion charge happen to all traveller outside of oxford not the residents in Oxford. It might be an option to help and to improve traffic around Oxford. Please take more time to discuss with residents .	It is a worst plan to going to happen in Oxford. The main reason is congestion charge will not improve the travelling congestion. Residents who drives into city , or using park & ride and travel on bus into city. cycling or by walk. Those are the options that people can choose to enter city center. I can't found any reason why we have to suffering for paying congestion charge to enter city for all Oxfordshire residents. It is bad plan ever so far. Big issues based on Botley road and railway upgrade plan do not finished on time and delay until 2026 which causes everyone are suffering. This is very bad indeed! I think if this congestion charge happen to all traveller outside of oxford not the residents in Oxford. It might be an option to help and to improve traffic around Oxford. Please take more time to discuss with residents .	"You might take into account: - congestion fee for outsider (travellers) - bus fee discount - park & ride discount - more buses operation during weekdays - more buses routes - work closer with railway & bus companies - Pay more attention on the Botley road & oxford railway working timeline - more meeting with railway and Botley road work to making sure everything is on schedule
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	No impact	No impact	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make bus services more frequent, Extend hours of operation for buses		Very negative	Oxford needs a traffic system not a car ban. The last 30 years of "improvements" are nothing short of disgraceful.		More parking at places like the Radcliffe. Proper cycle lanes, off the roads to prevent cyclists and motor vehicles using the same carriageways, funded by cyclists. OPEN THE BOTLEY ROAD even if it means closing the railway station, which could be reclaced by extending Parkway.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Very negative	Very negative	Too low	Yes	Make Park & Ride buses cheaper, Make buses cheaper for all, Make buses cheaper for young people, Add new bus routes, Make bus services more frequent, Extend hours of operation for buses, Add public cycle parking		Very positive	Introducing the congestion charge will reduce traffic and encourage people to cycle, walk and take the bus. It will encourage me to walk and cycle because the roads will be less grim. I think there are too many exceptions though! The congestion charge isn't enough of a deterrent because few people will actually pay it!	There are far too many exceptions. Please tighten up exceptions and make more people eligible to pay the congestion charges. It won't work unless people are likely to pay it. At the moment there are too many people that are exempt. Consider reducing the number of passes or increasing the charge, especially for large cars. At the moment pick-up trucks are exempt as vans are. This is not right!	'- Improve the timing of pedestrian crossings of roads. At the moment request buttons can result in LONG waits to cross. e.g. Abingdon Road near Chatham, Donnington Bridge Road/Iffley Road, at the entrance of Westgate, across Donnington Bridge Road near Townsend Square. It takes far too long for the lights to turn red to cars when the button is pressed, which means you are prioritising cars over pedestrians. - Pavements are too bumpy and uneven, particularly for prams, wheelchairs and old people. Introduce Dutch kerbs. - Far too many cars on pavements. Ban pavement parking! I have to walk in the road in East Oxford because there is no room to walk on the pavement! It's wrong. - Improve ticketing of bad parking, particularly along Iffley Road and Cowley Road. - Please add more congestion charge locations. e.g. at the top of Iffley Road, Cowley Road, Donnington Bridge Road, Abingdon Road, Botley Road, Woodstock Road, Banbury Road. At the moment the six locations aren't sufficient to reduce driving. - Encourage people to use car-sharing like co-wheels (these should be excluded from the charge). - Ensure buses run logical routes. e.g. the 3/3A should run all the way to the train station. - Widen the Thames Path south of Folly Bridge so that more people can cycle and walk in from south Oxford, Iffley, Cowley, Littlemore and Rose Hill. At the moment it's too narrow for the number of people who want to use it. - Add a one-way system so that there is room for walking and cycling. Pavements are too narrow along High St, Iffley Road, Cowley Road, St Clements, etc. - Widen pavements and cycle lanes, and narrow roads. Particularly along High St, Iffley Road, Cowley Road, St Clements, etc.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	Yes	Other	I drive because I have a chronic condition that makes cycling/walking to work impossible & fatigue makes bus undoable too. I don't claim benefits but fight to work - adding £5 a day to get to work will make this impossible. Remove LTNs problems solved!	Very negative	Don't charge local residents like me to fix what you created (congestion) with LTNs! You cannot take away free road access to my home! I love off holloway so should be allowed to drive it freely! (I won't use any other road as don't need to - just want to get from home off holloway to work nothing else!	The holloway filter is at the wrong end - you will force all traffic down the wrong/more difficult to pass part of road. So you will charge people for nothing - it won't improve bus times!	Remove to LTNs that created the problem on Holloway in first place. Take parking away on cowley end of holloway (or at enforce restrictions that are already there, which you don't) as his would allow better traffic flow. Stop hating drivers and put east Oxford back to how it used to be. YOU CAUSED THE PROBLEM YOU FIX IT AND LEAVE US ALONE YOU ARE CAUSING SO MUCH DAMAGE TO RESIDENTS

Survey Response													
I am responding to this survey as	How often do you travel in or around Oxford?	Please tick which of the following free permits and passes you think you may be eligible for	Do you live in, visit a resident by car or commute by car to the proposed central Oxford	Central Oxford residents' permitit is proposed that residents in the central Oxford	Central Oxford permit area commuters' permitit is proposed workers commuting	We are proposing a single charge of £5 to allow cars without a day pass or permit	Do you think that charges should vary, with drivers of larger cars paying more and	Income generated by introducing the proposed temporary congestion charge would be used to cover the set-up and operating costs of the scheme.	If other improvement, please state	Taking into account all the information we have provided about the proposal to	Please explain your answer	Do you have any other comments about the proposal for six temporary congestion charge locations in Oxford that you have not already shared in this survey?	Do you have any suggestions for other ways to reduce traffic and tackle congestion in and around Oxford?
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Positive	Negative	About right	No	Make buses cheaper for all, Make bus services more frequent, Add public cycle parking		Positive	I am hoping it will reduce traffic.	I am concerned this, like the fingers, will increase traffic through Old Marston at peak commuter times.	An aerial egg lift linking Thornhill P&R > Osler Road / JR hospital > Town Centre.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Negative	Too low	Yes	Make Park & Ride buses cheaper, Make buses cheaper for all, Make bus services more frequent		Positive	Could go further, eg restricting hours of access for "other" vehicles (delivery etc) to outside normal peak times		Reduce the amount of parking currently available with a aim to discourage driving into the centre
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Positive	Negative	Too low	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Add new bus routes, Make bus services more frequent, Extend hours of operation for buses, Add public cycle parking		Positive		I think 3 cars for commuting is excessive	restrict larger vehicles such as trucks and vans within certain hours - so not during peak schools hours (7:30-9, and 3:30 to 5). This would make cycling with kids safer and more appealing.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	About right	Not sure	Make buses cheaper for all, Add new bus routes, Add public cycle parking		Very positive	Would expect to see fewer cars crossing the city centre, so buses would be faster/more timely and walking/cycling would be safer and more pleasant	Seems like a good way to test out the traffic filter ideas before going into the trial proper	School term times seem to produce the heaviest traffic, finding better ways for children to get to schools (rather than being driven in and out individually) could make a big difference. A shift away from the near-universal 9-5 working hours could also help soread out "rush hours".
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	Yes			Very negative	I'm an NHS manager, working almost 24/7, working every day after job planned hours from hime, additional commuting time will have neoative imoact on my service		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	Too low	Yes	Add new bus routes, Make bus services more frequent, Add public cycle parking		Very positive	It is currently quicker to cycle in and around the city than to go by bus. The roads should be clearer for people who *need* to use their cars and permit the free flow of traffic. Buses will be quicker, and therefore more appealing to use, and cycling will be safer.	Owing to the timing of sessions, there needs to be provision for access to the ice rink, whether that is by improving bus services or adjusting the congestion charge for users. Otherwise, training would be affected to such an extent that competitive skaters will need to move to other rinks, such as Swindon, which are further away, which will affect the rink's ability to operate and remain competitive.	Look to other medieval cities abroad that have put cycling first and see what measures we can adopt. A good example is Uppsala, in Sweden, which is also a medieval university town and is almost entirely car-free in the centre. Cars should be used for getting out of Oxford, and not necessary for getting into or around Oxford.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	There should be no charges at all	Yes	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Negative	I will have to leave my job at the school where I work part time because the most direct route includes one of the charging zones and going the long way would take too long and will use too much petrol. Going there by bus would take ages as there is not a good direct service available.	They are not a good idea because the rich can afford to pay and will continue congesting the road, but those on lower income will struggle.	Removing the LTNs in East Oxford would be a good start. Have more bus routes that cover the entire city and better connection services to the surrounding villages.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	Too high	No	Make buses cheaper for all		Negative	Push traffic onto already busy alternate routes already impacted by LTNs		Use the river to provide alternative transportation into Oxford
an Oxford resident	daily	Taxis and private hire vehicles	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Make BUSES FREE FOR LOCAL PEOPLE BETWEEN WORKING HOURS AND SEE WHAT IMPACT THAT HAS ON TRAFFIC AND SCHOOL RUNS	Very negative	Will hurt people that come to Oxford to work and who live locally .. turning Oxford into a Prison	All the surrounding roads will be impacted massively, there wasn't a congestion problem before that LTNS went in.. SUMMERTOWN IS THE WORST FOR PEOPLE THAT DON'T LIVE LOCALLY	Free bus passes, council has the ability now to run its own bus services due to changes in the law, also bus ticket prices are extortionate for such small journeys and cause issues financially, Park and Ride should be free and buses to and from them should be one pound no more, if you want people to use Oxford and use it services make it cheaper for them to access them.
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Fix the badly managed roads and roundabouts	Very negative	It's literally a money making scheme. Not everyone falls into the same category of 'they should walk, get a bus or cycle' I now live in Abingdon, but I grew up in Cowley, I work in Cowley, my partner works in Cowley, my daughter goes to nursery in Rose Hill, I still have a lot of friends and family in Cowley that I see regularly, usually after work. You have already made that difficult with LTNs, I have to sit in a lot more traffic now than I ever did before. People will not stop driving! We pay for our cars, our insurance, our tax, and you want to charge us more just for the privilege of driving in our own city! There is no bus route that will allow me to go to drop off my daughter at nursery, go to work, then to pick up my daughter, and then to visit my family! And if there was it would probably double my journey time! I cycle to work when I can, but not if I have to do the nursery run. I have never ever had a problem cycling round Oxford! The majority of families and households rely on these cars to go about their daily business! Stop trying to penalise them!	You never spoke about this pre election as you knew you would struggle to get voted in! You have ruined Cowley with your LTNs already! You as a council are not listening to residents. Just look at the petition with over 10,000 signatures against! Look at the comments! Put your congestion charge in areas where you were voted in! Leave Cowley alone! Majority of residents do not want your greedy schemes! You seem to be targeting the poorer areas! If you really want it, then open up some of the LTNs so that the traffic can flow freely!	Open up the LTNs! Simple!
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Neutral	Neutral	There should be no charges at all	No	Make buses cheaper for all, Make bus services more frequent, Extend hours of operation for buses		Very negative	I am strongly against the congestion charge scheme. It was not discussed during the election period & is being imposed on the Oxford & Oxfordshire residents. The fundamental problem is not being addressed but is only being replaced with an easy additional tax on the Oxfordshire residents. The deployment of the LTNs has only made the traffic in Oxford worst than before by engorging specific routes. The bus & other alternatives are way too expensive to justify taking them as soon as you are a party of more than 1 person.	This proposal should be scrapped if it is not supported by making the alternative significantly cheaper & therefore more cost effective. For example, a "free" family pass to go to Oxford & back 25 times a year rather than a permit to use the car.	Scrap the LTNs, reopen Botley road. This will ease the traffic currently focused on certain routes. Lift the 20mph assist limit on the e-Bikes (raise it to 32km/h) & ds significant maintenance on the cycle lanes (shared with pavement for example). Provide "family" passes that make going to Oxford by bus more economically viable as soon as you are more than 1.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very positive	Very positive	About right	Yes	Add public cycle parking		Very positive	I think this will help reduce congestion on our roads and will be a positive thing for this city to implement		One way systems on major roads with one lane of the road for traffic and the other as a 2-way cycleway
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice, Blue badge holders, Unpaid carers, Frequent hospital patients	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make buses cheaper for all		Very negative	I work at the JR no one wants to take jobs there as getting to work is terrible. Equally terrible on public transport this will NOT be fixed by this scheme. Buses do not tally with staff rotas - this is an awful idea. Transport will still be affected one off of these roads - it will be worse! No desianated bus lanes - oooh! thought out again x	Poorly thought out / bad idea. Staff made to feel awful for driving your work x	Stop messing around / unblock LTN's
a resident of Oxfordshire living outside Oxford	less than weekly		I don't	No impact	No impact	There should be no charges at all	No	Make bus services more frequent		Very negative	Will cost me money!	Simply I frankly don't believe they will be temporary in the slightest. They will become permanent by stealth.	No.
an Oxford resident	daily	School students with special educational needs, Frequent hospital patients	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	Not sure			Very negative	Our 10 year old son is a an adopted SEND child and we have to rely on using our car to get him to a wide range of things. This includes school, alternative provision to his mainstream school, therapy sessions and extra curricular activities. Cycling to the vast majority of these is simply not an option, due to his cognitive and behavioural instability (He was diagnosed earlier this year with Foetal Alcohol Spectrum Disorder and ADHD) My mother in law lives in OX3 and is disabled with rheumatoid arthritis, complications with diabetes and is in poor health. She cannot access public transport and relies upon on us to take her to numerous medical appointments and help with her shopping. We live in the OX3 area and the existing LTN's are already causing serious issues, with local traffic much worse than before the LTNs were implemented. Adding a congestion charge, one that was not tabled before the recent elections in May, is simply one step too far. We both work in the public sector and struggle to make ends meet as it is. Adding a proposed congestion onto households who are already coping with the cost of living is simply unfair. It feels cruel, mendacious and will have far reaching consequences on families like us if implemented.	Take this to a public vote	
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Positive	Positive	About right	Yes	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for young people		Positive	Oxford cannot cope with the current number of cars passing through the city, so action is required to reduce both congestion and pollution. Traffic congestion must also be reduced to allow buses to travel to schedule. It is however essential that any charging measures are offset by improved and cheaper public transport.	Charges for electric vehicles should be cheaper and charges for petrol/diesel SUVs should be higher.	Better provision for cyclists, with more cycle lanes.
an Oxford resident	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very positive	Positive	About right	Yes	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all		Positive	I'm currently a car owner and walk or cycle into the city centre, and take buses to other parts of the city. Improving the flow of buses is essential and should be encouraged by any revenue from a congestion charge, reduced parking & ride bus fares etc. is this guaranteed?	No	Ni
a resident of Oxfordshire living outside Oxford	daily		I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	Yes	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make bus services more frequent, Extend hours of operation for buses		Very negative	The roads are already a mess. You can't get in and out of Oxford without huge delays due to the Botley road closure. This level of traffic won't change after introducing a congestion charge, it will just make already frustrated commuters and residents even more frustrated and out of pocket. Focus your time and energy on speeding up sorting out the botley closure!		
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	No impact	No impact	There should be no charges at all	Yes	Make buses cheaper for all		Very negative	I work at the JR Hospital and the the proposed change will add at least 30 minutes each way to my daily commute. You will lose hosotial staff of this prooosal does throuah.		Until the take up of electric cars is greater you could extend the ZEZ which would improve air quality by reducing Petra's/diesel cars in the city.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very positive	Positive	About right	Not sure	Make Park & Ride parking cheaper, Add new bus routes, Extend hours of operation for buses		Very positive	Traffic in central Oxford is a serious problem This proposal should reduce through traffic helping buses run to time.		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Positive	Negative	About right	Yes	Make bus services more frequent		Positive	There is currently too much car traffic in the city.		Build better and safer infrastructure for cyclists.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all		Other	Should build facilities outside the busiest area so that diversify the traffic and resident	Very negative	You are discriminating the residents who live here	You should build facilities outside the boisterous areas to that diversifying traffic and residents	You should build facilities outside the busier areas so that diversifying traffic and residents
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	There should be no charges at all	No	Make Park & Ride parking cheaper		Very negative	You are cutting off the ability to use these roads and forcing more traffic on to already congested routes. This will make our traffic problems worse not better. You've allowed multi-storey car parks and developments on old road campus and we literally have to queue for 30 mins sometimes to get out of our estate	Yes, move the border to the ring road and exempt all residents living inside. Increase the park and ride spaces and reduce the cost	See answer above
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Very negative	Very negative	There should be no charges at all	No	Make buses cheaper for all		Very negative	Living in Oxford is expensive. The congestion charge adds another burden to households that aren't wealthy to just exist in the place they want to live. In addition, bus routes are poorly serviced and the congestion charge will not solve the congestion, as wealthy households that exist in Oxfordshire will pay it without issue, when considering the amount of travellers that come to the city everyday via tourism and shopping. Meaning those who truly are penalised are those that live in the city.	The congestion charges are being suggested because of the Botley Road works. Why isn't the city approach those responsible for the delays to front costs to relieve congestion?	For a city that's prides its self on being a cycling city. The cycling infrastructure is extremely poor outside of central Oxford.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very positive	Very positive	About right	Yes	Add public cycle parking		Very negative	Though I applaud the initiative in general. I can't support it while the Botley road is still closed. This can't be done while the main western arterial road is closed.	Please allow the roadworks at the rail station to end before any trial is done.	Look at the LTN area is east Oxford. Some should be removed.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice, Blue badge holders, Disability benefit claimants, School students with special educational needs, Unpaid carers	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make buses cheaper for all, Make bus services more frequent		Very negative	You are further restricting travel in and around oxford & will possibly prevent people with less income from travelling to work/education or medical care	It would be a better impact on congestion if LTNS were removed/reopened as these are what has led to traffic congestion more than the botley rd closing.	Re Open the LTNS this is the cause of congestion in Oxford & is having low impact on pollution levels as traffic is now often at a standstill & travellers have to travel further for longer.
a resident of Oxfordshire living outside Oxford	daily		I don't	No impact	No impact	About right	Yes	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Make buses cheaper for young people, Add new bus routes, Make bus services more frequent, Extend hours of operation for buses		Very positive	We are at the stage where there are no other sensible suggestions or ideas to reduce congestion in Oxford. It's reached staggering levels and is unsustainable. Inefficient use of road space comes at a cost, and that cost is currently borne by everyone which is unfair.		Reduce or remove parking charges at park and ride sites. At present, for someone visiting the city for an evening, it is cheaper to park using commercial (e.g. Westgate) car parks in central Oxford.
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Neutral	Neutral	There should be no charges at all	No			Very negative		I do wnot for a second believe this is necessary nor do I believe it will end as stated. I strongly believe that if this scheme is allowed to commence it will never end and instead will expand further. No traffic schemes should be allowed in Oxford before the debacle that is Oxford station / botley road has been resolved (ie the road is back up and fully open).	
a resident of Oxfordshire living outside Oxford	less than weekly	Blue badge holders	I don't	Very negative	Very negative	There should be no charges at all	No	Make buses cheaper for all, Make bus services more frequent, Extend hours of operation for buses		Very negative	It's just another money making scheme!		
a resident of Oxfordshire living outside Oxford	less than weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Negative	Neutral	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Add new bus routes		Very negative	As old people living in a rural area without public transport to Oxford, we have not visited the centre of Oxford since 2019. Mandatory visits to hospitals etc are a nightmare, taking long hours with a car, and impossible by public transport. Much of the traffic could be removed by adequate provision of buses from rural areas into central Oxford, instead of over-generous bus services inside the city, many of which, often empty, simply serve to worsen congestion.	These proposals will kill commerce and business and much tourism in Central Oxford, reduce income from business rates and lead to financial black holes for the City.	Cheaper park and ride buses and parking. True visionary thinking about tramways and river transport.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Negative	Negative	There should be no charges at all	No	Make Park & Ride buses cheaper, Make buses cheaper for all, Make bus services more frequent		Negative	People are already struggling with cost of living. It is going to put extra expenditure on struggling family. Make Streets one Way system and no barriers to visit residents	I struggle to get to my several medical appointments to various hospitals. Even buses are taking ages to get to destinations like local hospitals and health centre.	One way systems where you don't idle the car in long Ques.
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Negative	Negative	About right	No	Make Park & Ride parking cheaper, Make bus services more frequent, Extend hours of operation for buses		Very negative	If the charges are introduced, I will no longer be able to take my children (nor myself) to the Ice skating rink. We all have family lessons and this clearly has health benefits. Lessons start at 0830 on a Sunday morning but no buses operate from the Redbridge Park and ride at this time, leaving us no option other than to drive. As it is, I have to pay at least £9.30 once in town to park for the time of our morning session. We live in Garsington and no buses run from our village to the city centre at this time either. We would instead stop ice skating which would be a shame for my daughter's career but I cannot commit to spending at least another £20 per month on just getting her there. We would cycle but the road from Garsington to the city centre is too treacherous to take a child on. I also often have my younger children with me. This further makes the ice rink inaccessible for any other practice sessions we may choose to enjoy. This completely contravenes the council's policies to encourage health and Wellbeing	We would stop visiting the city centre completely and instead choose alternative places top go.	Better services from park and ride. Speak to the ice rink and match their schedules. Better bus services to villages, especially earlier in morning and late at night. OX44 villages could just go to Temple Cowley and transfer to a city bus from there (reducing the number of buses needed to go to town). Better connection between Garsington and Wheatley. Residents could then utilise the better bus services from Wheatley. Cycle route from Garsington to Cowley. I love the bus gates but need these to only be at peak times. If we share lifts with friends it is to reduce congestion etc. We drive where there is no other option when taking children to clubs. We have to travel MUCH further now to drop friend's children back home late at night.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice, 25 day passes for residents in the Oxfordshire permit area, on days of your choice, Blue badge holders	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Negative	Neutral	There should be no charges at all	No	Other	Make roads car worthy. Fill all potholes properly	Very negative	I book after my mother in one of these areas. I have enough problems getting to her with all the LTNs you have introduced. This is another way of segregating this side of Oxford from certain areas that are a little bit more up market.	You want the east side of Oxford to use the by-pass and A34 to get anywhere. How absolutely disgraceful this is. Try looking around these areas and see the volume of traffic on them now, before you implement this ridiculous plan. North of Oxford won't be having much problem as us mere mortals won't be able to go to your side of Oxford. You may as well put a class divide wall us like the Cultesilver wall 🤬	Get rid of the LTNs and the traffic congestion on Iffley, Church Cowley, Between Towns, Oxford and Cowley Roads will disappear.
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Very negative	Very negative	There should be no charges at all	No	Make Park & Ride parking cheaper, Add new bus routes, Make bus services more frequent		Very negative	Businesses are already struggling. This diabolical closure of Botley Road is unforgivable. The cost of parking at the Westgate is already expensive, an extra £5 will encourage people to go to Cheltenham or Swindon. The public transport system is not good enough to start punishing drivers.		Get rid of all the unneeded sets of traffic lights, fix / re-open Botley Road?
a resident of Oxfordshire living outside Oxford	less than weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Very negative	Very negative	There should be no charges at all	Yes	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Make bus services more frequent, Extend hours of operation for buses		Very negative	When I travel to Oxford in the evening I use the Multi Storey at Westgate. Why if you don't want Cars in the Centre of Oxford did the council build this facility.	See answer to Q11	If you don't want cars/other vechicles in the Centre of Oxford you need more and Cheaper Park & Ride Facilities.
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	No impact	Very positive	There should be no charges at all	No	Other	Shouldn't be used for anything as there should be no charge	Very negative	beleve this proposal will have a very negative impact on me personally, as someone who commutes into Oxford for work by car. I do so because it is the most practical and reliable option for my circumstances. The introduction of temporary congestion charge locations would create additional financial pressure, especially during a time when the cost of living is already high. It feels like I'm being penalised simply for travelling to work. Public transport is not a viable alternative for me. Services from my area are either infrequent, unreliable, or would add a significant amount of time and inconvenience to my daily commute. I'm also concerned that the scheme will just displace traffic to other routes, making my journey even longer and causing further delays and congestion in other parts of the city. This feels like a short-term measure without addressing the bigger transport issues Oxford faces. Overall, this proposal creates barriers for ordinary working people who rely on their vehicles through no fault of their own.	Yes – I'd like to add that introducing these temporary congestion charge locations feels like a rushed and piecemeal approach to a much larger issue. Without significant improvements to public transport, park and ride services, and road infrastructure, this will simply punish drivers rather than solve congestion or pollution problems in any meaningful way. Temporary schemes like this also create uncertainty and confusion, especially for those who rely on consistent routes for commuting. I'm concerned about the lack of clear communication around how these locations have been chosen, how long they'll last, and whether this is a stepping stone to permanent charges without proper consultation. Ultimately, it feels like working people are being asked to shoulder the burden of change without being given realistic options. I'm not opposed to improving traffic and air quality in Oxford – but I believe it needs to be done in a way that's fair, transparent, and supported by infrastructure that actually works for everyone.	Yes – traffic in Oxford is noticeably lighter outside of term time, which suggests that school traffic, particularly from private schools, is a major contributor to congestion. This should be looked at before penalising regular commuters.
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make buses cheaper for all, Make bus services more frequent, Extend hours of operation for buses		Very negative			
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Very positive	Very positive	About right	Not sure	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Very negative	I am a teacher, and this would severely lessen the likelihood of others joining the current workplace as the traffic filter sits on the main road.	Please could teachers be exempt?	
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	No impact	No impact	There should be no charges at all	Not sure	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Add new bus routes, Make bus services more frequent, Extend hours of operation for buses		Very negative	IT WILL EFFECT DIRECTLY TO US, WHO DRIVE FROM NORTH ABINGDON TO JR HOSPITAL, DRIVING THROUGH St Clement's Street, MOST OF THE DAY, AS YOU KNOW EASTERN BY PASS TOADUA#142, IS ALWAYS HAVE TRAFFIC BLOCK, ONCE IT IS PLACED, IT WILL BE DIFFICULT, AS WE HAVE ONLY A DIESEL CAR TO TRAVEL.	PLEASE EXCLUDE St Clement's Street, Marston Ferry Road AND, Hollow Way.	NA
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice, Personal cars used as goods vehicles for business purposes	I don't	Positive	Positive	Too high	Yes	Make buses cheaper for all		Neutral	I do not commute, but visit clients, and I avoid crossing the city in a car. I use an E-bike now in my business	We should not waste time and resources on a congestion charge, but move on and implement the bus filtering experiment as soon as possible.	Implement the bus filtering project as soon as possible, and implement the Woodstock road full program to zigzag the road so buses have proper bus stops that do not interfere with traffic flow.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice, Registered car clubs	I don't	Negative	Negative	Too low	Yes	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all		Positive	I think it is a good idea, but it does not go far enough. The charge is too low. To act as a deterrent to driving into the city, it needs to cost more than the alternative modes of transport (for example, a return bus ticket is likely to be £6 per person, so the convenience of driving is still there). It also has too many exemptions.		A much bigger and more permanent congestion charge area!
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice, Personal cars used as goods vehicles for business purposes	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very positive	Very positive	There should be no charges at all	No	Make Park & Ride parking cheaper, Make buses cheaper for all, Make bus services more frequent		Very negative	This will greatly impact my life in a negative way and cause me financial hardship in an cost of living crisis and causing the traffic on the ring roads to be even worst	I would cycle more but I have had multiple bikes stolen from my house and it has put me off locking up my bike.	Significantly reduce the price of the bus and park and ride parking. In Brisbane, Australia, they reduced the price to 50cent per trip and I started using the bus and public transport all the time. Also stop cycle theft as I do not want to cycle into town and risk my exsensive bike being stolen.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Positive	Positive	There should be no charges at all	No	Make Park & Ride parking cheaper, Make buses cheaper for all, Make bus services more frequent		Very negative	All this will do is push huge congestion and pollution out of Oxford and onto the ring road,split Oxford into separate ghettoes,no provision for the self employed plumbers etc and they'll refuse to service boilers in the congestion area.The same no go zone for delivery drivers, builders, electricians, builders etc.The centre of Oxford will deteriorate and become more grotty as residents will go off to the retail parks around Bicester to shop and we will get more boarded up shops and restaurants. Less business rates will be collected and council tax will rise. I travel all the time by bus to the centre of Oxford and sorry but I see no congestion. The bus companies have a vested interest as a congestion charge means more fares for them. The whole scheme is a complete waste of money and very unwelcome in a time of financial hardship for residents. Nobody in their right mind would create through traffic by driving through Oxford. Please stop destroying our city	Marston Ferry Road will just create a ghetto and is unnecessary.	All you are doing is killing the centre of Oxford and creating huge problems around the city on the ring road with this idiotic congestion charge scheme. The solution is to shelve the scheme and listen to the residents.
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice. Frequent hospital patients	I don't	No impact	No impact	There should be no charges at all	Not sure	Make bus services more frequent		Very negative	I live in Garsington just outside Oxford with a poor bus service I use one of the proposed charge area's a lot	Outrageous for people who live in the nearby villages whose needs are never taken into account	Better bus services and cycling routes out to the surrounding villages as it is very dangerous to cycle on roads without a footpath or cycle track
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice, Emergency service vehicles, Firefighters	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Negative	Very negative	There should be no charges at all	Not sure	Make Park & Ride buses cheaper, Make buses cheaper for all, Make buses cheaper for young people, Make bus services more frequent		Very negative	Limiting access/more stress for everyone travelling in oxford. fully reliant on busses and cycling. But cycling is only available for those who are fit enough and able enough	Making busses free would pull more people to busses rather then cars especially residents of oxford and would not need to 'punish' any other types of transport	As stated above with free bus travel as it then makes cars more exspesive without punishing drivers
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	No impact	No impact	There should be no charges at all	No	Make Park & Ride parking cheaper, Add new bus routes, Make bus services more frequent		Negative	Parking in Oxford is already too expensive and now you propose a 'congestion' charge (regardless of whether there's congestion or not) on top. I will frequent more car-friendly towns such as Swindon or Newbury.	Another hair-brained scheme from the Council	
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	About right	Yes	Make Park & Ride buses cheaper, Make buses cheaper for all, Make buses cheaper for young people, Add public cycle parking		Positive	We know that we have too much traffic and in particular that it affects public transport viability and reliability. You cannot physically get unlimited amounts of traffic through a single point like the Plain. We need to curb volumes.	I think I prefer the idea to the bus gates. It may also allow you to tweak some of the more contentious LTNs if the routes people previously tried to skip through to do not go anywhere!	Density. We must have a way, like land value tax instead of council tax, of economically incentivising higher density urban form the closer we get to the city or urban centres. Most of our cities are unsustainably land wasting. We need to change that.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Positive	Positive	There should be no charges at all	No	Other	remove the idea of bus gates and us the money for pot hole repair.	Negative	regardless of this charge the plan remains to setup bus gates and charge local people to use roads for the benefit of the environment. For my self when I can no longer use Marston Ferry road my additional journey will be an extra 5 miles each way and an extra 20 minutes on average. A relief road I might add that was made for the benefit of local users.	as above	

Survey Response													
I am responding to this survey as	How often do you travel in or around Oxford?	Please tick which of the following free permits and passes you think you may be eligible for	Do you live in, visit a resident by car or commute by car to the proposed central Oxford	Central Oxford residents' permitit is proposed that residents in the central Oxford	Central Oxford permit area commuters' permitit is proposed workers commuting	We are proposing a single charge of £5 to allow cars without a day pass or permit	Do you think that charges should vary, with drivers of larger cars paying more and	Income generated by introducing the proposed temporary congestion charge would be used to cover the set-up and operating costs of the scheme.	If other improvement, please state	Taking into account all the information we have provided about the proposal to	Please explain your answer	Do you have any other comments about the proposal for six temporary congestion charge locations in Oxford that you have not already shared in this survey?	Do you have any suggestions for other ways to reduce traffic and tackle congestion in and around Oxford?
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Positive	Negative	About right	No	Make buses cheaper for all, Make bus services more frequent, Add public cycle parking		Positive	I am hoping it will reduce traffic.	I am concerned this, like the fingers, will increase traffic through Old Marston at peak commuter times.	An aerial egg lift linking Thornhill P&R > Osler Road / JR hospital > Town Centre.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Negative	Too low	Yes	Make Park & Ride buses cheaper, Make buses cheaper for all, Make bus services more frequent		Positive	Could go further, eg restricting hours of access for "other" vehicles (delivery etc) to outside normal peak times		Reduce the amount of parking currently available with a aim to discourage driving into the centre
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Positive	Negative	Too low	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Add new bus routes, Make bus services more frequent, Extend hours of operation for buses, Add public cycle parking		Positive		I think 3 cars for commuting is excessive	restrict larger vehicles such as trucks and vans within certain hours - so not during peak schools hours (7:30-9, and 3:30 to 5). This would make cycling with kids safer and more appealing.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	About right	Not sure	Make buses cheaper for all, Add new bus routes, Add public cycle parking		Very positive	Would expect to see fewer cars crossing the city centre, so buses would be faster/more timely and walking/cycling would be safer and more pleasant	Seems like a good way to test out the traffic filter ideas before going into the trial proper	School term times seem to produce the heaviest traffic, finding better ways for children to get to schools (rather than being driven in and out individually) could make a big difference. A shift away from the near-universal 9-5 working hours could also help soread out "rush hours".
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	Yes			Very negative	I'm an NHS manager, working almost 24/7, working every day after job planned hours from hime, additional commuting time will have neoative imoact on my service		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	Too low	Yes	Add new bus routes, Make bus services more frequent, Add public cycle parking		Very positive	It is currently quicker to cycle in and around the city than to go by bus. The roads should be clearer for people who *need* to use their cars and permit the free flow of traffic. Buses will be quicker, and therefore more appealing to use, and cycling will be safer.	Owing to the timing of sessions, there needs to be provision for access to the ice rink, whether that is by improving bus services or adjusting the congestion charge for users. Otherwise, training would be affected to such an extent that competitive skaters will need to move to other rinks, such as Swindon, which are further away, which will affect the rink's ability to operate and remain competitive	Look to other medieval cities abroad that have put cycling first and see what measures we can adopt. A good example is Uppsala, in Sweden, which is also a medieval university town and is almost entirely car-free in the centre. Cars should be used for getting out of Oxford, and not necessary for getting into or around Oxford.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	There should be no charges at all	Yes	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Negative	I will have to leave my job at the school where I work part time because the most direct route includes one of the charging zones and going the long way would take too long and will use too much petrol. Going there by bus would take ages as there is not a good direct service available.	They are not a good idea because the rich can afford to pay and will continue congesting the road, but those on lower income will struggle.	Removing the LTNs in East Oxford would be a good start. Have more bus routes that cover the entire city and better connection services to the surrounding villages.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	Too high	No	Make buses cheaper for all		Negative	Push traffic onto already busy alternate routes already impacted by LTNs		Use the river to provide alternative transportation into Oxford
an Oxford resident	daily	Taxis and private hire vehicles	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Make BUSES FREE FOR LOCAL PEOPLE BETWEEN WORKING HOURS AND SEE WHAT IMPACT THAT HAS ON TRAFFIC AND SCHOOL RUNS	Very negative	Will hurt people that come to Oxford to work and who live locally .. turning Oxford into a Prison	All the surrounding roads will be impacted massively, there wasn't a congestion problem before that LTNS went in.. SUMMERTOWN IS THE WORST FOR PEOPLE THAT DON'T LIVE LOCALLY	Free bus passes, council has the ability now to run its own bus services due to changes in the law, also bus ticket prices are extortionate for such small journeys and cause issues financially, Park and Ride should be free and buses to and from them should be one pound no more, if you want people to use Oxford and use it services make it cheaper for them to access them.
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Fix the badly managed roads and roundabouts	Very negative	It's literally a money making scheme. Not everyone falls into the same category of 'they should walk, get a bus or cycle' I now live in Abingdon, but I grew up in Cowley, I work in Cowley, my partner works in Cowley, my daughter goes to nursery in Rose Hill, I still have a lot of friends and family in Cowley that I see regularly, usually after work. You have already made that difficult with LTNs, I have to sit in a lot more traffic now than I ever did before. People will not stop driving! We pay for our cars, our insurance, our tax, and you want to charge us more just for the privilege of driving in our own city! There is no bus route that will allow me to go to drop off my daughter at nursery, go to work, then to pick up my daughter, and then to visit my family! And if there was it would probably double my journey time! I cycle to work when I can, but not if I have to do the nursery run. I have never ever had a problem cycling round Oxford! The majority of families and households rely on these cars to go about their daily business! Stop trying to penalise them!	You never spoke about this pre election as you knew you would struggle to get voted in! You have ruined Cowley with your LTNs already! You as a council are not listening to residents. Just look at the petition with over 10,000 signatures against! Look at the comments! Put your congestion charge in areas where you were voted in! Leave Cowley alone! Majority of residents do not want your greedy schemes! You seem to be targeting the poorer areas! If you really want it, then open up some of the LTNs so that the traffic can flow freely!	Open up the LTNs! Simple!
a resident of Oxfordshire living outside Oxford	less than weekly		I commute to the central permit area by car	Negative	Neutral	There should be no charges at all	No			Negative			
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very positive	Neutral	Too low	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make bus services more frequent		Very positive	I am a resident living in Grandpont. The congestion on the Abingdon Road is often horrendous, driven largely by visitors to the Westgate, and steps need to be taken to take cars off the road in order to allow better bus travel from the park and ride.	This is a welcome proposal given the lack of options the council has while Botley Road remains closed. I would like to see more justification for the relatively high number of permits being allocated to Oxfordshire residents as the currently proposed 25 permits would in practice enable anyone in Oxford to drive into the city centre on almost half of all weekends in the year (for example). Given traffic on the Abingdon Road is often at its worst on weekends (driven by Westgate visitors) this seems short sighted and risks undermining the effectiveness of the scheme.	Where I live (Grandpont) the main issue is Abingdon Road traffic, a very significant proportion of which is people travelling to park in the Westgate. I appreciate options may be limited but serious consideration must be given to a significant reduction in parking availability at the Westgate. There will always be a need for some disabled parking etc at the Westgate but for able bodied visitors there should be a default that the park and ride is used. It is clear every weekend that many drivers simply ignore notifications and signage saying the Westgate car park is full and choose to sit and crawl up the Abingdon Road rather than take the park and ride - unfortunately for his (significant minority) the only answer is likely to be to stop them being able to park in the Westgate altogether.
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Very negative	Very negative	There should be no charges at all	Yes	Make Park & Ride parking cheaper, Make bus services more frequent, Extend hours of operation for buses		Very negative	I travel across Oxford most days but as I live just outside the Oxford city boundary I would only be eligible for small number of permits. This would make life very expensive or makes my journeys much more time consuming.	They should not go ahead	
an Oxford resident	daily	Driving instructors	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Add new bus routes, Make bus services more frequent, Extend hours of operation for buses		Very negative	It will cause a absolute chaos in terms of getting any where or the amount of traffic on top of the observed LTN	They should not happen why try fixing something that's not broke try fixing the fact private schools are the reasons	Take away the LTN and then just allow traffic to flow as it needs it hasn't been a issue before why try fix it now
a representative of a group or organisation	daily	Taxis and private hire vehicles	I commute to the central permit area by car	Neutral	Neutral	About right	Not sure	Make buses cheaper for all, Make buses cheaper for young people, Other	I think some of the funds generated from the congestion charge should be allocated for Oxford's Hackney carriage trade. To help the trade on their transitional path to change to electric cabs.	Very positive	As Oxford city licensed hackney carriage drivers, we think that the traffic filters will have a positive impact on the reduction of the level of traffic we see daily.		To aim to reduce the level of traffic in Oxford, public transport needs to be accessible. As a representative of the Hackney carriage trade, it will be very beneficial if the authorities were to promote our trade just like they are doing for the buses and making people aware that we are also a viable solution to their transport needs.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice, 25 day passes for residents in the Oxfordshire permit area, on days of your choice, Blue badge holders, Disability benefit claimants, Community health or care workers who need to visit multiple locations or travel urgently, Frequent hospital patients, Emergency service vehicles, Firefighters, Registered car clubs	I don't	No impact	No impact	About right	Yes	Make Park & Ride buses cheaper, Make buses cheaper for all		Very positive	I cannot use buses around the city as the traffic is too heavy and congestion to severe, this limits my ability to travel about the city.	I'm very pleased that this is being considered. Public transport needs to be more convenient than it currently is if people are to give up their cars. Short journeys by bus in the city are too expensive to encourage people to swap and are held up by traffic too frequently.	Make the P&R buses free if you have parked.
a resident of Oxfordshire living outside Oxford	daily	Driving instructors	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Road surfaces and road markings	Very negative	Increase traffic on other roads which will cause more congestion and hold ups	Marston ferry rd has a massive cycle lane next to the rd.	1) all Oxford tube and airport buses to stop at park n ride not centre city 2) LTNs roads change to 1 way streets 3) ntra staff free bus travel 4) red routes 5) camera bus lanes, bus stops, to stop cars parking in them. 6) sort out the bmw road to stop the cut through. 7) tourist buses to drop at the ice rink not city centre. I am more than happy to sed down in person to talk about these
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Very negative	Positive	There should be no charges at all	No	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Very negative	It will direct cars through only a few roads, therefore increasing congestion, making this area a less pleasurable area for residents. Cars will be idling for longer therefore increasing pollution. In an already expensive city this makes it less accessible and therefore reducing the diversity of Oxford. There are not enough adequate bus services to implement this. More accessible public transport needs to be available first. It currently takes me less time to cycle the 20 miles to work in Oxford then it does to take public transport which takes 30 minutes longer		Make it easier for children to get to schools e.g. school buses and school bus incentives so parents do not have to do the school run as well as commuting. Make buses more accessible and run more frequently. Ensure that if you park at the Park and Ride ensure that you can get everywhere within Oxford, not just the city centre.
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Very positive	Positive	About right	Yes	Make Park & Ride buses cheaper, Add public cycle parking, Other	Improve cycling infrastructure (paths, segregated areas)	Very positive	I am a cycle commuter; reducing the amount of traffic and pollution will make my commute safer, healthier and more pleasant. It will also encourage those who are worried about cycling in Oxford to be more confident as it will be less congested.	This is extremely important, and I want to encourage the Council to not be put off by reactionary responses by those who have not fully understood the scheme or those from outside Oxfordshire who seek to make this political.	Keep on improving cycling infrastructure along with public transportation options
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Very negative	Very negative	There should be no charges at all	No			Very negative	This proposal will kill so many businesses within central Oxford.	Utter madness.	If you have to generate income by penalising motorists then look at one car, one occupant charging.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	Negative	Too high	Yes	Make Park & Ride buses cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all		Negative			
a parish, town, district or county councillor	weekly		I don't	Neutral	Neutral	There should be no charges at all	Not sure	Make Park & Ride parking cheaper, Make buses cheaper for voung people. Add new bus routes		Negative			
a resident of Oxfordshire living outside Oxford	less than weekly		I don't	Neutral	Neutral	There should be no charges at all	No	Make buses cheaper for all, Make bus services more frequent		Very negative	This will stop us coming in to Oxford from Abingdon.		Fix the bridge, remove the LTNs
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Negative	About right	Not sure	Add new bus routes		Neutral	The temporary £5 daily charge seems a sensible interim measure. In fact, it seems like a more sensible scheme overall compared to the planned traffic filters with their excessive penalty fees. I hope it will be used to expand bus service for residents in the Walton Manor area, who are currently very poorly served by buses into the city centre (at 1 mile to our nearest bus, we are among the worst off of city residents in terms of bus service).	The exemption for commuters seems counterproductive. Surely someone driving into the centre of Oxford, which is very well-served from every corner by park and ride buses, is contributing far more to the overall congestion of the city than someone who takes an occasional trip in. I strongly oppose that particular exemption.	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very positive	No impact	About right	Yes	Add new bus routes, Make bus services more frequent, Add public cycle parking		Very positive	The congestion currently is ridiculous. Taking the bus takes hours and is very discouraging. We need a way to get less cars on the road in Oxford and the LTNs alone are not doing it. We need more action and this charge will be a step forward.	I would be happy to pay the charge despite living in the permit zone. It would encourage me to use my car less.	More bike racks in the city centre would be very helpful
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Add new bus routes, Make bus services more frequent, Other	Extend roads where possible. Improve poor dangerous road markings. This is where the council should prioritise on.	Very negative	What happens to people like us commuting a few times a week to train station and park at the station? It is unjustifiable that anyone travel to a train station — which is public transport—needs to pay the congestion charge. This is absolutely unacceptable. There should not be any charge point or filter near the essential routes to the train station, in particular now Botley Road is closed.	As mentioned above, it is impossible to justify for charging people trying to access train stations (public transport). There should not be any charge point or filter on the essential routes going to the train station, in particular when Botley Road is closed. If the council want people to be open to more charges and less travel, they should at least do the basic improvements (as mentioned in the next section) first and see how it goes. I am not sure why it takes several years to repaint the roads? I am afraid I have to question the professionalism of Oxford council in terms of traffic planning. The incompetence of your work such as the Botley Road failure, the ridiculous ideas of the traffic filters, the poor road conditions, and now this congestion charge proposal are appalling.	The congestion in Oxford is due to narrow streets indeed, but road markings and possible extensions — even a small one such as to cut some wide pedestrian pathway to make separate bike lanes— are those would have positive impact without asking people to pay more and reduce travels. Some congestions were due to narrow opening or exits before and after split lanes. These can easily be addressed with cheap road work. It is questionable that the council keeps focusing on things not suitable for already packed traffic in Oxford whereas ignoring basic and cheap improvements — The road conditions and markings in Oxford are of the worst. The cyclists should be protected via separate lanes instead of encouraging without protection. If separate lanes are impossible, then the council should instead focusing on bus frequency.
a resident of Oxfordshire living outside Oxford	less than weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make Park & Ride parking cheaper, Other	Move all essential services (NHS) out of "mighty" Oxford and then we'd never have to visit the centre again. A city only for tourists and students. That'll keep shops open.	Very negative	Oxford county council need to try driving anywhere out of oxford to appreciate just how little funding roads get. The worst county roads in the country.	Do you have to pay if you are on horse back! circa 1645?	Fund roads and not bus/cycle lanes.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I commute to the central permit area by car	Very negative	No impact	There should be no charges at all	Yes	Make buses cheaper for young people, Add new bus routes, Other	New car parks and easier access for cars.	Very negative	I am 68, in poor health, and help my autistic daughter get to places by car. She is not entitled to a disabled car badge and neither am I. We don't quite meet the criteria for them, but still depend on my car to have any kind of life.	Where I live in Littlemore, I am really cut off now. I had very much looked forward to using my bus pass, but haven't been able to since the 5A changed routes and I am now left dependent on my car as I have limited mobility and now can't reach a bus stop. I am convinced that this county does not want people like me and my daughter to live in this city, but where are we supposed to go?	Remove the LTNs, build more car parks in the city centre. Have some dedicated bus routes, but make the alternate routes obvious. Free park and ride buses. Fix the roads so that buses don't have to refuse to drive down them. Eg Herschel Crescent. More smaller shopper buses, extending the bus network. More doctor's surgeries (I have to drive for 15 minutes to get to one. This impacts my health.) Remove bottlenecks in roads, have more Turn Left lanes and filters. Stop cyclists from using roads like Cowley Road. The priority should be the buses, which can't get past them. Give bikes alternate routes to use. Ban parking on busy through routes. Give free bus passes to all children and to those living on roads with no parking allowed. Lots of ideas there for you.
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Very negative	Very negative	There should be no charges at all	No	Make buses cheaper for all, Add new bus routes, Make bus services more frequent, Extend hours of operation for buses		Very negative	Many many people live or work in the Oxford area that is not covered by your 'central Oxford' area, and these people too are reliant on their vehicles for commuting, due to Rota shift pattern or large amounts they are having to transport which means the buses are not satisfactory. In essence what you are proposing will actually increase traffic and pollution on the remaining routes into Oxford as people are havinv to double or treble their commutes.	It's a ridiculous idea. Public transport is not the answer for all circumstances and reducing people's ability to access shops/hospitals/work places/friends and family will only mean the demise of Oxford as a place in general that people will want to spend time as it is easier to go elsewhere. Some of the schools in the centre of Oxford are already seriously struggling due to the crossing traffic filters and parents concern about being able to access them.	Stop trying to stop people from driving and allow free flow on all the roads. Since the LTNs and other measures traffic has got worse not better
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice, Personal cars used as goods vehicles for business purposes	I commute to the central permit area by car	No impact	No impact	There should be no charges at all	No	Add new bus routes, Make bus services more frequent, Extend hours of operation for buses		Very negative	What we need are smaller, cheaper, and more frequent buses that can navigate the narrow streets of Oxford. Adding a congestion charge simply links the pockets of the suppliers/service providers of this charge. We need to see a costed plan from the bus companies, as at the moment, the costs to car drivers are pretty clear, however, the benefits of this scheme to Oxford residents are all in vause oercentaaes.	We need a costed plan of how the money raised from this activity will tangibly improve commuting within Oxford.	What we need are smaller, cheaper, and more frequent buses that can navigate the narrow streets of Oxford. If we focus on the carrot of making public transport more efficient and accessible, we don't have to keep beating people with more charges. The stick has never been a solution to anything in the long run.
a resident of Oxfordshire living outside Oxford	less than weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	No impact	About right	Not sure	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all		Very positive	Much cleaner air and safer for pedestrians when I'm in Oxford	Please don't be scared away from progressive policies like this, by the loud minority.	
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Neutral	Very positive	About right	Yes	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Positive	Reduction in congestion by discouraging transit through the City by 'casual' traffic will improve the quality of life, reduce pollution and improve bus travel reliability. The system should NOT penalise or monetise the need for those with legitimate work travel requirements especially those in public services.	They must be suitably sited to avoid penalising access to facilities such as sports centres or schools.	Reduce bus fares or introduce graduated fares dependent upon distance. For example £3 for a journey to Banbury from Oxford BUT charging the same for a journey from Kidlington to central Oxford or even Summertown does not seem equitable. To encourage more bus travel the difference in price HAS to significantly outweigh the convenience of using a personal car.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	Yes	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Make buses cheaper for young people, Add new bus routes, Make bus services more frequent, Extend hours of operation for buses, Add public cycle parking, Other	"Magdalen Bridge closed in both directions, but no closure at St Clement.	Very negative	Every day, many cars FROM OUTSIDE OXFORD come in via Iffley Road to drop children at private schools all the way to the city centre — and they're allowed to enter. So why don't you close Magdalen Bridge to city-centre traffic? Or Iffley Road in both directions? Meanwhile, those of us who live in Marston can't even get out. Why not close the A4144 and Banbury Road too — or would that be too inconvenient for the private school run?	This is discrimination. If you want to close the city centre, then do it properly — close the actual centre, Sr Giles, Magdalen Bridge and Abingdon Road.Why no? Since when is Marston Ferry Road part of the city centre? Or is it just that you don't want people from Marston going to Summertown — while those in Summertown can still go all the way to the city centre? It's clear who you're protecting. MONEY, MONEY, MONEY...	Close Iffley Road, St Giles, Magdalen Bridge, and Abingdon Road — why not? Take a walk down Iffley Road at 7:40am on a school day (a private school day, of course) and see how many big cars with just one adult and one child are driving into Oxford from outside the city. Look at the traffic jam. As I said before — close Magdalen Bridge. Why not? Close the A4144 and Banbury Road too. Why not? If you're going to close the city centre, then do it properly — stop targeting Marston. Because that's exactly what you're doing. If I lived in Summertown, I could drive all the way into the city centre. Why? Do they pay you?
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	No impact	No impact	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all		Negative	Additional costs to get into oxford would mean I would come into the city less overall and therefore spend less on shops, cafes and restaurants than at present. I would be penalised collecting prescriptions from the Churchill Hospital. It will also force people into lesser routes to get into the city which is crazy when the Botley Road closure has already lead to less routes being available. creating more congestion not less.	The root cause of the issue is the closure of the Botley Road which has lead to greater volumes of traffic elsewhere. To further penalise people by charging for access is outrageous behaviour and will cause financial issues for retailers, Theatres and restaurants in the city. If Oxford City Council didn't want cars in the city then why did they build the Westgate and its car park.	Re-open the Botley Road sooner than currently envisaged. I no longer have a convenient bus service because of its closure Open the Eynsham Park and Ride that is built and available but with no access road Create proper cycle paths from Eynsham and elsewhere Incentivise people to use park and ride - discount vouchers to use in Oxford, free parking Move the Westgate Put a charge on tourist coaches Stop buses going down the pedestrian route past Bonn Square to the High Street
a resident of Oxfordshire living outside Oxford	daily		I don't	No impact	No impact	Too high	No	Add new bus routes, Make bus services more frequent, Extend hours of operation for buses		Very negative	See below	How are medical staff supposed to get to and from the hospital? As a critical care nurse, I have to be at the John Radcliffe for 7.00am. Currently I am using marston ferry road (the ring road is not an option for me) to ensure I can get to work on time - are you suggesting I pay an additional £20 per week to do my job?! This is ridiculous. Let alone all the other hundreds of staff members trying to do their job. This is going to impact staff numbers at the John Radcliffe, pushing an already tight work force to the breaking point. The park and ride is not an alternative for front line nurses because the buses are not adequate for the end of a shift or feel safe enough to use at the end of a shift Furthermore, what about the teachers all working just inside marston ferry road at all those schools? How are they supposed to be commuting to work - an additional £100 per month on a teachers salary is going to be impossible for many of them. Are there going to be permits available for key workers??	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Positive	Positive	About right	Yes	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Add new bus routes, Make bus services more frequent, Extend hours of operation for buses		Positive	As an Oxford resident will make travel more convenient on public transport. But my elderly relatives will still be able to get around with their own car.	No	I think ebikes and scooter use should be restricted. They are too fast and weave in traffic. Bus services should be not for profit.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Very negative	Neutral	About right	Yes	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make bus services more frequent		Negative	I live outside central. (Purple) area but in Jericho. I would commute through central area so would have to pay once my 100 day trip expires. It would be better for me if the number of passes was 200.	I would think system would work better if more than 100 passes for role within Oxford ie within ring road. 100 day passes is insufficient. I would think 200 is a more reasonable number	Improved bus services.
a resident of Oxfordshire living outside Oxford	less than weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Negative	No impact	There should be no charges at all	No	Make Park & Ride parking cheaper		Negative	Many visiting tourists will be unaware of the proposed congestion charge unless large, clear signage is erected on all access roads to the town centre. Oxford is just a tourist town now so once the tourists have been made unwelcome with these measures and the camera traps there will be nothing left!	Do not implement them.	Make Banbury Road & Woodstock Road and Cowley Road and Iffley Roads one way.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice, Personal cars used as goods vehicles for business purposes	I don't	Very positive	Very negative	About right	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Make buses cheaper for young people, Extend hours of operation for buses		Negative	Increase of traffic on other routes	Why will oxford residents only have permits for 100 days. Why have the bus companies stopped return tickets in oxford, it is unsustainable to be Paying £15+ for my family to go to the city center and back, they are cashing in on restrictive travel	How about focusing on the estimated 13000 commuters and encourage them to P&R as it feels like you are targeting the city residents, I use my bike as much as I can but I can't carry ladders or drills on a bike or bus, why am I being punished for working within the city
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Neutral	Neutral	There should be no charges at all	No	Make buses cheaper for young people		Very negative	Nobody will go into Oxford unless absolutely necessary. A lot of businesses have already left the city or had to close down - it will be even more. meaning nothing left other than laboratories and student accomodation		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	About right	Yes	Make buses cheaper for all		Neutral	I think the 100 permits per year mean that it will have little effect on my own car use.	I don't quite see the point of calling this scheme temporary. Won't it just merge into the traffic filters trial? I think you need to add a camera at the bottom of Iffley Road otherwise all the MCS parents will just drive down Iffley Road and then back up again. The scheme appears to be punishing car drivers. Why not give all Oxford residents 365 passes and then incentivise them to not use them by giving them rate rebates or similar. Carrot and stick instead of just the stick.	The congestion charge is generally a good scheme, but don't punish people for living in Oxford. The current scheme appears to the public to have been conceived by people who won't be affected by the scheme and who have no sympathy for those who are affected. I'm sure that isn't true, but it is how it seems.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all		Very negative	As a full time cyclist around Oxford the congestion charge would force more cars on the already busy main cycle routes in and around Oxford. Already there is a huge divide and anger from motorist to cyclist and it will make it worse.	Just don't do it. Do you not want Oxford to generate income by coming into the city	Work with the colleges and private schools for busses to be put in place around the ring road/park and rides and subsidies them along with the schools. If you travel around Oxford in the school holidays there is a huge reduction up to 90%
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	Too low	Yes	Add new bus routes, Make bus services more frequent, Extend hours of operation for buses		Very positive	Reduced congestion will mean more reliable buses.		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Positive	Neutral	There should be no charges at all	No	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Negative	There should not be a congestion charge		Remove the the LTNs and return the roads to their purpose-which is to carry cars

Survey Response													
I am responding to this survey as	How often do you travel in or around Oxford?	Please tick which of the following free permits and passes you think you may be eligible for	Do you live in, visit a resident by car or commute by car to the proposed central Oxford	Central Oxford residents' permitit is proposed that residents in the central Oxford	Central Oxford permit area commuters' permitit is proposed workers commuting	We are proposing a single charge of £5 to allow cars without a day pass or permit	Do you think that charges should vary, with drivers of longer cars paying more and	Income generated by introducing the proposed temporary congestion charge would be used to cover the set-up and operating costs of the scheme.	If other improvement, please state	Taking into account all the information we have provided about the proposal to	Please explain your answer	Do you have any other comments about the proposal for six temporary congestion charge locations in Oxford that you have not already shared in this survey?	Do you have any suggestions for other ways to reduce traffic and tackle congestion in and around Oxford?
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Positive	Negative	About right	No	Make buses cheaper for all, Make bus services more frequent, Add public cycle parking		Positive	I am hoping it will reduce traffic.	I am concerned this, like the fingers, will increase traffic through Old Marston at peak commuter times.	An aerial egg lift linking Thornhill P&R > Osler Road / JR hospital > Town Centre.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Negative	Too low	Yes	Make Park & Ride buses cheaper, Make buses cheaper for all, Make bus services more frequent		Positive	Could go further, eg restricting hours of access for "other" vehicles (delivery etc) to outside normal peak times		Reduce the amount of parking currently available with a aim to discourage driving into the centre
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Positive	Negative	Too low	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Add new bus routes, Make bus services more frequent, Extend hours of operation for buses, Add public cycle parking		Positive		I think 3 cars for commuting is excessive	restrict larger vehicles such as trucks and vans within certain hours - so not during peak schools hours (7:30-9, and 3:30 to 5). This would make cycling with kids safer and more appealing.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	About right	Not sure	Make buses cheaper for all, Add new bus routes, Add public cycle parking		Very positive	Would expect to see fewer cars crossing the city centre, so buses would be faster/more timely and walking/cycling would be safer and more pleasant	Seems like a good way to test out the traffic filter ideas before going into the trial proper	School term times seem to produce the heaviest traffic, finding better ways for children to get to schools (rather than being driven in and out individually) could make a big difference. A shift away from the near-universal 9-5 working hours could also help soread out "rush hours".
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	Yes			Very negative	I'm an NHS manager, working almost 24/7, working every day after job planned hours from hime, additional commuting time will have neoative imoact on my service		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	Too low	Yes	Add new bus routes, Make bus services more frequent, Add public cycle parking		Very positive	It is currently quicker to cycle in and around the city than to go by bus. The roads should be clearer for people who *need* to use their cars and permit the free flow of traffic. Buses will be quicker, and therefore more appealing to use, and cycling will be safer.	Owing to the timing of sessions, there needs to be provision for access to the ice rink, whether that is by improving bus services or adjusting the congestion charge for users. Otherwise, training would be affected to such an extent that competitive skaters will need to move to other rinks, such as Swindon, which are further away, which will affect the rink's ability to operate and remain competitive.	Look to other medieval cities abroad that have put cycling first and see what measures we can adopt. A good example is Uppsala, in Sweden, which is also a medieval university town and is almost entirely car-free in the centre. Cars should be used for getting out of Oxford, and not necessary for getting into or around Oxford.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	There should be no charges at all	Yes	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Negative	I will have to leave my job at the school where I work part time because the most direct route includes one of the charging zones and going the long way would take too long and will use too much petrol. Going there by bus would take ages as there is not a good direct service available.	They are not a good idea because the rich can afford to pay and will continue congesting the road, but those on lower income will struggle.	Removing the LTNs in East Oxford would be a good start. Have more bus routes that cover the entire city and better connection services to the surrounding villages.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	Too high	No	Make buses cheaper for all		Negative	Push traffic onto already busy alternate routes already impacted by LTNs		Use the river to provide alternative transportation into Oxford
an Oxford resident	daily	Taxis and private hire vehicles	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Make BUSES FREE FOR LOCAL PEOPLE BETWEEN WORKING HOURS AND SEE WHAT IMPACT THAT HAS ON TRAFFIC AND SCHOOL RUNS	Very negative	Will hurt people that come to Oxford to work and who live locally .. turning Oxford into a Prison	All the surrounding roads will be impacted massively, there wasn't a congestion problem before that LTNS went in.. SUMMERTOWN IS THE WORST FOR PEOPLE THAT DON'T LIVE LOCALLY	Free bus passes, council has the ability now to run its own bus services due to changes in the law, also bus ticket prices are extortionate for such small journeys and cause issues financially, Park and Ride should be free and buses to and from them should be one pound no more, if you want people to use Oxford and use it services make it cheaper for them to access them.
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Fix the badly managed roads and roundabouts	Very negative	It's literally a money making scheme. Not everyone falls into the same category of 'they should walk, get a bus or cycle' I now live in Abingdon, but I grew up in Cowley, I work in Cowley, my partner works in Cowley, my daughter goes to nursery in Rose Hill, I still have a lot of friends and family in Cowley that I see regularly, usually after work. You have already made that difficult with LTNs, I have to sit in a lot more traffic now than I ever did before. People will not stop driving! We pay for our cars, our insurance, our tax, and you want to charge us more just for the privilege of driving in our own city! There is no bus route that will allow me to go to drop off my daughter at nursery, go to work, then to pick up my daughter, and then to visit my family! And if there was it would probably double my journey time! I cycle to work when I can, but not if I have to do the nursery run. I have never ever had a problem cycling round Oxford! The majority of families and households rely on these cars to go about their daily business! Stop trying to penalise them!	You never spoke about this pre election as you knew you would struggle to get voted in! You have ruined Cowley with your LTNs already! You as a council are not listening to residents. Just look at the petition with over 10,000 signatures against! Look at the comments! Put your congestion charge in areas where you were voted in! Leave Cowley alone! Majority of residents do not want your greedy schemes! You seem to be targeting the poorer areas! If you really want it, then open up some of the LTNs so that the traffic can flow freely!	Open up the LTNs! Simple!
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice, Blue badge holders, Disabled tax cars	I commute to the central permit area by car	Neutral	Neutral	There should be no charges at all	No	Add new bus routes		Very negative	Will extend journey times. Will create further congestion on ring road. Will cost more in fuel. Will create chaos on ring road leading to Marsh Lane, Marston due to people going to the John Radcliffe and Headington hospitals.	This is a total catastrophe waiting to happen. The residents of Oxford neither want nor need these ridiculous constraints on their right to travel. Motorists already pay to drive on roads. The council is in existence to represent the residents of Oxford, not to promote their own short sighted doxma.	Remove all LTNs .. get Botley Road open and fine the companies that are dragging their heels in the so called 'improvements'. Start listening to what residents want.
a member of the public living outside Oxfordshire	less than weekly		I commute to the central permit area by car	Very positive	Very positive	About right	Yes	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Add new bus routes		Very positive	It will make travel into the city by bus faster, reduce the cost of running buses and maybe therefore reduce bus fares	Great idea	More bus lanes
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	About right	Yes	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all		Neutral	Neutral for me due to where I live (off the Botley Road, so currently can't drive into Oxford centre anyway.	I think a congestion charge is arguably a better plan than the traffic filters - I have concerns that the filters, as proposed, will worsen congestion on the Botley Road as it will be the only route in to access the Westgate and station - an effect that has clearly been seen with the closure of the Botley Road on levels of congestion on the Abingdon Road. Having a congestion charge will not concentrate Westgate-bound traffic on one road, so seems much preferable from the point of view of Oxford residents. As with the filters, I'm sceptical of the blanket exemption for vans - would prefer this was focused as unlimited permits for traders' vehicles. resardless of type (and charge/restrictions on private vehicles of whatever type).	Subsidise park & ride and buses - carrot instead of stick! Charge SUVs more for congestion charge AND for residents' permits - they are overlarge for most Oxford streets (don't fit properly in parking bays) and take up more room which will worsen queues, as well as being much more dangerous for pedestrians and cyclists. Walking and cycling is more attractive without such behemoths on the street. Congestion charge is a better proposal than the filters
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Positive	Neutral	About right	No	Make bus services more frequent		Negative	Your new central Oxford permit zone does not cover where I live and I have no choice but to pass through a filter after leaving my house. You neglected to add the development off of Rewley Road. We can exit via Hythe but will be fined when we re-enter!		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	Too high	Yes	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make bus services more frequent		Very negative	I use one of the roads where the ANPR will be regularly and 100 passes would not be adequate, leaving me with no choice but to paydlay.	I am a long-term resident of Oxford and feel that there was no need for LTNs, which in my opinion have made areas of Oxford considerably more congested than they were before. The buses have also had to slow down and fewer services are consequently available. A lot of traffic will move our to the already crowded ring road. With the plan as it stands, it looks as if it won't be possible to access the carpark for the Westgate shopping centre.	There are too many cars collecting children from various schools at the start and end of the school day. The private (and possibly state schools) could be expected to run school bus services from the towns and villages around. Cokethorpe School is worth talking to, as they have a very good system.
an Oxford resident	less than weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Other	Remove all LTN obstructions and traffic will soon improve.	Very negative	The anti car council is selfish and doesn't consider the impact on citizens.	I fear this new scheme will also turn out to have unforseen consequences. Don't do it. Fine the company for every day the Botley Road is closed. Move Archer Cort to a site where he can do less harm	Remove LTN'S
a resident of Oxfordshire living outside Oxford	daily	Personal cars used as goods vehicles for business purposes	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	We don't need a congestion charge. The cost of life is already expensive	Very negative	Because we are already paying Road tax, the cost of living is expensive, and your brilliant idea is to put £ 5 per day, how does that work every day like working in Oxford and don't come with you, you can use the bus because I don't work for you.	This is nonsense	Remove the ltn
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	No impact	No impact	There should be no charges at all	No			Very negative	You should have freedom to drive into Oxford should you choose	There will be an impact on the economy	There is already high car park charges, this will increase the ring road traffic which is already congested.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice, School students with special educational needs	I commute to the central permit area by car	Neutral	Positive	There should be no charges at all	No	Make buses cheaper for all		Very negative	You do not want cars in Oxford. Every road in and out of Oxford has roadworks on it and you do not open tnis to ease congestion.		Have departments talk to each other when deciding to put up roadworks
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice, School students with special educational needs	I don't	No impact	No impact	Too high	No	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Very negative	Reason 1: You won't meet your aim to make bus journeys faster and more reliable. Detailed reason: I work outside of Oxford which means commuting through a charge zone. There is a bus service I could take but due to weight restrictions on Donnington Bridge, the bus HAS to go via the ring road which is already over congested thanks to the Botley Road closure. With the introduction of this scheme, the ring road will become even more congested (it is already over congested) and the public transport journey times will increase. Furthermore, the service is already quite unreliable (buses not showing up on numerous occasions) and this extra journey time I envisage will lead to a less reliable service. Overall this means you cannot meet your aim of making bus journeys faster and more reliable. the cost of a return bus fare is higher than the charge (£6 for the bus) Reason 2: You won't meet your aim of of improving the health and well being of the community. Detailed reason: As a resident of Marston, we have not very many local amenities such as doctors surgery, local gym etc. For myself to get to any of these facilities I would have to go through a charge zone (my GP is off of Cowley Road) and I use the council gym in Summertown. Introduction of this would have a negative impact for me and my family, but this will also impact many other local residents. If I cannot get to the gym without going through a charge zone then i will likely cancel my gym membership, going	1. Given the bus filters will not be introduced until AFTER the Botley Road has re-opened, I cannot see the justification for doing this now. The ring road and A34 are already over loaded due to this closure and this scheme will make a very bad situation worse. We need to re-open Botley Road AND improve Donnington Bridge so that public transport can use it before we ever consider this scheme being introduced. 2. I worry that cars will be turning in the road as they approach gates. E.g. I could envisage Magdalen college school parents driving up the St Clements charge zone, dropping their child off and then turning round in the main road. This will be dangerous. There needs to be a monitoring of this also and fining of people who do it, otherwise you'll end up with a bottleneck of vehicles which goes against the aims of the scheme.	1. As I previously mentioned, there is a bus I could use to commute to work. A return fare costs £6. It would be cheaper to drive through the charge zone. We need to look to reduce the bus fare to make it a financially more attractive option. 2. Suggestion; do not allow parents to drive their child to school from outside of Oxford. Lay on bus services. As a frequent commuter in and out of Oxford I am quite familiar with the traffic hotspots and locations. I regularly drive on Iffley Road at rush hour and there is frequently a long line of cars coming into Oxfords on that route in the morning. This is due to parents driving their child from out of town to Magdalen College School (and other local public schools). When the private schools have broken up for their holiday BUT the regular schools are still in term time, the difference to traffic in and out of Oxford is staggering! If you find a way for children to be bussed in (e.g. from the park and ride) and for a way to stop parents making the commute (not sure how this could be "policed") then the traffic in these areas would significantly improve.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice, Blue badge holders, Disabled tax cars, Emergency service vehicles, Firefighters, Taxis and private hire vehicles, Registered car clubs, Personal cars used as goods vehicles for business purposes, Driving instructors, Hearses and funeral cars	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Positive	Positive	There should be no charges at all	No	Other	make oxford liveable for humans not a jail. There are alternate solution rather than implementing a financial congestion charge . First the LTN(east oxford only) and now congestion. It is not way forward. Think of some better solutions. Do not impose.	Very negative	school run will become harder going to work will be longer than usual going to your desist and GP appointments will take longer than normal people working in school has to pay more than normal cost of driving	make one ways (like summertown)	Free bus service (at least for schools and elderly bus) cheaper taxi rates cheaper train tickets start shuttle service
a member of the public living outside Oxfordshire	daily		I commute to the central permit area by car	No impact	No impact	There should be no charges at all	No	Make Park & Ride parking cheaper, Extend hours of operation for buses		Very negative			The way traffic lights in the area don't work in an effective way. For example the crossing at Folly Bridge changes too frequently and for too long. This is siomficant.
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	No impact	No impact	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper		Very negative	This will drive even more traffic to the ring road which is already very congested. The impact of the frequent road works also has a very significant effect on ring road traffic as does the frequent impact of accidents on major roads such as the A34 and A40	The main issue causing congestion is the imposition of LTN's. This drives all traffic onto a few major roads. Has the council undertaken a traffic survey of the removal of LTN's? (No because you are afraid of the results) For many people walking/cycling is just not feasible, and the use of buses for journeys across is not practical as it takes too long if you have to change buses. For us with a 1hour timetable, it could take 2 hours or more to reach the JR hospital - not ideal for aged personnel.	Remove LTN's Eliminate parking on major roads - Iffley Rd, Cowley Rd, Holloway. Try contraflows - one way for Iffley Rd/ Cowley Rd With one way connectors - Howard Street /Bullingdon Rd etc
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Negative	Very negative	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all		Very negative	I don't want to be sat in a bus or park and ride to work or to visit Oxford. Work life balance is stressful enough and doing this adds extra commute time to my day and extends my time away from home and my family as a carer for 2 elderly parents and my own family as well as working thanks unacceptable. Even if I sit in traffic my time away from home is still less than sitting in a bus that's stops every two minutes!!!	I think this will have an overall negative effect as not everyone is mobile enough to walk or get to bus stops or cycle! People just don't have time for this in their lives if they live in the suburbs of Oxford !	Traffic is way worse now than it's ever been since the introduction of traffic filters already in place and feel that this is only going to get worse! There is not a need for any filters anywhere.
a resident of Oxfordshire living outside Oxford	weekly		I don't	Very positive	Very positive	About right	Yes	Make buses cheaper for all, Add new bus routes, Extend hours of operation for buses		Very positive	Fewer motor vehicles in central Oxford better for health and the planet		Make congestion charge permanent for all of central Oxford
an Oxford resident	weekly		I don't			Too low	Yes	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Very positive	I live near Abingdon Road. I would expect the scheme to reduce the high level of traffic along it, and to improve air quality; also to speed up the bus services.	Many of your question seem aimed at car owners. This gives the impression that the views of those of us without cars are of less interest to you.	
a resident of Oxfordshire living outside Oxford	daily		I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Do not do it and allow freedom of movement to enable people to continue to work.	Very negative	Working at the hospital is hard enough with it taking over an hour to get to work. I work around being a single mum so need to drive. Using the bus is not an option. It's already hard enough to attract staff to work at the hospital. This will make it even less attractive place to work. I do not understand why I need to pay more to drive to work on top of my car tax. This is an awful plan for Oxfordshire to just charge residents more. I can't tell you enough what a bad impact this will have on the hospital, staff and patients.	This is a totally awful idea, driven by making money of people just trying to get to work. This doesn't support residents at all. You are grinding an amazing city to a halt. Why would anyone want to work here when the council actively try's to prevent you getting to work.	Stop closing roads ... allow exit from the rear of the JR so the traffic isn't all going one way. You have closed so many roads it creates the traffic.
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Neutral	Neutral	About right	Yes	Make Park & Ride parking cheaper, Make bus services more frequent, Extend hours of operation for buses		Negative	I live in Kidlington and take the bus into Oxford. The buses from Kidlington have already been reduced to 4 per hour and they often bunch up so there are considerable delays both getting into Oxford and then getting from one side of Oxford to the other (the service to the hospitals is woeful - 1 bus per hour is not enough). All buses from Kidlington have to go through Summertown. A huge amount of traffic in Summertown doesn't go further into the City - the traffic is to the schools where children are dropped off and parents return home or go back to the ringroad to go on to work. This traffic congestion will continue and worsen as all the schools in Summertown will only be accessible from the Cutteslowe roundabout and the Banbury Road. This will also mean that the Banbury and Woodstock Roads are more dangerous for cyclists.	There should be a congestion charge point in Summertown.	More buses including free shuttle buses up and down the high street and further hospital routes. Also some action needs to be taken about school run traffic in Summertown which will not be affected by this proposal and which it will make much worse.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very positive	Very positive	About right	No	Make Park & Ride parking cheaper, Make buses cheaper for young people		Very positive	It should mean faster and more reliable bus journeys in the city and 100 passes is more than enough for times I need to drive.	I think this is a better solution than the original proposal to fine vehicles moving through the bus gates.	Improve the ring road and the ring road junctions. The ring road is not a good free-flowing road and needs significant improvements and a minimum speed limit of 50 mph.
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No			Very negative	My family and I will no longer visit oxford to shop or to look round	It's an absolutely ridiculous and unfair proposal which will have a negative impact on the businesses in the city when shoppers go elsewhere.	Get rid of the LTNs
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Positive	Positive	There should be no charges at all	No	Make buses cheaper for all, Make bus services more frequent, Extend hours of operation for buses		Very negative	I think politically this is a serious mistake and will in the long term undermine efforts to introduce greener transport policies. As with the LTNs and filters, this is being done the wrong way round. A better and cheaper public transport network should have been introduced before these measures. Otherwise you will not carry the public with you. It will just alienate voters and make further chances difficult. It is short sighted and makes the council look increasingly out of touch.		Make buses cheap to use with routes that make sense (eg, connecting the various parts of Oxford without having to change buses in the city centre)
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all		Very negative	You're destroying this city and you are destroying businesses. I don't want to have to go to the hassle of having to 'apply' for passes just to be able to visit people or businesses.		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	About right	Yes	Make buses cheaper for all, Add new bus routes, Extend hours of operation for buses		Positive	I live within the city and commute by bike. If the scheme reduced traffic within the city ot would make cycling safer for me. I occasionally use buses and improvements to services through reduced traffic and increased investment would be a benefit to me.	I would argue that the scheme does not go far enough, and a congestion chrage should be introduced for all traffic entering the city (with similar permits schemes for residents as are already being proposed). I live on Banbury Road and cycle down through Summertown to get to work and the current levels of traffic are already awful. It makes cycling through Summertown particularly dangerous and unpleasant given the lack of cycle lane. As Banbury Road is one of the routes not covered by the proposed filters or charges, I am concerned that more traffic will end up on this route and make the situation locally worse, even if overall traffic levels around the city are reduced.	I strongly support removing the parking in front of the shops in Summertown to make space for wider bus stops and a cycle lane. Cars cutting into and out of that lane constantly hold up the traffic and make cycling much more dangerous - I have near misses multiple times a week on my commute. There is ample parking available at Diamond place for those wishing to visit Summertown by car - the short-term spaces directly in front of the shops take up valuable road space and are not necessary. It is also incredibly noticeable that the majority of the traffic on Banbury Road and through North Oxford is due to the private school drop-off traffic - the roads are noticably quieter when those schools are on holiday, even when the state schools are still in term time. I would strongly support measures to reduce this population of cars entering the city, such as enforcing school bus usage where possible or charging more for larger cars.
a resident of Oxfordshire living outside Oxford	daily		I commute to the central permit area by car	Neutral	Positive	Too high	Yes	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Negative	Without cheaper park and ride facilities ie. a combined park and ride fare the scheme won't encourage current car users to switch to using the park and ride. This may have a detrimental effect on tourism, business and retail in the city centre		a blanket stop at the current park and rides which should be cheaper to use
an Oxford resident	daily	Business cars used as goods vehicles	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other		Very negative	Running a dog walking business in oxford we pick up and drop home dogs of people who otherwise couldn't have dogs without us! We wouldn't be able to pay a charge like this and make any kind of living dog walking. It would be a disaster, we would need to be exempt from paying like we will be if and when the traffic filters come in. I know I speak for all the dog walkers in oxford that I know of.		
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car			Too high	No	Make Park & Ride parking cheaper, Add new bus routes, Make bus services more freeuent		Very negative	The gates on marston ferry road and hollow way are not necessary the congestion is in the city centre also this would prevent amone carkino in the westaate		
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Neutral	Neutral	Too low	Yes	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Extend hours of operation for buses		Negative	I expect this to reduce our desire to visit Oxford for casual visits or shopping. Depending on how easy the permits are to access and use will have an impact on if they are used to offset the disincentive to visit. Putting the Westgate Centre and its EV charging out of access without the congestion charge being added seems targeted to penalise their investment in building out that infrastructure.	I will be very interested to see if the audited usage and revenue from this scheme matches the projected costs and benefits. I'm not yet convinced it will be a net positive even though I'm well aware that there are too many cars (and other vehicles) trying to travel through Oxford's tiny streets.	Buses are not a great answer. A true rapid / mass transit solution is needed that can effectively replace the need for cars to enter, park, and leave Central Oxford. If there is a desire to maintain commercial / shopping activity within the city centre (rather than move it out to the edges where it can be more easily accessed by the region) then the access to that shopping provision needs to accommodate the movement of goods with people; cramped (and worse, double decker) busses are not a practical answer here other than to limit what can be bought.
other	less than weekly		I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	The proposed scheme discriminates against Oxford undergraduate students who need collecting and dropping off with possessions at least 6 times per year. This is not possible to do on public transport	Very negative	It discriminates against undergraduate students and their parents and other university members who simply don't have the funds to cover this	The area includes charging to go to the main shopping centre car park which is already expensive. It does not make any logical sense.	Introduce a light rail scheme and make most of Oxford accessible on it. Park and ride using buses is a third work solution.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Very negative	No impact	There should be no charges at all	Yes	Make buses cheaper for all, Make buses cheaper for young people, Add public cycle parking		Very negative	Expensive & inconvenient - not everyone has the time or ability to avoid car journeys. For a family the buses are too slow & expensive and cycling infrastructure totally inadequate. The ring road will become even worse. This will kill the already struggling Oxford city centre and probably any business in Oxford- we will travel elsewhere for shopping and entertainment. Schools will lose teachers esoecially Cherwell on the Marston ferry road.	This idea is being proposed by people with the time, money and health to use alternatives to the car - the people who will suffer are those who are not so lucky.	Add proper bus stops so traffic not stuck waiting. Add proper bike infrastructure - paint on roads does not make you safe! Make buses cheaper. Lower parking charges at city car parks so people don't have to travel through Oxford to get to the Westgate (the only cheap place left!)
an Oxford resident	daily	Blue badge holders	I commute to the central permit area by car	Very negative	Neutral	There should be no charges at all	No	Other	Remove cycle paths	Very negative	No point, you will ignore it anyway.	You have created congestion, now you want us to pay for it! Unbelievable.	Remove ALL Ltn's
a resident of Oxfordshire living outside Oxford	weekly		I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all		Very negative	The miss management of traffic in Oxford has been ongoing for decades. Now your answer is to prevent people coming to Oxford or charge them if they do! What ever happened to this being a free country! Why don't you save the money on these ridiculous surveys and just make the park and ride free. That way more people Will use them. Currently if you have a car of 4 it's cheaper to drive into Oxford and park (and still will be with your proposed tax) where is the encouragement to get people out of their cars????? Or I can bring my motorhome into Oxford for free!!! Yet my efficient car I have to pay to bring it in! No thought has gone into this scheme.	Yes, don't have any! Daft idea with no thought process behind it! Why would you send all the Westgate parking traffic down botley road too? If I have read the zones correctly.	Yes as above. Make park and ride free. One charge for parking. Free bus. Also move the bus station to seacourt tower park and ride - use the car park you wasted millions on the empty and unused carpark! Or water Eaton! Where you have the train station....Then you'll have less buses going into Oxford. (The long distant type with diesel engines)
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Very negative	Very negative	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Make bus services more frequent, Extend hours of operation for buses		Very negative	You would be denying free access at all the zoned area (Purple zone) to car users who pay their taxes and Road Fund Licence. This would completely ruin access to the Westgate Centre, Railway station and loe rink and this is taxing people unfairly who need to use those facilities.. In addition the northerly "Gates" would seriously affect hospital staff and patients as these charges would impact hospital shift change times and patientes visiting the JR. This will simply push traffic onto the ring road and clog that up instead. This entire project appears o be about raising money and appeasing the Bus companies - who are not the council's electors.	This is a draconian and undemocratic measure for which councillors have no mandate having not mentioned it during local elections. This war on the motorist is making traffic worse in the city not better.	How about considering the general populace who work hard, pay their taxes and simply wnat to get on with their life without being taxed and inconvenienced further for simply going about their daily life
a resident of Oxfordshire living outside Oxford	less than weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Positive	Neutral	About right	No	Make Park & Ride parking cheaper, Make buses cheaper for all, Add new bus routes		Very positive	Any reduction in traffic will mean better cycling experiences for me and my family. Faster bus journeys and more frequent buses along with new routes will encourage car drivers to use buses or cycle/walk	I think this is a good idea. Something has to be done about the traffic and I have not seen any alternative proposals and I can not think of alternatives myself! Ultimately I would like to see Oxford centre closed to all cars and it become a pedestrian zone with mavbe some allowance for cvcles.	Taxi fares supported by council so people could travel by taxi when accessing the station or healthcare, restaurants etc
an Oxford resident	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Improvements to roads	Very negative	This will harm the junior ice hockey club as they start at 4:30 for there Wednesday night training there kit and sticks are very heavy and difficult to transoort on busses.	This will almost certainly closes down the junior ice hockey club is Oxford as parents will go elsewhere.	Increase parking charges between 9am and 4pm.

Survey Response												
I am responding to this survey as	How often do you travel in or around Oxford?	Please tick which of the following free permits and passes you think you may be eligible for	Do you live in, visit a resident by car or commute by car to the proposed central Oxford	Central Oxford residents' permitit is proposed that residents in the central Oxford	Central Oxford permit area commuters' permitit is proposed workers commuting	We are proposing a single charge of £5 to allow cars without a day pass or permit	Do you think that charges should vary, with drivers of larger cars paying more and	Income generated by introducing the proposed temporary congestion charge would be used to cover the set-up and operating costs of the scheme.	If other improvement, please state	Taking into account all the information we have provided about the proposal to	Please explain your answer	Do you have any other comments about the proposal for six temporary congestion charge locations in Oxford that you have not already shared in this survey?	Do you have any suggestions for other ways to reduce traffic and tackle congestion in and around Oxford?
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Positive	Negative	About right	No	Make buses cheaper for all, Make bus services more frequent, Add public cycle parking		Positive	I am hoping it will reduce traffic.	I am concerned this, like the fingers, will increase traffic through Old Marston at peak commuter times.	An aerial egg lift linking Thornhill P&R > Osler Road / JR hospital > Town Centre.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Negative	Too low	Yes	Make Park & Ride buses cheaper, Make buses cheaper for all, Make bus services more frequent		Positive	Could go further, eg restricting hours of access for "other" vehicles (delivery etc) to outside normal peak times		Reduce the amount of parking currently available with a aim to discourage driving into the centre
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Positive	Negative	Too low	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Add new bus routes, Make bus services more frequent, Extend hours of operation for buses, Add public cycle parking		Positive		I think 3 cars for commuting is excessive	restrict larger vehicles such as trucks and vans within certain hours - so not during peak schools hours (7:30-9, and 3:30 to 5). This would make cycling with kids safer and more appealing.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	About right	Not sure	Make buses cheaper for all, Add new bus routes, Add public cycle parking		Very positive	Would expect to see fewer cars crossing the city centre, so buses would be faster/more timely and walking/cycling would be safer and more pleasant	Seems like a good way to test out the traffic filter ideas before going into the trial proper	School term times seem to produce the heaviest traffic, finding better ways for children to get to schools (rather than being driven in and out individually) could make a big difference. A shift away from the near-universal 9-5 working hours could also help soread out "rush hours".
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on davs of vour choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	Yes			Very negative	I'm an NHS manager, working almost 24/7, working every day after job planned hours from hime, additional commuting time will have neeative imoact on my service		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	Too low	Yes	Add new bus routes, Make bus services more frequent, Add public cycle parking		Very positive	It is currently quicker to cycle in and around the city than to go by bus. The roads should be clearer for people who *need* to use their cars and permit the free flow of traffic. Buses will be quicker, and therefore more appealing to use, and cycling will be safer.	Owing to the timing of sessions, there needs to be provision for access to the ice rink, whether that is by improving bus services or adjusting the congestion charge for users. Otherwise, training would be affected to such an extent that competitive skaters will need to move to other rinks, such as Swindon, which are further away, which will affect the rink's ability to operate and remain competitive	Look to other medieval cities abroad that have put cycling first and see what measures we can adopt. A good example is Uppsala, in Sweden, which is also a medieval university town and is almost entirely car-free in the centre. Cars should be used for getting out of Oxford, and not necessary for getting into or around Oxford.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	There should be no charges at all	Yes	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Negative	I will have to leave my job at the school where I work part time because the most direct route includes one of the charging zones and going the long way would take too long and will use too much petrol. Going there by bus would take ages as there is not a good direct service available.	They are not a good idea because the rich can afford to pay and will continue congesting the road, but those on lower income will struggle.	Removing the LTNs in East Oxford would be a good start. Have more bus routes that cover the entire city and better connection services to the surrounding villages.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	Too high	No	Make buses cheaper for all		Negative	Push traffic onto already busy alternate routes already impacted by LTNs		Use the river to provide alternative transportation into Oxford
an Oxford resident	daily	Taxis and private hire vehicles	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Make BUSES FREE FOR LOCAL PEOPLE BETWEEN WORKING HOURS AND SEE WHAT IMPACT THAT HAS ON TRAFFIC AND SCHOOL RUNS	Very negative	Will hurt people that come to Oxford to work and who live locally .. turning Oxford into a Prison	All the surrounding roads will be impacted massively, there wasn't a congestion problem before that LTNS went in.. SUMMERTOWN IS THE WORST FOR PEOPLE THAT DON'T LIVE LOCALLY	Free bus passes, council has the ability now to run its own bus services due to changes in the law, also bus ticket prices are extortionate for such small journeys and cause issues financially, Park and Ride should be free and buses to and from them should be one pound no more, if you want people to use Oxford and use it services make it cheaper for them to access them.
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Fix the badly managed roads and roundabouts	Very negative	It's literally a money making scheme. Not everyone falls into the same category of 'they should walk, get a bus or cycle' I now live in Abingdon, but I grew up in Cowley, I work in Cowley, my partner works in Cowley, my daughter goes to nursery in Rose Hill, I still have a lot of friends and family in Cowley that I see regularly, usually after work. You have already made that difficult with LTNs, I have to sit in a lot more traffic now than I ever did before. People will not stop driving! We pay for our cars, our insurance, our tax, and you want to charge us more just for the privilege of driving in our own city! There is no bus route that will allow me to go to drop off my daughter at nursery, go to work, then to pick up my daughter, and then to visit my family! And if there was it would probably double my journey time! I cycle to work when I can, but not if I have to do the nursery run. I have never ever had a problem cycling round Oxford! The majority of families and households rely on these cars to go about their daily business! Stop trying to penalise them!	You never spoke about this pre election as you knew you would struggle to get voted in! You have ruined Cowley with your LTNs already! You as a council are not listening to residents. Just look at the petition with over 10,000 signatures against! Look at the comments! Put your congestion charge in areas where you were voted in! Leave Cowley alone! Majority of residents do not want your greedy schemes! You seem to be targeting the poorer areas! If you really want it, then open up some of the LTNs so that the traffic can flow freely!	Open up the LTNs! Simple!
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative		There should be no charges at all	No	Make buses cheaper for all		Very negative	Housebound mother lives in one of the zones, I take her to appointments. My children's school is also in a zone but I don't live near by. Trying to get 3 children into the same new school is pretty much impossible so moving them is not an option. On top of that I help a family member with school runs when she has hospital appointments or her son has hospital appointments		
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I commute to the central permit area by car	Very negative	Positive	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Make buses cheaper for young people, Add new bus routes		Very negative	very negative making residents pay to navigate their own city, where they already pay extortionate council tax, bus fares and parking charges. You are just moving traffic to other areas of the city. It will make no difference to Cowley Road/Iffley Road , traffic where buses are held up the most as you need to travel the length of one, via the plain roundabout, to access the other.	why is the Crowell road bus gate not included in this? This is the most ridiculous road block ever for anyone travelling from Littlemore to Cowley shops. Why are there no restrictions from North Oxford into the city?? Once Botley Road is reopened, if ever, you also need to look at the road layout so that there is a dedicated lane for traffic going into the Westgate carpark. Another cinch point for traffic.	to remove traffic on Cowley and Iffley Road, make Magdalen Road and Bullingdon Road one way to filter traffic, then Divinity Road and Bartlemas Road one way to also filter traffic to Headington. Left turns only. All you have done so far is make the Plain roundabout 100% more dangerous for all vehicles including cars, bikes and pedestrians.
a resident of Oxfordshire living outside Oxford	weekly	Blue badge holders, Disabled tax cars	I don't	No impact	No impact	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper		Very negative	My family membership will no longer visit or shop in Oxford and travel to another town or city.	This will have a detrimental effect on the Oxford shoppers, people will simply spend their money in other towns.	Control road works and closures better, remove th areas.
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	Too high	No	Other	Don't bother with a temporary congestion charge	Very negative	The idea is absolutely ridiculous	This is a disgrace. Absolutely ridiculous idea	Fine companies for over running road works and closures. use this money to reduce bus fairs.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Negative	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all		Very negative	100 permits won't last me very long as I have to travel to work. It would mean I can go one way to work in the morning because it's before 07.00 but can't come home the same way thus pushing me onto the ring road which is always busy. This will add more traffic.	The LTNs are the problem which caused more traffic in the Oxford area	
a resident of Oxfordshire living outside Oxford	weekly		I commute to the central permit area by car	Very negative	Very negative	Too high	No	Make buses cheaper for all		Very negative	I visit cowley from witney. There is no park and ride for that journey and 2 buses are too much for my husband to deal with	Very anti visitors to Oxford	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Positive	Neutral	There should be no charges at all	Not sure	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper		Very negative	a better way to reduce congestion is to get the Eynsham Park and Ride open. Will shift traffic to the ring road. Is a regressive form of taxation - hitting those who can least afford it the most. Sounds administratively expensive.		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Very negative	There should be no charges at all	No	Make Park & Ride parking cheaper, Add new bus routes, Make bus services more frequent		Negative	I will be forced on to the A34 and A40 - already overcrowded and dangerous. My journey will be longer, creating more emissions.	This appears to be a face-saving and cost-generating exercise for the county council who spent all that money on the cameras while believing Network Rail and Thames Water about the Botley Road re-opening. Now that there is no way for the next two years to make that back on income from the bus gates "trial" (which I don't believe would ever have been decommissioned even were the results to show an increase in traffic through the city centre), creative ways are being sought to neutralise that outlay. There is no consideration for people trying to drop off at or pick up from the railway or bus stations. Ultimately traffic will not be reduced if delivery drivers, taxis, contractors and carers are exempt as these are already the majority of the drivers going through the city centre. It simply enables more data harvesting about locals' travel patterns. I say all this as someone who commutes by bus or cycle into the city centre and only drives in between 7pm-7am anyway.	More park and ride sites - including access to the car park from the main road - with more buses and more rewards inside the city centre for using them, e.g. loyalty / reward scheme where stamps can be exchanged for drinks / other benefits. Smaller, more frequent shuttle buses from the P&R sites which don't take so long to load up / drop off and can service some other major areas e.g. Jericho, Marston, Wolvercote, more of Cowley, the hospitals (without having to go to them all) and Littlemore. Some actual co-ordination between City and County councils about the Westgate car park and the Botley and Abingdon Roads - the mixed messages are unbelievable. Some bus services across the city which aren't simply radial. Some integrated thinking about LTNs and journey times increasing - this isn't always because of more traffic but sometimes because of poor traffic management.
a resident of Oxfordshire living outside Oxford	less than weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice, Registered car clubs	I don't	No impact	No impact	About right	No	Make Park & Ride parking cheaper, Make buses cheaper for all, Extend hours of operation for buses		No impact	I mostly use the Park and Ride, and journeys to the Churchill can avoid the charge.		Sorry if some these already exist... 1. Create mini food yards with kiosks at Park and Rides and nice seating so people can grab breakfast etc and it's more appealing and an added service 2. Have a taxi pickup area at Park and Rides for people who Don't Do Buses. 3. Resuscitate the rickshaws? 4. Have a dedicated NHS minibus service doing loop routes in Oxfordshire and the city for the hospitals. 5. Make it cheaper to register electric taxis than others. 6. Increase the frequency of Park and Ride buses at rush hour. 7. Loyalty points scheme for Park and Rides 8. More frequent buses so each bus can have more space for bikes 9. Other local electric minibus loop routes 10. Negotiate planned staggered starts for Oxford schools 11. Encourage businesses to support WFH. 12. Build another Park and Ride! 13 Create 'Family day in Oxford' trails for younger children with the trail starting at the Park and Rideslon the buses. A QR code treasure hunt sort of thing.
a resident of Oxfordshire living outside Oxford	weekly		I commute to the central permit area by car			Too high	Not sure	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make bus services more frequent, Extend hours of operation for buses, Add public cycle parking		Negative	The improvement of the bus services need to take place before imposing the charging, as daily users will find it incredibly expensive. Daily users of the ice rink have large amount and heavy kit for which current bus service are unsuitable. Not starting early enough ~5:30 am		The public transport services have to be available, frequent for people to use them, possibly from the larger Oxfordshire which should reduce traffic from the larger county
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Other	Make P&R free	Very negative	Losing free of movement where I live.		Remove LTNs and traffic will improve. LTNs force residents to use main roads adding to the congestions.
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	No impact	Very positive	There should be no charges at all		Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make bus services more frequent		Very negative	It is not possible for everyone to use public transport daily to get to and from work. If you have dependants or you need to be able to leave work quickly, waiting for a bus is not an option. The Botley road closure (for far more time than it should be) is already impacting people's travel time to and from work (even on a bus) limiting routes into the city centre. If you make it difficult for people to travel for work into the city, and more so, charge hard working people, you will see people leaving these places of work. Schools, universities, offices, shops etc all generate high incomes to the city. If people cannot work there you will just see a mass of people choosing not to come to Oxford to serve the tourists and students etc. STOP MAKING IT SO HARD TO LIVE HERE!!		Open the Botley road!!
an Oxford resident	daily	Blue badge holders, Disability benefit claimants, Disabled tax cars, School students with special educational needs, Unpaid carers, Community health or care workers who need to visit multiple locations or travel urgently, Frequent hospital patients, Emergency service vehicles, Firefighters, Taxis and private hire vehicles, Registered car clubs, Business cars used as goods vehicles, Hearses and funeral cars	I don't	Negative	Very negative	Too low	Yes	Make Park & Ride parking cheaper, Make buses cheaper for all, Add new bus routes		Very positive	Something needs to be done about too many cars in Oxford. This is not a perfect solution, but it is the only feasible solution currently offered. Furthermore, cycling to the train station from East Oxford (where I live) can be very difficult due to cars on Hythe Bridge St driving towards Hollybush Rd (due to avoiding Queen St during hours when cycling is banned. I am aware that Park End St is an alternative, but it is not still stands). It is ridiculous to be potentially miss a train because of individuals choosing to drive across Oxford. This needs to be massively discouraged, and should cost more than a return bus trip.		Please bring in the passes and traffic filter scheme as soon as possible. Reduce parking spaces and increase parking costs, if people don't think they can park they're more likely to use the park and ride. Make buses cheaper than driving and parking. Continue to improve cycle safety and have more bike (secure!) parking (also for mobility scooters, we need to encourage older people to stop using cars, and mobility scooters could help), could Oxford follow Cambridges lead and get a multi-storey bike park (possibly where Worcester St car park is? 2 birds with 1 stone)
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	Too high	No	Add new bus routes		Negative	I live on Marshall road. To leave my street I need to go thru Holloway. 100 days it's not enough for someone who can't leave their house and doesn't have another route but ludi Holloway.		Take out the LTN's
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	Negative	Too low	No	Make buses cheaper for all		Very positive	It is currently a pain to get into town despite living close to several bus routes, because the bus is always stuck in traffic. It is impossible to be in time because the road is taken up by hundreds of posh individuals thinking they are so important and have to be in a car and don't want to sit beside us peasants on the bus. It is ridiculous that they are making everyone late. This has to be stopped. I see Landrover after Landrover with a single person in them!	I think it's a great idea, we seriously need to improve the bus service to make it a reliable way to get into town. It is wild that because of all the cars, it would take me an hour to get home by bus even though I lived near Redbridge Park & Ride and worked in the city centre. And yes I have a car but only a moron thinks it is acceptable to drive into Oxford! Clearly we have to force people to do the right thing because at the moment, posh idiots are hogging our streets!	Yes. I think that some people have good reason to actually need workplace parking, especially people who work early mornings or late nights and therefore cannot rely on public transport. I am thinking of actual hardworking people like the college porters, or museum security, or people cleaning our cinemas. But most of the time, the people who are offered workplace parking instead are just rich and arrogant individuals who think they are better than everyone else, like directors and professors, even though they have flexible work hours and work during normal daytimes. I think businesses should have to justify why their staff should have parking and cannot take the bus like the rest of us.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	Positive	About right	Yes	Make Park & Ride parking cheaper, Make buses cheaper for all, Add new bus routes		Neutral	It will make me drive less and cycle / bus more.	I support the proposals as an important way to reduce traffic congestion and pollution.	More must be done to ensure safer use of e-bikes, (eg delivery cyclists) hire e scooters. Moped users frequently ignore road rules and abuse cycle only routes and protected boxes at traffic lights.
a resident of Oxfordshire living outside Oxford	daily		I don't	Very positive	Neutral	Too low	Yes	Add new bus routes, Make bus services more frequent		Very positive	Reduced travel times, reduced pollution		Cheap easy and frequent park and rides. More direct buses to headington for the hospitals from surrounding towns. Scrap Westgate car park as this contributes to huge amount of congestion and pollution on roads such as the Abingdon road
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Positive	Positive	Too high	Yes	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all		Very negative	Can't get to the Westgate without paying the charge	The buses are not reliable enough and are too expensive.	
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very positive	Neutral	About right	Not sure	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Add new bus routes		Neutral	I don't believe this will make much difference to my frequency of travel into Central Oxford	No further comments	Ideally an electric tramway system but the geography of Oxford City would make it very difficult and expensive to implement. Reinstalling railway services to Witney and Cowley would be a step in the right direction.
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Negative	Negative	There should be no charges at all	Not sure	Add public cycle parking		Negative	Would have to look for the new school and possibly work place	N/a	Separate roads for cyclists and motorists. Just bicycles or just motor vehicles
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice. Blue badge holders	I don't	Neutral	No impact	About right	Yes	Make Park & Ride buses cheaper, Make buses cheaper for young people, Add public cycle parking		Very positive	People need to choose the right mode of transport for each trip, not just take the car. A congestion charge will hopefully cause a virtuous cycle with bus and other transport reliability improvements		
a resident of Oxfordshire living outside Oxford	weekly		I commute to the central permit area by car	Negative	Negative	There should be no charges at all	No			Very negative	You will force traffic onto A34 and ring road which are both over used now with the burley road closure. The access to the JR will become intolerable. Also getting to the west gate from the other side of Oxford will become very difficult and lead to a drop in trade for the city.	The A34 is often at a standstill from Peartree and the Abingdon Road junction. You are also making access to the train station very difficult.	The traffic in Oxford runs fairly well most of the time except at morning and evening rush hour. Change back the bus lane change on the Woodstock road it is now much worse. Stop coaches parking in St Giles there are too many now.
a resident of Oxfordshire living outside Oxford	less than weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't		Very negative	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Add new bus routes		Very negative	It will deter visitors and shoppers coming into Oxford and therefore will hit businesses and the hospitality industry.	No	Cheaper and more frequent park and ride. Cyclist training so that they obey the Highway Code.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice, Community health or care workers who need to visit multiple locations or travel urgently	I commute to the central permit area by car	Very negative	Very positive	There should be no charges at all	No	Make buses cheaper for all, Make bus services more frequent		Very negative	I work at st clements as a health care worker 3 days a week . It is a nightmare to get to the office there as it is let a lone having to worry about congestion charges and permits! I see elderly people in Oxford in their own jsmodifying those days and have staff who will need to come to the office reoularly for PPE and meetinas	How many permits are a care company allowed ? Per person	No I don't. I only go in to Oxford for work and shopping. How is this going to affect the business Ed once again???
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I commute to the central permit area by car	Very negative	Neutral	There should be no charges at all	No	Other	Make access easier for all, including cars, rather than just excluding them like they don't and won't always exist	Very negative	The war on cars has to stop. There will always be the need for cars. If you want to make money. Introduce a tourist tax instead.		Sort the Botley Road out. Look at how to make car routes easier.
a representative of a group or organisation	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Positive	Positive	Too high	Yes	Make Park & Ride parking cheaper, Add new bus routes, Make bus services more frequent		Very negative	We have prided ourselves for setting up a central oxford community REDACTED (organisation). We have supported Oxford based charities with this for around 20 years. We have worked hard despite rising costs of venues to maintain a central location for rehearsals and events (where possible) to promote this Oxford community. We have continued to do this and maintain a low cost for the members and support those with a budget to still be able to attend. This will discourage a number of our members attending who often travel in after work in the surrounding areas giving us a great reach and increases inclusion and diversity. It will also prevent some of those running the REDACTED (organisation) from getting there in a timely fashion. We will seriously have to consider moving out of central Oxford - which will change the group forever and will be a massive shame after so many years.	I'm glad to see the end time for some is 6pm. However previous documents did not suggest this which conerns me for the future. Also some of those routes are not at all busy at the 5-6pm time (such as marston ferry) so an earlier end time would be significantly beneficial. There should be some consideration for those working in frontline services for Oxford such as workers at JRH, to be considered under the exemption rules of "residents". We put many many hours in to support oxfordshire residents and this is likely to negatively impact some peoples ability to support their wellbeing with post-work activities. We have no choice to work from home, we have no choice to move to an employer further out of the area, we have little choice over the hours we work. We love what we do, but we also need something outside of work to keep us sane. This significantly impacts the ability to work in any of these jobs that instil happiness in the city.	Create multiple direct buses from park and rides to the JRH and other headington hospitals. I wouldn't mind getting a park and ride. But not if I have to get on a bus that then drives in the complete opposite direction, travels through the city centre, waits 10 minutes and then travels out again. There are so many staff and patients that their must be enough demand for a regular direct service.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Negative	Very negative	Too low	Yes	Make Park & Ride buses cheaper, Make buses cheaper for all, Make bus services more frequent		Positive	If the level of non-essential vehicle movements around the city is reduced, I hope to enjoy safer walking and cycling routes AND quicker bus journeys. I am concerned that the level of restriction will be so slow to be felt (ie. most people will never 'trip' the 100 journeys threshold) that there will feel little discernable difference in the time period you have allowed.	I do understand the permit system for city residents and county residents once the bus gates come into force properly, but for the period until that happens, I do not believe you should use a permit system at all, and for the time until that can come into force you simply apply the £5 congestion charge for everyone from Day 1 until the Botley Road access route re-opens. The University colleges generate a lot of (unnecessary) commuter traffic, and are proposing to circumvent the bus gate arrangements by allowing staff- through reciprocal arrangements - to park at colleges on either side of the gate and walk through to their own college - this will mean they are still commuting into the city centre and slowing down buses and making roads less safe for everyone else. Please consider ways to tackle this selfish approach in developing your proposals further. The focus on cars (over vans etc) does concern me, in that it is possible that people with access to a van will use that to drive for social and domestic purposes rather than for work related need, and with vans often being larger, and with poorer visibility than cars, this could be less safe for the oeople these proposals are intended to help.	Develop completely segregated safe cycle routes, so that parents and children feel safe to cycle whole journeys together, and do not 'drop cycle infrastructure' where it gets busy - as this is the most dangerous of locations for cyclists. Implement LTNs in Headington to prevent rat-running to the hospitals. Work with the hospitals to drastically reduce staff driving to and from the hospital sites - for example have dedicated 'airport style' shuttle buses from just outside the ring-road. Take the bus companies into TfL style ownership - to allow for one ticketing system, with considerably reduced fares for regular users. Provide much better bike parking and improve the public realm for pedestrians.
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	No impact	No impact	There should be no charges at all	No	Other	I don't elieve there should be any charge	Very negative	This is a further restriction on my ability to move around the city by car in addition to the ones that are already in operation, e.g. LTNs, School Streets	I do not believe the temorary congestion charge should be introduced	Remove the LTNs that have been implemented. Investigate improving the 'pinch points' for vehicles. For instance the Westgate parking queue tends to block Thames Street and the Abingdon Road.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice, Blue badge holders	I don't	Very positive	Very positive	About right	No	Make Park & Ride parking cheaper, Make buses cheaper for all, Make bus services more frequent		Positive	Hoping that buses will run to timetables.	The impossibility to get to the westgate car park without going thru a charging point (whilst the Botley road is closed) problematic given that the shopping centre is a destination centre for those outside Oxford. And would discourage visitors to Oxford. Would it be possible to exclude one of the charging points to allow access to westgate. Whichever would have the least impact on congestion for buses. It is not clear which this would be but bus companies must have mapped their pinch points. The placement of the st clements charge point is before the car park entrance. Is this because it is assumed it would mainly be used by Oxford residents who would use their 100 permits to access. Or is it to drive traffic down Iffley or Cowley Road rather than through Headington and st clements	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	About right	No	Make buses cheaper for all, Make bus services more frequent, Add public cycle parking		Positive			
a resident of Oxfordshire living outside Oxford	less than weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Neutral	Neutral	About right	Yes	Make Park & Ride buses cheaper, Make buses cheaper for all, Make buses cheaper for young people		Neutral	I understand why this is being done and accept the changes are positive to decongest Oxford as it has too much traffic and pollution.	They should become permanent.	Ban all traffic except for residents of Oxford.
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Open eynsham Park and ride , it's a crime this is not open, what a waste of tax payers money	Very negative	Holloway is a residential area that does not link oxford city centre so why congestion charge at all, marston ferry link Road is a main road to the hospitals so will cause great misery for those trying to get to hospital appointments	Open eynsham Park and ride	Roads on cowley and iffley roads could of been made one way every alternate road a different direction that would elevate traffic on these roads the same could be done on St Clements instead of ltns which have just pushed all the traffic onto three roads, increasins traffic and pollution on these roads and imaacina bus services
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice, Blue badge holders, Disability benefit claimants	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make Park & Ride buses cheaper, Make buses cheaper for all, Make buses cheaper for young people, Add new bus routes		Very negative	Life is difficult enough but this could impact my family visiting me. There is not enough time in the day to see family and friends when you are juggling work, getting children to and from school and any after school clubs.	I think it's disgraceful to levy a charge that will obviously impact people on reduced incomes whereas the better off will gladly pay to pollute as what is pocket change to them could be a basket of groceries to another.	Better planning of roadworks so the do not all coincide at the same time and also better contingency plans suck as opening up LTN's and bus gates in the case of an accident which causes gridlock
a resident of Oxfordshire living outside Oxford	weekly	Frequent hospital patients	I don't	Very negative	Very negative	There should be no charges at all	No	Make Park & Ride parking cheaper		Very negative	Unfortunately I have regular hospital appointments at the John Radcliffe and Churchill hospitals, both involved in congestion charges. I live 26 miles from Oxford, with congestion charges and car parking fees it makes a necessary journey very expensive. (cl	Waste of time and money, typical Lib/Dem green thinking ideology.	The City Centre is overrun by buses covering a lot of the same routes A new strategy on traffic in general is needed.
an Oxford resident	daily		I don't	Very positive	Very positive	Too low	No	Make Park & Ride parking cheaper, Make buses cheaper for all, Add public cycle parking		Very positive	I am strongly in favour of charging motorists for using roads in the city. Fewer cars will make cycling safer and buses journeys quicker. Allowing free access to motorists is effectively subsidising car journeys.	As a cyclists I'm delighted that the County Council is finally tackling the crisis of far too many cars being driven into Oxford, slowing buses and clogging-up the roads. £10 would have been a more-appropriate charge, but at least this is a start.	This initiative will attract massive opposition from vociferous motorists who rage against anything limiting their free access to city streets. The County must be steadfast and listen to the quieter majority of cyclists and bus-users.
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Negative	Negative	There should be no charges at all	No	Make bus services more frequent		Negative	I don't think we as oxfordshire residents or oxford city residents should pay any congestion charge it's just another tax on the motorist which I midht aav enouch in road tax and insurance		Yes get rid of the LTNs
a resident of Oxfordshire living outside Oxford	less than weekly	Blue badge holders	I don't	Neutral	No impact	About right	Yes	Make Park & Ride buses cheaper, Make Park & Ride buses cheaper, Make bus services more frequent		Negative			

Survey Response													
I am responding to this survey as	How often do you travel in or around Oxford?	Please tick which of the following free permits and passes you think you may be eligible for	Do you live in, visit a resident by car or commute by car to the proposed central Oxford	Central Oxford residents' permitIt is proposed that residents in the central Oxford	Central Oxford permit area commuters' permitIt is proposed workers commuting	We are proposing a single charge of £5 to allow cars without a day pass or permit	Do you think that charges should vary, with drivers of longer cars paying more and	Income generated by introducing the proposed temporary congestion charge would be used to cover the set-up and operating costs of the scheme.	If other improvement, please state	Taking into account all the information we have provided about the proposal to	Please explain your answer	Do you have any other comments about the proposal for six temporary congestion charge locations in Oxford that you have not already shared in this survey?	Do you have any suggestions for other ways to reduce traffic and tackle congestion in and around Oxford?
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Positive	Negative	About right	No	Make buses cheaper for all, Make bus services more frequent, Add public cycle parking		Positive	I am hoping it will reduce traffic.	I am concerned this, like the fingers, will increase traffic through Old Marston at peak commuter times.	An aerial egg lift linking Thornhill P&R > Osler Road / JR hospital > Town Centre.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Negative	Too low	Yes	Make Park & Ride buses cheaper, Make buses cheaper for all, Make bus services more frequent		Positive	Could go further, eg restricting hours of access for "other" vehicles (delivery etc) to outside normal peak times		Reduce the amount of parking currently available with a aim to discourage driving into the centre
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Positive	Negative	Too low	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Add new bus routes, Make bus services more frequent, Extend hours of operation for buses, Add public cycle parking		Positive		I think 3 cars for commuting is excessive	restrict larger vehicles such as trucks and vans within certain hours - so not during peak schools hours (7:30-9, and 3:30 to 5). This would make cycling with kids safer and more appealing.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	About right	Not sure	Make buses cheaper for all, Add new bus routes, Add public cycle parking		Very positive	Would expect to see fewer cars crossing the city centre, so buses would be faster/more timely and walking/cycling would be safer and more pleasant	Seems like a good way to test out the traffic filter ideas before going into the trial proper	School term times seem to produce the heaviest traffic, finding better ways for children to get to schools (rather than being driven in and out individually) could make a big difference. A shift away from the near-universal 9-5 working hours could also help soread out "rush hours".
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	Yes			Very negative	I'm an NHS manager, working almost 24/7, working every day after job planned hours from hime, additional commuting time will have neoative imoact on my service		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	Too low	Yes	Add new bus routes, Make bus services more frequent, Add public cycle parking		Very positive	It is currently quicker to cycle in and around the city than to go by bus. The roads should be clearer for people who "need" to use their cars and permit the free flow of traffic. Buses will be quicker, and therefore more appealing to use, and cycling will be safer.	Owing to the timing of sessions, there needs to be provision for access to the ice rink, whether that is by improving bus services or adjusting the congestion charge for users. Otherwise, training would be affected to such an extent that competitive skaters will need to move to other rinks, such as Swindon, which are further away, which will affect the rink's ability to operate and remain competitive.	Look to other medieval cities abroad that have put cycling first and see what measures we can adopt. A good example is Uppsala, in Sweden, which is also a medieval university town and is almost entirely car-free in the centre. Cars should be used for getting out of Oxford, and not necessary for getting into or around Oxford.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	There should be no charges at all	Yes	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Negative	I will have to leave my job at the school where I work part time because the most direct route includes one of the charging zones and going the long way would take too long and will use too much petrol. Going there by bus would take ages as there is not a good direct service available.	They are not a good idea because the rich can afford to pay and will continue congesting the road, but those on lower income will struggle.	Removing the LTNs in East Oxford would be a good start. Have more bus routes that cover the entire city and better connection services to the surrounding villages.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	Too high	No	Make buses cheaper for all		Negative	Push traffic onto already busy alternate routes already impacted by LTNs		Use the river to provide alternative transportation into Oxford
an Oxford resident	daily	Taxis and private hire vehicles	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Make BUSES FREE FOR LOCAL PEOPLE BETWEEN WORKING HOURS AND SEE WHAT IMPACT THAT HAS ON TRAFFIC AND SCHOOL RUNS	Very negative	Will hurt people that come to Oxford to work and who live locally .. turning Oxford into a Prison	All the surrounding roads will be impacted massively, there wasn't a congestion problem before that LTNS went in.. SUMMERTOWN IS THE WORST FOR PEOPLE THAT DON'T LIVE LOCALLY	
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Fix the badly managed roads and roundabouts	Very negative	It's literally a money making scheme. Not everyone falls into the same category of 'they should walk, get a bus or cycle' I now live in Abingdon, but I grew up in Cowley, I work in Cowley, my partner works in Cowley, my daughter goes to nursery in Rose Hill, I still have a lot of friends and family in Cowley that I see regularly, usually after work. You have already made that difficult with LTNs, I have to sit in a lot more traffic now than I ever did before. People will not stop driving! We pay for our cars, our insurance, our tax, and you want to charge us more just for the privilege of driving in our own city! There is no bus route that will allow me to go to drop off my daughter at nursery, go to work, then to pick up my daughter, and then to visit my family! And if there was it would probably double my journey time! I cycle to work when I can, but not if I have to do the nursery run. I have never ever had a problem cycling round Oxford! The majority of families and households rely on these cars to go about their daily business! Stop trying to penalise them!	You never spoke about this pre election as you knew you would struggle to get voted in! You have ruined Cowley with your LTNs already! You as a council are not listening to residents. Just look at the petition with over 10,000 signatures against! Look at the comments! Put your congestion charge in areas where you were voted in! Leave Cowley alone! Majority of residents do not want your greedy schemes! You seem to be targeting the poorer areas! If you really want it, then open up some of the LTNs so that the traffic can flow freely!	Open up the LTNs! Simple!
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Add new bus routes, Make bus services more frequent, Extend hours of operation for buses		Very negative	Too many residents feel that they have no choice but to travel by car as there isn't adequate and affordable public transport as alternative. For instance, the County Council refused to subsidise a minibus service around Greater Leys to connect with Cowley Centre. They have also refused to put in safe crossings of the dangerous Grenoble Rd for residents to get to/and from bus stops out there. Of the group of people who feel they cannot use public transport, those on the lowest incomes will suffer the greatest impact of a change		Subsidise a minibus route around Greater Leys to join with Cowley Centre. Add segregated cycle lanes to Watlington and Garsington Roads
a resident of Oxfordshire living outside Oxford	less than weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Very negative	Very negative	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make bus services more frequent		Very negative	Th reality is that I will stop coming into Oxford and instead shop in Reading and Newbury. It looks as if it's not possible to access the Westgate shopping centre car park without paying for the congestion charge. This seems like a huge own goal. The centre of Oxford is already visibly struggling with empty shops and shops being replaced by poor quality alternatives (e.g. cheap souvenir shops and candy stores. To further restrict access feels pretty stupid. Surely it would be better to focus on completing the Botley Road work? I also note that the congestion charging times do not allow sufficient time for visitors to travel into Oxford in the evening e.g. to go to the theatre. It is also worth noting that outside of the immediate Oxford area there are very limited and infrequent public transport options. This should be addressed before the option to travel into Oxford by car is further reduced		Make park and ride free to park at and use the buses. Increase the frequency of the service
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	Neutral	There should be no charges at all	No	Make buses cheaper for all, Make bus services more frequent, Extend hours of operation for buses		Very negative	Will force cars into much longer journeys and cause increased pollution for little or no benefit.	Remove the ltns, they have increases traffic unnecessarily on the roads around the lane areas	Remove all impediments to traffic eg lens and other blocked roads. Make roads one way where possible alternating direction to allow for effective efficient travel minimising pollution and stopping unnecessary queues
a resident of Oxfordshire living outside Oxford	less than weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	No impact	Very negative	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Extend hours of operation for buses		Very negative	This will reduce my inclination to visit Oxford for shopping and leisure purposes. We are a family of four adults each with their own car and accessing Oxford for different things and at different times. There should at least be passes for EACH car driver and not limited to 2 per household. We live in a rural area outside of Oxford, where buses are frequent and stop too early for our daughter commute in Oxford for work in the hospitality Industry. Often the buses for the park-and-ride have stopped by the time she finishes work and so frequently this isn't an option and she parks in the Westgate. If you want such businesses to continue in Oxford, you need to support their staff	I have an adult son with autism who drives but finds public transport very difficult. Whilst he benefits from Pip (currently) he does not receive the mobility element. The threshold for receiving the mobility element of Pip does not take into consideration sufficiently those who struggle with the anxiety of using public transport. You need to make yourselves more aware of this benefit and not assume that only those with the mobility element requires support I have health issues which are not sufficiently bad to meet the ever increasing threshold for a disabled badge but having to use the park and ride, and for buses, etc would be difficult. Reading is therefore a better option.	More regular bus services from rural locations going late into the evening.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	Too low	Yes	Make Park & Ride buses cheaper, Make buses cheaper for all, Add new bus routes		Very positive	I do not own a car and this will make it easier for me to walk, cycle and use the bus in Oxford.	Additional charging location in Cowley Road to reduce private vehicle traffic and speed up buses	Junction improvements to make them safer for people walking and cycling. Reduction in waiting times at signal crossings for people walking and cycling.
a resident of Oxfordshire living outside Oxford	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	Yes	Make buses cheaper for all, Make bus services more frequent, Extend hours of operation for buses		Very negative	As I commute to and from Oxford, these chargers are putting a huge financial strain on my expense which are spread out over living struggles that is directly effects my metal wellbeing	It's a very bad idea	Enforce times when vehicles can access Oxford for business and more cycling lanes
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Neutral	Negative	About right	No	Make buses cheaper for all		Positive	The proposal will reduce congestion on key bus routes and enhance Oxford's public transport system. My only reservation is that the permit system is too generous. Were it less generous I would have answered "very positive".	Wider roads for easier access	There is an urgent need to slowdown 'quickway' arterial routes like Henley Road (Rose Hill) and Morrell Avenue (East Oxford). In the absence of effective speeding enforcement, traffic calming devices strike me as the most sensible option. This would make cycling a safer and more attractive option.
a resident of Oxfordshire living outside Oxford	weekly	Public transport	I don't	No impact	No impact	There should be no charges at all	No	Make buses cheaper for all, Add new bus routes, Make bus services more frequent, Extend hours of operation for buses		Very negative	I strongly object to the proposed temporary congestion charge in Oxford. There is no clear-cut need for it—congestion in Oxford is not severe by national standards, and this feels like a politically driven move rather than a response to real transport issues. It appears the City Council wants to push this through for ideological reasons, not because it's genuinely necessary. Charging people to access roads that have always been freely available is fundamentally wrong. It restricts personal freedom, penalises ordinary citizens, and sets a dangerous precedent. Oxford is the county town—I should be free to access it without being charged for the privilege. Public transport is simply not a viable option for many people due to personal, medical or practical reasons. The policy also harms local businesses, many of which rely on car access. Those pushing this idea are often public sector employees, insulated from the economic impact their policies cause. This is not good governance—it is coercive, anti-democratic, and feels like "sweating the assets" rather than serving the public. I urge the council to abandon this misguided and unfair proposal.	The consultation process appears to be inherently biased and structured in a way that favours the council's preferred outcome—introducing a congestion charge—rather than genuinely seeking the views of the public. The framing of questions often assumes the charge is necessary or desirable, subtly nudging respondents to accept its premise. In some cases, the options available make it difficult to register outright opposition without also appearing unreasonable or uninformed. Furthermore, the background material provided often emphasises the supposed benefits of the scheme, while downplaying or omitting legitimate concerns such as cost of living impacts, personal freedom, or economic harm to local businesses. There is little to no mention of alternative approaches, nor is there space for critical voices to be heard on equal footing. This approach undermines the credibility of the consultation and suggests the council is more interested in manufacturing consent than in engaging in open, democratic dialogue. A consultation should be a neutral tool for gauging public opinion—not a mechanism for justifying a pre-decided policy.	A major contributor to peak-time congestion in Oxford is the school run. A far more effective and fair solution than a congestion charge would be to invest in a comprehensive, council-supported school bus network. Many parents currently drive because no safe, reliable or practical alternative exists. Dedicated school buses—serving both state and independent schools—could significantly reduce car journeys, especially during the morning and afternoon peaks. This approach tackles congestion at its source, without punishing people for simply accessing the city. It's better for traffic flow, the environment, and parents' time. It's also far less economically damaging than a congestion charge and would have broad public support. Additional steps—such as improved park-and-ride, better traffic light sequencing, and encouraging flexible work hours—can complement this, but school transport reform should be the priority. Penalising drivers won't solve Oxford's issues. Offering practical alternatives will.
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	Yes	Make Park & Ride parking cheaper, Make bus services more frequent, Extend hours of operation for buses		Very negative	It will prevent me as a teacher from getting to work in a timely manner as the only route available will have heavy traffic moved from the routes where vou are charging.	This is a poor thought out solution that won't cut traffic, just move it onto congested roads. I strongly urge OCC to reconsider this scheme as it will cause problems not just for myself but also colleagues.	Cheaper busses and more frequent journeys. Also parking is incredibly expensive.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very positive	There should be no charges at all	No	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Very negative	My family work very hard and need our cars to carry our tools in and my case to get to work (NHS worker) and what you have been doing in Oxford is destroving our quality of life and our mental health!	These proposals are going to cause more congestion on the other roads of Oxford; causing more traffic, delays and stress on the workino class, and the pollution will triple as your previous retarded ideas have!	Yes listen to residents, as the majority voted against your proposals and you ignored. Respect our Human Right of freedom of move and lead a happy life as the privileged residents of North of Oxford!!!
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	About right	No	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Positive	I hope that there may be a reduction in traffic queueing on the Iffley Road, and on the weekly occasion when I do need to drive via The Plain I hope it will be less congested.	My only concern is that with all the permits the effect may not be sufficient. However, I think it's worth a try - very clearly continuing as we are is not an option, and I don't believe removing traffic restrictions (e.g., LTNs) should be considered - although we don't live in an LTN, we are surrounded by the and they significantly improve our experience of living in Oxford. (Plus, I remember that the queues were there even before the LTNs!)	I think there is a sense at the moment of too much stick and not enough carrot. If money raised from this really does go to subsidise bus tickets, that might help. More bus routes, especially radial routes (rather than into the city centre and out again) would also really help to make bus use viable for people who need to come in from Abingdon and get to Headington for work (a somewhat random example drawn from my acquaintance).
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	No impact	There should be no charges at all	No	Other	It won't be temporary, none of those suggestions are acceptable or come remotely close to undoing the issues this proposal will create.	Very negative	I visit my retired parents one of whom is disabled each day. A once 10 minute journey will now be greatly increased. Unless of course I pay £5 PER JOURNEY (!) which I will eventually have to pay once the 100 free trips run out.	The whole proposal is an absolute disgrace, I'm filling this out so I can live with myself knowing I've done my bit but truthfully it's a futile exercise. We all know you're going to force this through whatever the consultation says. I can't remember the Lib Dem's making this proposal public when they were looking for votes during the last election? The decision makers do NOT represent the majority. I've not spoken to a single person that actually lives in the city that are for yet more restrictions. Funny how those implementing them won't be affected due to the fact they don't even live here. And yes, that does matter. What on earth qualifies that charlatan Andrew Gant, a choir master to be in a position to force through such proposals? First it was to make the air healthier, then the next minute it was road safety and now it seems the priority is funding the bus service? Which is it? Recent studies have shown the air quality is fine. Finally, the practicality of the whole thing is comical. LTN's were introduced to move cars off residential roads and onto arterial roads (and those residents that live on them apparently - air quality and more congestion), now the goal is to remove cars from there? Where are people meant to drive? I like many work outside the city, I'll still be punished trying to leave and come home. What do you suggest?	Remove the LTN's and bin this proposal entirely.
a resident of Oxfordshire living outside Oxford	daily		I commute to the central permit area by car	Very negative	Positive	There should be no charges at all	No	Add new bus routes		Very negative	Anti car policies are regressive and will have a negative impact on those who cannot afford to live in Oxford but work for employers such as the university. Only wealthy Oxford residents will be able to afford to work in career jobs in the city, those who live in the wider Oxfordshire area will have to make do with working in less prestigious jobs in their home areas, with a highly negative impact on social mobility, entrenching inequality.	This will have a negative impact on Oxfordshire residents and businesses and will discourage visits to the city for the purposes of work, shopping, socialising and eating out. The anti car vendetta will eventually kill Oxford.	A continental strike team network serving west Oxfordshire villages via the A40.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Very negative	No impact	There should be no charges at all	Not sure	Add new bus routes, Make bus services more frequent, Extend hours of operation for buses		Very negative	Marston to summertown and access to JR will be severely impacted by the marston ferry road filter. The resulting traffic will be queueing on marsh lane next to residential properties. The marston ferry road has no residential houses plus a v good cycle lane and is not busy other than school drop off times. Particularly on the school holidays and Saturdays this measure is completely unnecessary and will cause people to drive a lot further than they need to to access summertown and/or kidlington		School bus for schools on marston ferry road
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Negative	Neutral	There should be no charges at all	No	Make buses cheaper for all		Negative	People who have the money will pay, you are making it "haves" and "have nots" rather than a 'fair' system. You are also putting people off who use the theatres - I go to the theatre in Oxford 3-4 a month, most start at 7.30pm. I will just wait until 7pm and get there just on time rather than using any restaurants etc. Coming back late at night on the bus as a lone female is not pleasant and will just mean people don't go into Oxford. I'd suggest a 6pm cut-off, especially for going back into the town.	You have not considered the ice rink and ice rink users in your thinking AT ALL. Ideally, the ice rink would be located out of the city centre but it's not. No rink user WANTS to drive to the rink or WANTS to drive into Oxford. However, (not talking casual skaters), rink users are there 4-5 times a week at least doing figure skating or ice hockey practice. You HAVE to drive in most cases in order to get your kids (or yourself) from work or school on time - buses do not help. My daughter trains for ice hockey at 4.45pm on a Wednesday, I pick her up from School at 4pm in Abingdon. Apart from the fact that the bags for hockey are too big to transport on a bus (often turned away!), no-one can get to the rink on a bus for that time. The sessions can't be later as the kids train in age groups all evening and finish at 10.30pm as it is. Figure skaters start at 6am in the morning to past 7am and then straight to school - how do they avoid this and get to school on time? You need to have an exemption for rink users that could be agreed by the clubs involved - they could verify members. You are just going to have kids and adults stopping doing sport - I thought that was meant to be encouraged? We also have away teams from Cardiff, Sheffield, all around the country trying to get to the rink on a Saturday. They cannot use the Park and Ride after a 3-4hr drive - the buses don't let more than one or two (if you're lucky) on [bags and sticks again - they are massive]. How are they meant to get to the rink?? As for long term, the bus gates and ZEZ zone will do the same - commit to moving the rink then no-one will have to drive there or give regular rink users a pass for their cars. I am at the rink 5-6 times a week - the charge will probably make the sport non viable for myself and my son and daughter. When ZEZ is in, I won't be able to train at all - as I train at 10.30pm as a lone female and there are no buses home on a weekday and it's not safe (or possible) to carry a bag that heavy or that late from a bus stop (even if there was a bus at that time!!). When you get rid of the Dopers carpark this will worsen - £5 congestion and £10 weekday parking PER SESSION. That will mean most are forced to give up. Ridiculous.	Remove the LTNs. Make buses cheaper. Don't penalise those trying to take part in sport (ice rink) late at night or early morning when there is NO TRAFFIC.
a resident of Oxfordshire living outside Oxford	less than weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	No impact	No impact	There should be no charges at all	No	Add new bus routes, Make bus services more frequent, Extend hours of operation for buses		Very negative	Our only bus route stops well short of the city centre at Osney now and it non viable for shopping in Oxford or evenings out as it is too far to walk and doesn't run late or regularly - it also doesn't feel safe for solo female travellers. we are now being penalised again by having to pay to get into Oxford - as a family 25 trips to Oxford a year will mean we have to limit going into the city and travel elsewhere with better travel options for entertainment and retail as we do not have a viable bus option.	Don't penalise people coming from the west even further - we have had a sub par service for too many years now.	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice, Unpaid carers	I commute to the central permit area by car	Very negative	Very positive	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all		Very negative	I'm very against; it's discriminatory against local residents especially those with health issues and elderly family who are likely to need to drive without causing the extra pollution by using the A34 and contributing to the already busy Abingdon Road and other relevant local roads. Please don't make thinas even more difficult for local residents.	It will add £80 per month just to get to work; as a single person in their 60s on a low income this is a lot of money. My own employers charging me to get to work!!	Make P&R car parks free; buses from P&R very cheap. Force North Oxford's public schools to put on buses from P&R to stop the congestion they cause in term time.
an Oxford resident	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Neutral	Neutral	There should be no charges at all	No	Other	It is understandable that making public transport cheaper would be beneficial but not for someone like myself who needs to travel to work by car within a time frame to ensure I am back to pick up my child from school. Driving makes this possible.	Very negative	This is a negative impact as would mean more money being spent on travelling through a city that I have grown up in, live in and work in.	I believe that this isn't something that should go ahead and oxford traffic is already affected by LTN's. Introducing zones or a congestion charge is causing a divide in the community and many families will struggle with the impact of more costs.	Removal of LTN's to allow traffic to flow smoother which would then result in less build up of traffic in itself
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Negative	Negative	Too high	No	Make Park & Ride parking cheaper, Make buses cheaper for all, Make bus services more frequent		Very negative	This will affect Oxfordshire residents who are not wealthy enough to live in the central Oxford area as it will have a negative impact on the already congested arterial routes surrounding Oxford such as the A40 and A34. These roads are already getting worse due to the rush to build new houses outside of Oxford to meet the Oxford city's unmet housing need. The closure of Botley rd and in particular the disastrous introduction of LTNs in east Oxford has all added to the issue of congestion on the arterial routes such as ring road, A40 and A34. Many people using these roads live outside of central Oxford and are using them to try and get to destinations outside of Oxford., but are stuck in traffic that is already being pushed outside of central Oxford trying to navigate across Oxford. It seems that as usual, to create a low traffic central Oxford, wider Oxfordshire has to suffer. Most people who live outside of Oxford (usually for cost reasons) have no choice or time other than to use their cars to travel. If you live in Oxford, it is fine to use bikes and buses, but for those of us who live in the wider Oxfordshire areas but have to travel to Oxford, this is not a viable option - either financially, or logistically. Making roads that are outside of the central zone that should be arterial routes / ring roads worse should not be the price paid to remove traffic from central Oxford. This is a scheme that is most unfair for people who live outside of Oxford.	No - quite simply, this is a stupid idea and only considers the well being of people who live in central Oxford, not residents of the wider Oxfordshire region whose lives are already negatively impacted by the congestion that is the direct result of too many houses being built combined with poor road traffic decisions and schemes (LTNS!) that have been implemented in recent years.	Make Park and Ride free. Reopen the routes impacted by LTNs to free up traffic flow at peak times.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice, Community health or care workers who need to visit multiple locations or travel urgently	I commute to the central permit area by car	No impact	Negative	There should be no charges at all	Yes	Make buses cheaper for all, Make bus services more frequent, Other	Public tram system. Buses are privately owned - why isn't the onus on them to fund improving their services?	Very negative	I am a self employed health worker who travels to multiple sites, through (rather than to) some of the proposed congestion charge areas. I take the quickest route possible so I can see my patients on time. I do overall support the need to reduce congestion but request the council to make permits for self-employed locums easy to self-attest to with proof of a professional licence to practice (there is no 'employer' and I don't think practices will thank you for the administrative burden of having to testify to all their locum staff's status).	Suggest 150 day passes for Oxford blue zone residents, instead of 100 - equates to thrice weekly which seems more reasonable as still under half.	Reduce bus fares Tiered bus fares (eg £1 within Oxford). A £5 return fare is unaffordable. Reduced fares for local residents eg an Oyster card equivalent for Oxford residents only, with discounted fares, and to streamline payment systems across different bus companies. We have so many tourists, why not encourage them to use public transport or have a small tourist tax that is ringfenced to improve local transport? The trickle down effect doesn't seem to be noticeable Please don't forget those who might not be disabled enough for a blue badge but who really struggle without being able to use their car. Major pavement repair works. I try to walk everywhere but since having an injury I've noted how terrible the pavements are for walking. Extremely uneven surfaces. Most of Oxford notably north oxford. Also not sure your end point is justifiable if, say, all traffic were electric vehicles? E-scooter and e-bikes are also traffic and are becoming increasingly dangerous. Pedestrians should be the most protected, as they are the most vulnerable, but as a pedestrian I feel increasing danger from bikes and e-scooters, not cars. What about neuter people not to use their cars?
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Very negative	Neutral	There should be no charges at all	No	Other	The improvement of road surfaces pot holes etc	Very negative	This is an abuse of power. This wasn't in your information before election and hollow way isn't city centre in case you didn't notice. A tax on the less well off imademented for people who live elsewhere	Hollow way is a farce to charge people. Might as well charge people on st Giles far worse but that would affect north Oxford	Lose the ltns . You are trying to fix a problem of your own making. I will not be dictated to when I can or cannot drive as I need to ado various locations for work and family.
an Oxford resident	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very positive	There should be no charges at all	No	Add new bus routes, Make bus services more frequent, Other	Fix the roads.	Very negative	You created congestion with LTNs, and the punish the public by charging them to drive in areas that are busy due to LTNs. Traffic filters are a terrible idea let alone congestion charge which will not be put back into road based services and will instead be absorbed by the council.	Absolutely dreadful idea and an idea proposed by a council who are not serving the residents. Where was this policy in your recent election manifesto? Remove LTNs. Remove traffic filters.	Open up roads for driving on. Remove LTNs. Consider in times of accident on the ring road, open up the LTNs. Charging people is just paying for a mistake the council has made by installing LTNs.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Very positive	Neutral	Too low	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Add new bus routes, Add public cycle parking		Very positive	There is too much congestion across Oxford within the ring road, making it dangerous for cyclists and pedestrians. I do not think cars have an automatic right to drive through or onto central Oxford		I do like camera-controlled LTNs, and I think most residents do too. I think the negative rhetoric comes from external disruptors
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	About right	Yes	Make buses cheaper for all		Very positive	I cycle or get the bus into the city centre. Either way I use an arterial route which is often clogged with car traffic heading towards St Clements. Reducing car traffic will make this faster and safer for me.		Close more roads in the city centre to car traffic, there really is no need for most private cars to drive into the historic centre. Further pedestrianisation will make the centre more appealing for visitors and give more space for people to get around. Longer term other forms of transit like trams or train routes from further out could be of benefit. Working with business that contribute to traffic, such as private schools, would help. Give favourable business rates to shops that have cycle delivery. Work with places like the Ashmolean to offer a discount on ticketed exhibitions for visitors who arrive by public transport.
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Very negative	Very negative	There should be no charges at all	No	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Very negative	stupid idea, reduces freedom. Buses are way too expensive for substandard service so people have to drive. Oxford has been ruined already by LTN's and this will only ruin it further.	Bad idea. It is cheaper for two people to drive in and park in Oxford for a couple of hours than it is to get the bus. The solution is not to make drivino or parkino more exoensive!	make buses cheaper and more frequent.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Positive		There should be no charges at all		Make buses cheaper for all, Other	Remove LTNs. Improve car charging facilities and their maintenance.	Very negative	Why waste money on various traffic initiatives, when it would be much better spent on improving availability of housing and infrastructure required for the community (better drains, water supply, schools)?		Remove LTNs and do not make new ones.

Survey Response													
I am responding to this survey as	How often do you travel in or around Oxford?	Please tick which of the following free permits and passes you think you may be eligible for	Do you live in, visit a resident by car or commute by car to the proposed central Oxford	Central Oxford residents' permitt is proposed that residents in the central Oxford	Central Oxford permit area commuters' permitt is proposed workers commuting	We are proposing a single charge of £5 to allow cars without a day pass or permit	Do you think that charges should vary, with drivers of larger cars paying more and	Income generated by introducing the proposed temporary congestion charge would be used to cover the set-up and operating costs of the scheme.	If other improvement, please state	Taking into account all the information we have provided about the proposal to	Please explain your answer	Do you have any other comments about the proposal for six temporary congestion charge locations in Oxford that you have not already shared in this survey?	Do you have any suggestions for other ways to reduce traffic and tackle congestion in and around Oxford?
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Positive	Negative	About right	No	Make buses cheaper for all, Make bus services more frequent, Add public cycle parking		Positive	I am hoping it will reduce traffic.	I am concerned this, like the fingers, will increase traffic through Old Marston at peak commuter times.	An aerial egg lift linking Thornhill P&R > Osler Road / JR hospital > Town Centre.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Negative	Too low	Yes	Make Park & Ride buses cheaper, Make buses cheaper for all, Make bus services more frequent		Positive	Could go further, eg restricting hours of access for "other" vehicles (delivery etc) to outside normal peak times		Reduce the amount of parking currently available with a aim to discourage driving into the centre
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Positive	Negative	Too low	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Add new bus routes, Make bus services more frequent, Extend hours of operation for buses, Add public cycle parking		Positive		I think 3 cars for commuting is excessive	restrict larger vehicles such as trucks and vans within certain hours - so not during peak schools hours (7:30-9, and 3:30 to 5). This would make cycling with kids safer and more appealing.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	About right	Not sure	Make buses cheaper for all, Add new bus routes, Add public cycle parking		Very positive	Would expect to see fewer cars crossing the city centre, so buses would be faster/more timely and walking/cycling would be safer and more pleasant	Seems like a good way to test out the traffic filter ideas before going into the trial proper	School term times seem to produce the heaviest traffic, finding better ways for children to get to schools (rather than being driven in and out individually) could make a big difference. A shift away from the near-universal 9-5 working hours could also help soread out "rush hours".
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	Yes			Very negative	I'm an NHS manager, working almost 24/7, working every day after job planned hours from hime, additional commuting time will have neoative impact on my service		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	Too low	Yes	Add new bus routes, Make bus services more frequent, Add public cycle parking		Very positive	It is currently quicker to cycle in and around the city than to go by bus. The roads should be clearer for people who *need* to use their cars and permit the free flow of traffic. Buses will be quicker, and therefore more appealing to use, and cycling will be safer.	Owing to the timing of sessions, there needs to be provision for access to the ice rink, whether that is by improving bus services or adjusting the congestion charge for users. Otherwise, training would be affected to such an extent that competitive skaters will need to move to other rinks, such as Swindon, which are further away, which will affect the rink's ability to operate and remain competitive.	Look to other medieval cities abroad that have put cycling first and see what measures we can adopt. A good example is Uppsala, in Sweden, which is also a medieval university town and is almost entirely car-free in the centre. Cars should be used for getting out of Oxford, and not necessary for getting into or around Oxford.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	There should be no charges at all	Yes	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Negative	I will have to leave my job at the school where I work part time because the most direct route includes one of the charging zones and going the long way would take too long and will use too much petrol. Going there by bus would take ages as there is not a good direct service available.	They are not a good idea because the rich can afford to pay and will continue congesting the road, but those on lower income will struggle.	Removing the LTNs in East Oxford would be a good start. Have more bus routes that cover the entire city and better connection services to the surrounding villages.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	Too high	No	Make buses cheaper for all		Negative	Push traffic onto already busy alternate routes already impacted by LTNs		Use the river to provide alternative transportation into Oxford
an Oxford resident	daily	Taxis and private hire vehicles	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Make BUSES FREE FOR LOCAL PEOPLE BETWEEN WORKING HOURS AND SEE WHAT IMPACT THAT HAS ON TRAFFIC AND SCHOOL RUNS	Very negative	Will hurt people that come to Oxford to work and who live locally .. turning Oxford into a Prison	All the surrounding roads will be impacted massively, there wasn't a congestion problem before that LTNS went in.. SUMMERTOWN IS THE WORST FOR PEOPLE THAT DON'T LIVE LOCALLY	Free bus passes, council has the ability now to run its own bus services due to changes in the law, also bus ticket prices are extortionate for such small journeys and cause issues financially, Park and Ride should be free and buses to and from them should be one pound no more, if you want people to use Oxford and use it services make it cheaper for them to access them.
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Fix the badly managed roads and roundabouts	Very negative	It's literally a money making scheme. Not everyone falls into the same category of 'they should walk, get a bus or cycle' I now live in Abingdon, but I grew up in Cowley, I work in Cowley, my partner works in Cowley, my daughter goes to nursery in Rose Hill, I still have a lot of friends and family in Cowley that I see regularly, usually after work. You have already made that difficult with LTNs, I have to sit in a lot more traffic now than I ever did before. People will not stop driving! We pay for our cars, our insurance, our tax, and you want to charge us more just for the privilege of driving in our own city! There is no bus route that will allow me to go to drop off my daughter at nursery, go to work, then to pick up my daughter, and then to visit my family! And if there was it would probably double my journey time! I cycle to work when I can, but not if I have to do the nursery run. I have never ever had a problem cycling round Oxford! The majority of families and households rely on these cars to go about their daily business! Stop trying to penalise them!	You never spoke about this pre election as you knew you would struggle to get voted in! You have ruined Cowley with your LTNs already! You as a council are not listening to residents. Just look at the petition with over 10,000 signatures against! Look at the comments! Put your congestion charge in areas where you were voted in! Leave Cowley alone! Majority of residents do not want your greedy schemes! You seem to be targeting the poorer areas! If you really want it, then open up some of the LTNs so that the traffic can flow freely!	Open up the LTNs! Simple!
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Negative	No impact	There should be no charges at all	No	Other	Improve the state of the roads themselves, for drivers and also cyclists! Dangerous potholes for both	Negative	Seem to keep throwing "ideas" at the wall with no joined-up thinking. Will impact visitors to the city the most, creating more reasons why would go to ie Witney or Reading instead of Oxford for leisure, and once again interesting none of this impacts those in rich north Oxford and has the biggest impact on poorer east Oxford. Maybe if you'd used your powers as part of government to manage the external contractors managing Botley you wouldn't have to do this, but you seem just as ineffective and doing that as everything else within Oxford city centre.		Remove ltns. Build fewer houses. Open botley road.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	No impact	There should be no charges at all	No	Make buses cheaper for all		Very negative	Will be forced to use the ring road which is already operating at capacity particularly during peaks.	It will have a seriously detrimental impact on business within the the city centre. Businesses including shops, restaurants and bars will consequently suffer. Given air quality appears to be the main driver for this then why are EVs not exempt.	Leave it as is, good cycle, pedestrian and public transport are good enough 'carrots' without the need for the 'stick'.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	There should be no charges at all	No	Make Park & Ride parking cheaper, Add new bus routes, Extend hours of operation for buses		Negative	I can't see that traffic will be in any way reduced, as people will either pay the charge or simply use more roundabout routes and clog up the other roads nearby. In fact, I'd even suggest that traffic around the outskirts of the city would increase, such as how it did when the first LTNs and bus gates were implemented.	I'd be very supportive of a charge for non-oxford residents to promote the use of public transport into and out of the city, for which the raised funds can then be put into continuing to improve transport. I just don't believe that charging those who live in Oxford to drive through their own city is a good or moral decision, especially for those who live in areas where the best 'direct' bus route can take 45 minutes to get to the city centre even without traffic. I also believe this scheme would only really effect the less fortunate; a £5 charge will hit a lot harder for someone struggling then for someone who wouldn't even notice it, in essence making it a charge only on those who are not that affluent.	1. Increase bus frequency and prices to encourage the use of public transport; give motorists a carrot, not a stick. 2. Go ahead with the proposed Cowley branch line reopening, to give the south of the city a train connection. I could walk to one of the proposed station sites, but currently have to travel into Oxford or to didcot (which actually takes less time). 3. I'd look at the viability of introducing a new kind of bus lane that allows traffic into the city centre only in the morning and then only out of the city centre in the afternoons/evening. This would mean that buses flowing in the direction of the rush hour traffic could skip it with inly the need for one bus lane total (of course, buses travelling the other way would be travelling opposite to the rush hour traffic and not require a bus lane).
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Very negative	Very negative	There should be no charges at all	No	Other	You should implement some of these schemes anyway, without charging motorists any charge for driving around their own city.	Very negative	We should not be charged anything for driving around our own town. This is ridiculous, and the congestion has been caused by the LTNS. Remove those, and the Congestion were miraculously reduce. As will the pollution from cars having to go the long way around.	This is all been caused on the back of the LTNs which never should've been implemented. Remove them now.	Incentivise, do not force. There's nothing wrong with subsidising bus routes or increasing routes, or making it easier to cycle or walk. But not at the expense of the motorist, either in their freedom to move around their own city, or additional charges.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make Park & Ride buses cheaper, Make buses cheaper for all		Very negative	I do not think there should be a congestion charge now or in the future in Oxford	You really need to start giving electric car owners more freedom.	Take away the LTN's and traffic filters that will reduce congestion and traffic
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	No impact	There should be no charges at all	No	Other	Remove LTNs and traffic will flow	Very negative	Already have at least an hour extra on my journey due to LTNs, remove them and congestion will disappear	Stop punishing hard working people of Oxford, and think outside the box for a change	The removal of the current highways chief would help and listen to residents ideas, make certain roads between LTNs one way to ease congestion
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I commute to the central permit area by car	Negative	Negative	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all		Very negative	Oxford residents wishing to drive to see family members or to shop in the west gate centre will be adversely affected. Those from outside Oxford considering coming in to shop at the westgate will opt to go to Banbury, Reading, Didcot or elsewhere. Businesses will close. Many people are already considering leaving Oxford. Save the administrative costs and subsidize buses. Cheap or free bus travel would move many cars off the streets and people would feel rewarded, not penalized. Oxford would become a happier, more positive place to live. At the moment the city is divided, with many people deeply unhappy with the Liberal Democrat cycling ideology.	Please see previous answer. The streets of a city are its life blood. If you cut off its life blood, it will die.	Please see my answer to question 11
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very positive	Very positive	About right	Yes	Make Park & Ride parking cheaper, Make buses cheaper for all, Add public cycle parking, Other	Improve cycling provision down Woodstock and Banbury Roads, which ludicrously seem likely to see an increase in traffic and danger to cyclists. Wealthy North Oxford residents exempt? Privat schools exempt?	Very positive	Traffic reduction is essential. Get people parking at Park and Ride in Eynsham or Woodstock, not coming by car to Seacourt or Peartree	Why direct all the traffic down Woodstock and Banbury Roads - lethal for cycling and walking already and the added infrastructure planned is not going to make safer without fewer vehicles	Make it safe and normalise cycling. Central London has much better segregated lanes, even Washington DC. Every time I come past the 'cycling city' signs I laugh - and I am a cyclist
an Oxford resident	less than weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Negative	Negative	There should be no charges at all	No	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Negative			Remove all and makes streets one way. Also this survey is extremely bias!
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	Too low	Yes	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Very positive	I travel by public transport and live on a busy road. A congestion charge will make my life easier, healthier and more pleasant. Most of the time I don't feel safe to cycle on Oxford roads but this may help.	Please consider making the congestion charge on Marston Ferry Road 7am to 7pm, instead of peak times only. Otherwise traffic will increase significantly during the interpeak period and reduce the benefits of the scheme.	Improve bus service (higher frequency, lower cost). Better enforcement against cars parking/stopping blocking the road. Offer seoreated cycle lanes so oeople feel safe cycling.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make buses cheaper for all		Very negative	Will make the bypass a car park. Temporary means will become permanent. Cutting off east Oxford to hospitals making it harder to get to early appointments. Not all can use a bus when not well! Problem with traffic jams caused by LTNs. Didn't que on Barns rd between towns rd or Oxford / cowley rd until LTNs. You made this so could blame vehicles by creating a funnel	This won't be temporary. If so with Botley Rd why do this and bring Oxford to a standstill! Why allow the Westgate to have a carpark!! Will kill Oxford. I already shop elsewhere!	Remove ltns. Turn side roads into one way system. Go up one come back they over. Why only east Oxford hit with ltns!!!
a resident of Oxfordshire living outside Oxford	less than weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Negative	There should be no charges at all	No	Extend hours of operation for buses		Very negative	It would make me think twice about coming to Oxford for visiting relatives, shopping, eating out, theatre trips etc. No evenings bus services and limited Sunday service. Car essential.		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice, Frequent hospital patients	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Neutral	Neutral	There should be no charges at all	No	Add new bus routes, Make bus services more frequent, Extend hours of operation for buses		Very negative	I would have to pay to get to the Train Station as a bus doesn't go there directly. If I have a parcel to pick up at Beckett street, I would have to pay as no buses go down there.	If you want to bring the congestion charges in why not just do it for peak times. The roads where the proposed cameras will be are pretty good otherwise.	Make sure the bus routes are in place to everywhere, not just some places. Stop cutting bus routes or making them longer by adding a longer route. Put roads to Park and rides that have been built but have no leases. Make the buses 24 hours to ALL places and makes sure it's safe at night. A bus stop should bee 5 to 7 minutes away with well lit streets.
an Oxford resident	daily		I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Buy Andrew Gant and all of the other LibDems at County a private jet.X I'd also like to see burley men in balaclavas with machetes and machine guns monitoring where people go around the city too. I would also LOVE to see millions more LTNs.XXxx	Very negative	I work in Children's Social Care, moving a child from A to B is hard enough with those fu(k!ng LTNs imposed on us. Pushing us onto the ring-road (as will be necessary sometimes) and be stuck with all of the rest of Oxford's traffic is unacceptable.	Yes, bin them. You didn't consult properly on the LTNs - i have zero faith you will take on board the comments this time.	Oh! I would love for Cyclox, Gant and the transport planners at County to get in the bin. That, i feel, would help immensely with the traffic issues we now all face. Also, free roller-skates for the elderly.Xx
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	About right	Yes	Add public cycle parking		Very positive	Less congestion and pollution on Abingdon road		
other	less than weekly		I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all		Other	I have paid my road tax and expect to pay further tax to bolster your own failed finance control.	Very negative	You are an elected body to help the public, your job is not impacting further financial burden on the public who are struggling badly at this time.	Yes CANCEL this before it progresses further.	Yes spend the revenue collected to provide for your citizens instead of claptrap hare brained schemes. Stop raising revenue from people who simply stop to buy a new paper or do their weekly shopping. Employ less people unqualified to control traffic's conestion. They create more problems than solve.
a resident of Oxfordshire living outside Oxford	weekly		I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Other		Very negative	The war on car driver continues !	Very long winded to take part in the survey and I bet views of all will not be taken into account as always with this country council!	Provide better park and ride at free prices to all!
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice, Firefighters	I don't	Neutral	Neutral	There should be no charges at all	No	Make buses cheaper for all		Very negative	I do not want these charge locations or any other traffic filters / bus gates etc to happen.	I do not want these charge locations or any other traffic filters / bus gates etc to happen.	Remove the LTNs so cars can move about more freely and thus reduce congestion for buses. It might then make buses actually useful again.
a parish, town, district or county councillor	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	Negative	Too low	Yes	Make Park & Ride buses cheaper, Make buses cheaper for young people, Add public cycle parking		Very positive	Congestion stops buses and therefore impacts those who need buses most, who are usually the poorest. Other people who really need to drive will also benefit - carers, blue badge holders, taxi users.	It would be good to improve cycle and active travel facilities as part of the spend, as the more people who switch to walking and scooting and cycling from car driving also benefit. I would like to see improved cycle parking at the P&Rs, for example. A focus on school travel would also be another way to reduce congestion and possibly more funding should go to this.	Congestion is particularly bad during the school run, so I'd like to see more focus on (and funding put towards) switching the school run away from cars. Improved facilities for those who walk (benches, public toilets, water fountains etc) would also be beneficial. And a switch from parking spaces to better kerbside facilities (including switching space from car parking to cycle and hire cycle parking) would be great.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Negative	Neutral	There should be no charges at all	Yes	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all		Neutral	I never drive to work in Oxford. Prefer to cycle or catch bus (if weather too bad)	What's the difference between congestion charge and bus gates ?? Just go for ONE solution throughout Oxford. replace LTNs with bus gates / congestion charge.	A. See 12. Have ONE consistent solution for Oxford - ie bus gates throughout. Include ALL areas inc Summer town, Headington (where I live) B. Increase road capacity on ring road and A34 C. Make Eynsham P&R usable D. Invest in Cowley branch line
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	About right	Not sure	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Neutral			
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Negative	Positive	There should be no charges at all	Not sure	Make buses cheaper for all, Make bus services more frequent		Very negative	I'm worried about how this will affect my work as a healthcare worker primarily in hospital but with some community based work	I think it is also discriminatory against people with limited mobility living in the county who cannot easily use other forms of transport.	Work should be done to improve flow round the a34 and ring road as currently these are too clogged to be useful or a meaninful diversion for city traffic.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Very negative	This proposal will significantly harm the vibrancy, character and growth of Oxford! The costs to residents and motorists far outweigh the potential benefits. And there is no rigorous analysis or forecasts of what the costs and benefits are in terms of the preferences of Oxford residents, as opposed to those of a few Oxfordshire councillors. Quite authoritarian.		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Negative	Negative	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all		Negative	I love in Marston, my autistic children go to Cherwell school. I regularly have to pick them up due to there condition. This proposal would make it difficult		
a resident of Oxfordshire living outside Oxford		Blue badge holders, Disability benefit claimants, Disabled tax cars	I don't	Positive	Neutral	Too low	No	Make Park & Ride buses cheaper, Add new bus routes		Positive	I think Oxford is a beautiful city with a wonderful heritage. Like many cities it faces challenges with regard to public transport use and vehicle volumes. I think limiting vehicle access is a priority. Similarly to discourage vehicle use pricing schemes such as proposed are one element of what should be a larger strategy to improve access to the city for all via alternative transport means.	I am disabled - and recognise that this affords me a huge benefit of continuing to be able to access the city by car. I wish personally that were not the case. I do feel that more can be done to encourage electric vehicle access rather than polluting diesel and petrol driven vehicles. I'm also at a loss to understand why the initiative to charge vehicles only applies to cars. I do feel that business should also have to contribute when their vehicles access the city.	Iraffic congestion is a pervasive problem in many urban areas, leading to delays, increased pollution, and frustration. Tackling it requires a multi-faceted approach involving infrastructure improvements, technological solutions, policy changes, and shifts in individual behaviour. Consider: I. Enhancing Public Transportation * Expand and Improve Public Transit Networks * Park-and-Ride Schemes: * Integrated Public Transport * Transit-Oriented Development (TOD) II. Smart Traffic Management and Technology * Adaptive Traffic Signals * Real-time Traffic Monitoring and Information * Incident Management Systems * Smart Parking Solutions * Connected Infrastructure and Vehicles * Autonomous Vehicles III. Demand Management Strategies * Congestion Pricing/Road Pricing * Low Emission Zones (LEZ) * Parking Pricing and Restrictions * Carpooling and Vanpooling Incentives * Promote Cycling and Walking * Telecommuting/Remote Work IV. Behavioural Changes and Enforcement
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Very negative		You are no able to fix a pothole, and the charge not be temporary	Improve streets and build more routes
a resident of Oxfordshire living outside Oxford	daily		I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Add new bus routes, Make bus services more frequent, Extend hours of operation for buses		Very negative	I live in an area where buses don't go directly to JR hospital. I work shifts and never have a known time of finish. I like to go to the gym after work too. I cannot get buses from gym to home. But would have to get a bus from work to gym if this charge is introduced. I absolutely need to car commute to work. This is ridiculous. You'll be losing key workers.	RIDICULOUS. You have not considered the people that live here and work here.	
an Oxford resident	daily		I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	Not sure	Other	There should be no charge so no improvement I guess	Very negative	You talk about the central zone. This was previously just the city centre and Marston ferry road but now it goes as far as Hollow Way. Does the charge include people living in Cowley? We already have trouble getting builders do any work because so many live outside of Oxford and refuse to drive in. I hardly ever use my car and thought 100 permits a year was ok but your proposals are unclear who that applies to so I assume it doesn't apply to me. You already charge for parking permits, £80 for the brown bin and some things at the Redbridge dump. On top of high council tax and expensive housing Oxford is becoming unaffordable. Not everyone can cycle (which I do a lot)	Everyone knows it's not going to be temporary. It's permanent by stealth and you should be honest about that with people. I heard that nurses have to pay because the NHS won't. That's ridiculous. Make it just the city centre and not as far out as Hollow Way. Ban tourist buses like York does. Make tourists pay, not residents. Don't get me wrong, I am totally anti car and pro LTNs and I cycle everywhere I can. 100 access permits a year would be fine but I heard that that's no longer on the table for everyone. You have to be much clearer and honest with people about who it affects because rumours circulate amongst the haters. We all know that this consultation is a farce and you will implement it anyway.	So there was standstill on the Cowley road the last 2 weeks because of roadworks and single line traffic. Why did you not divert one of those directions elsewhere? You could make P&R more affordable and provide one at the bottom of the Cowley road in the field opposite the hotel by the ring road. I have a work colleague who has to drive to work and comes from the south but works in east Oxford. That's 2 buses from Redbridge and takes forever. Disincentivise households owning more than 1 car and ban people paving over their front garden to park 3 cars. That is linked to environmental factors too (not just flooding but also heat reflection). And it's ugly. There should be really steep charges for owning more than one car, whether parked on or off road or just bam more than one altogether. Exempt nurses and delivery drivers. Crack down more on HMOs. Crack down on employers who provide parking for their staff except for disabled people. And make town and road planners live in Oxford for some time to experience what it's like. I would just restrict car ownership within the ring road (plus Barton and Bli,)to 1 car per address and give those residents a number of free permits for builders and other visitors. Ban tourist buses inside the ring road.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Negative	No impact	Too high	No	Make buses cheaper for all, Make bus services more frequent, Extend hours of operation for buses		Very negative	You will cut off anyone in Marston from accessing Summertown. I visit Summertown regularly to shop and also for exercise classes. Similarly, Oxford is already so cut off by the LTNs, by also now blocking St Clements, you're making it impossible to get around the city and forcing much longer journeys. For example Marston to Florence park for baby groups used to be a short drive, up Morrell Avenue and along Road a little. Now this would force someone all the way around the ringroad - doubling journey times and pollution	The LTNs should first be reversed in order to stop clogging up traffic in the city. Oxford is quite literally being ground to a halt. Forcing longer journeys, blocking ambulances - short cuts are short cuts for a reason - as they make journeys shorter. It is in no one's interest to increase the length of time cars spend on the roads. Where there are designated cycle paths on pedestrian walkways, we don't also need to double that with encouraging cycling on the roads as we have on Cherwell drive. It should be either or. This is just dangerous and problematic to pedestrians and cyclists alike.	The LTNs should first be reversed in order to stop clogging up traffic in the city. Oxford is quite literally being ground to a halt. Forcing longer journeys, blocking ambulances - short cuts are short cuts for a reason - as they make journeys shorter. It is in no one's interest to increase the length of time cars spend on the roads.
an Oxford resident	daily	Community health or care workers who need to visit multiple locations or travel urgently	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Neutral	Positive	About right	Not sure	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Add new bus routes		Negative	I think it will make it very difficult for people that live and work in the areas particularly if you live in an area and you want friends or family to visit or your vulnerable and you need extra support. I actually think people that don't need to drive through our property don't actually drive because it's not worth the hassle. I worry you are zoning off the city.	There should be buses for the private schools outside the city such as park ride sites.Again that needs to be better infrastructure for hospital workers to help the hospital workers park more remotely but getting on a quicker and easier transport system.	Buses for private schools in and out of the city. Better links and places for park for hospital with direct buses.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice, 25 day passes for residents in the Oxfordshire permit area, on days of your choice, Unpaid carers	I commute to the central permit area by car	Very negative	Very positive	There should be no charges at all	No	Other	What happens when people have severe travel sickness and can only drive to work, do you want us to lose our jobs? Not work and go on the dole?	Very negative	I have travel sickness and if you put these in place without giving people permits then I fell you will make people victims. It's never been a problem before.	The roads you haven't will be impacted and the new westgate will be derelict within a year	Oh I have plenty, you are more than welcome to contact me and arrange an appointment and I will sort Oxford city out.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No			Very negative	The introduction of these charges will force even more traffic onto the already congested ring road, barns road, and all main routes in East Oxford. The introduction of these charges LTNs has already impacted getting in & around East Oxford this will now also impact the City Centre further with Botley Road being closed for another 18months. This proposal means that people will be charged another £5 to drive to park in the Westgate car park & this will impact those city centre shops further, it seems that you want Oxford city to be a no go area for the car driver	This idea once again impacts the car driver in & around Oxford East, no LTNs or charges in North Oxford? Why is that? The emission levels around the ring road must have risen massively recently & these 'temporary' charges will increase those further. We pay car tax, we pay fuel tax give the car drivers in this city a break or the centre will die. I will be taking my shopping & leisure time elsewhere in future if these charges do come !	Remove the LTNs, open the Botley Road back up, schedule the roadworks that have been taking place on the same roads for the last 2 in the same areas at the same time & DO NOT introduce these congestion charges
a member of the public living outside Oxfordshire	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Very negative	Very negative	Too high	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all		Very negative	The congestion charge would increase the distance of my journey to work by 5 miles. This would mean my car is on the road, in large traffic jams, for much longer periods of time. Putting more fumes in the air, adding to the traffic going around the ring road, and addins time and cost in fuel to my journey to work.	I think charging people penalises the less well off and allows the rich more access to the roads. Surely this is elitism.	By closing roads you are just putting the congestion problem out on to the ring road. Not solving the problem.

Survey Response													
I am responding to this survey as	How often do you travel in or around Oxford?	Please tick which of the following free permits and passes you think you may be eligible for	Do you live in, visit a resident by car or commute by car to the proposed central Oxford	Central Oxford residents' permitit is proposed that residents in the central Oxford	Central Oxford permit area commuters' permitit is proposed workers commuting	We are proposing a single charge of £5 to allow cars without a day pass or permit	Do you think that charges should vary, with drivers of larger cars paying more and	Income generated by introducing the proposed temporary congestion charge would be used to cover the set-up and operating costs of the scheme.	If other improvement, please state	Taking into account all the information we have provided about the proposal to	Please explain your answer	Do you have any other comments about the proposal for six temporary congestion charge locations in Oxford that you have not already shared in this survey?	Do you have any suggestions for other ways to reduce traffic and tackle congestion in and around Oxford?
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Positive	Negative	About right	No	Make buses cheaper for all, Make bus services more frequent, Add public cycle parking		Positive	I am hoping it will reduce traffic.	I am concerned this, like the fingers, will increase traffic through Old Marston at peak commuter times.	An aerial egg lift linking Thornhill P&R > Osler Road / JR hospital > Town Centre.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Negative	Too low	Yes	Make Park & Ride buses cheaper, Make buses cheaper for all, Make bus services more frequent		Positive	Could go further, eg restricting hours of access for "other" vehicles (delivery etc) to outside normal peak times		Reduce the amount of parking currently available with a aim to discourage driving into the centre
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Positive	Negative	Too low	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Add new bus routes, Make bus services more frequent, Extend hours of operation for buses, Add public cycle parking		Positive		I think 3 cars for commuting is excessive	restrict larger vehicles such as trucks and vans within certain hours - so not during peak schools hours (7:30-9, and 3:30 to 5). This would make cycling with kids safer and more appealing.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	About right	Not sure	Make buses cheaper for all, Add new bus routes, Add public cycle parking		Very positive	Would expect to see fewer cars crossing the city centre, so buses would be faster/more timely and walking/cycling would be safer and more pleasant	Seems like a good way to test out the traffic filter ideas before going into the trial proper	School term times seem to produce the heaviest traffic, finding better ways for children to get to schools (rather than being driven in and out individually) could make a big difference. A shift away from the near-universal 9-5 working hours could also help soread out "rush hours".
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	Yes			Very negative	I'm an NHS manager, working almost 24/7, working every day after job planned hours from hime, additional commuting time will have neoative imoact on my service		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	Too low	Yes	Add new bus routes, Make bus services more frequent, Add public cycle parking		Very positive	It is currently quicker to cycle in and around the city than to go by bus. The roads should be clearer for people who *need* to use their cars and permit the free flow of traffic. Buses will be quicker, and therefore more appealing to use, and cycling will be safer.	Owing to the timing of sessions, there needs to be provision for access to the ice rink, whether that is by improving bus services or adjusting the congestion charge for users. Otherwise, training would be affected to such an extent that competitive skaters will need to move to other rinks, such as Swindon, which are further away, which will affect the rink's ability to operate and remain competitive.	Look to other medieval cities abroad that have put cycling first and see what measures we can adopt. A good example is Uppsala, in Sweden, which is also a medieval university town and is almost entirely car-free in the centre. Cars should be used for getting out of Oxford, and not necessary for getting into or around Oxford.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	There should be no charges at all	Yes	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Negative	I will have to leave my job at the school where I work part time because the most direct route includes one of the charging zones and going the long way would take too long and will use too much petrol. Going there by bus would take ages as there is not a good direct service available.	They are not a good idea because the rich can afford to pay and will continue congesting the road, but those on lower income will struggle.	Removing the LTNs in East Oxford would be a good start. Have more bus routes that cover the entire city and better connection services to the surrounding villages.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	Too high	No	Make buses cheaper for all		Negative	Push traffic onto already busy alternate routes already impacted by LTNs		Use the river to provide alternative transportation into Oxford
an Oxford resident	daily	Taxis and private hire vehicles	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Make BUSES FREE FOR LOCAL PEOPLE BETWEEN WORKING HOURS AND SEE WHAT IMPACT THAT HAS ON TRAFFIC AND SCHOOL RUNS	Very negative	Will hurt people that come to Oxford to work and who live locally .. turning Oxford into a Prison	All the surrounding roads will be impacted massively, there wasn't a congestion problem before that LTNS went in.. SUMMERTOWN IS THE WORST FOR PEOPLE THAT DON'T LIVE LOCALLY	Free bus passes, council has the ability now to run its own bus services due to changes in the law, also bus ticket prices are extortionate for such small journeys and cause issues financially, Park and Ride should be free and buses to and from them should be one pound no more, if you want people to use Oxford and use it services make it cheaper for them to access them.
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Fix the badly managed roads and roundabouts	Very negative	It's literally a money making scheme. Not everyone falls into the same category of 'they should walk, get a bus or cycle' I now live in Abingdon, but I grew up in Cowley, I work in Cowley, my partner works in Cowley, my daughter goes to nursery in Rose Hill, I still have a lot of friends and family in Cowley that I see regularly, usually after work. You have already made that difficult with LTNs, I have to sit in a lot more traffic now than I ever did before. People will not stop driving! We pay for our cars, our insurance, our tax, and you want to charge us more just for the privilege of driving in our own city! There is no bus route that will allow me to go to drop off my daughter at nursery, go to work, then to pick up my daughter, and then to visit my family! And if there was it would probably double my journey time! I cycle to work when I can, but not if I have to do the nursery run. I have never ever had a problem cycling round Oxford! The majority of families and households rely on these cars to go about their daily business! Stop trying to penalise them!	You never spoke about this pre election as you knew you would struggle to get voted in! You have ruined Cowley with your LTNs already! You as a council are not listening to residents. Just look at the petition with over 10,000 signatures against! Look at the comments! Put your congestion charge in areas where you were voted in! Leave Cowley alone! Majority of residents do not want your greedy schemes! You seem to be targeting the poorer areas! If you really want it, then open up some of the LTNs so that the traffic can flow freely!	Open up the LTNs! Simple!
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	No impact	No impact	About right	Yes	Make Park & Ride buses cheaper, Make buses cheaper for young people, Make bus services more frequent		Very positive	The only way to speed up buses is to remove cars from the roads. Oxford has incredibly good park and ride systems so there is no reason why people (especially visitors) should not use them. I mostly get into Oxford by bus from Abingdon and the longest delays are always on the Abingdon Road. Alternatively, I cycle and having less traffic in central Oxford would make this a lot safer.	I think the fact that the areas most affected by the charge include the Westgate car park etc. is a very good thing!	'- Electrify the Oxford-Didcot line. This would mean better integrated rail services and mean more people would use stations like Radley, reducing car traffic into the city. - Cycle path improvements (in particular Woodstock Road ones being cut back was a mistake, speeding up of Radley cycle path to make active travel/commuting easier) A bit tinaer term. but Oxford would be ideal for trams... (botley rd-cowley rd. abinadon rd-woodstock rd)
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Negative	Neutral	There should be no charges at all	No	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Very negative	the impact will result in increased traffic on the ring roads around Oxford to the detriment of users such as myself.	it is likely to have a negative impact on people from outside the centre especially who would normally use the retail outlets in Oxford	speeding up the work on Botley Road would be very helpful
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very positive	Very positive	Too low	Yes	Make buses cheaper for all, Add new bus routes, Add public cycle parking		Very positive	It will make buses a more efficient method of transport and reduce car numbers making it safer to cycle		
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	No impact	Very negative	About right	Yes	Make buses cheaper for all, Make bus services more frequent, Extend hours of operation for buses		Very positive	Traffic in the centre of Oxford has huge externalities, making the negative effects extend far more widely than the factors considered by the individual choosing to drive. Air quality, noise, safety and comfort are all significant factors that would be vastly improved for the pedestrian, cycling and scooter riding population by the reduction of private vehicular traffic in the centre of Oxford. Additionally, the reduction of car traffic will synergistically improve the rapidity of bus transportation, making it significantly faster, more viable as an alternative mode of transport to and through the centre. Any exemption to the congestion charge for commuter cars will fundamentally undermine the effectiveness and the intent of the congestion charge.	Currently, my impression is that lots of car drivers in Oxford do not feel that buses provide a viable alternative. It is important that car traffic is reduced as far as reasonably possible to improve the rapidity of public transportation within the city, and exemptions should be made only for users who have no alternative (disabled people, carers, residents within the zone etc.) and NOT for users who merely feel that they would be inconvenienced by it. Reinvestment of any funds should go into the improvement and the promotion of public transport as a real alternative - subsidising fares and improving services. I do not use buses myself (I travel almost exclusively by bike or on foot in Oxford), but I strongly support the use of any gained funds to subsidise bus services.	There must be some sort of "carrot" to go with the "stick" in general. My perception is that there is backlash whenever prohibitions or charging of driving are made in any form. This can only be overcome if there is a clear and credible demonstration that there is some other benefit being provided - otherwise the belief from drivers will always be that this is profiteering or some sort of witch hunt against them. Investment into improving public transportation, and making the provision of buses a real alternative to commuting by car is vital; measures such as investment and subsidisation of car parking at the park & ride sites should also be considered.
an Oxford resident	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Very negative	Very negative	There should be no charges at all	No	Other	Remove the LTNs, congestons charge and permit nonsense.	Very negative	I am going to continue to sit in major traffic jams and my commute from outside of Oxford to my place of work inside East Oxford is going to continue to be stressful and COST ME MORE MONEY! This is a dire decision and one that cannot go ahead. The council have absolutely no clue how much of a negative impact these charges will have on working people of Oxford. I feel for the small and large businesses of Oxford who have stores in and around the city, who will end up having to close down due to this ludicrous idea. The Westgate will receive less people through its doors by a margin and could lead to it having to close or stores leaving the city. Remove the LTNs/congestion filters from the agenda. It is going to kill this city. There will be a recruitment crisis in many sectors if this agenda is carried out. I am concerned that my place of work would lose many teachers due to this issue and the quality of our education system here would therefore suffer. It is crazy that all can be said by the council is that this agenda is received positively by the people of Oxford. Every single person that I know in Oxford finds the LTNs and idea of charging people another 'congestion charge' (TAX) absolutely absurd. All that is happening to traffic is uprooting it and placing it in another place. When LTNs were not in place, traffic was better than now! Often, with the LTNs in place, it can take 3x the amount of time for me to get to work, this is due to funnelling everyone through one street. Think of the traffic chaos this will cause.	It's extremely interesting to see this being rolled out to everywhere but North Oxford. Why are there not proposed congestion charges elsewhere? I assume that many councillors live there, hence why they will not impose the charges/LTNs there. Concerned that many people who live on the outskirts of Oxford are being overlooked. I cannot bike 30 miles daily to my place of work and it is not appropriate to use a park and ride as this adds unnecessary time to my commute. What about these people? What about people who car share to a place of work?	Train line, trams, add additional lanes to roads in the city. Accept that people want to drive to places! Stop forcing everyone to use a bike. Allow people to use e-scooters without having to pay a company to hire one. REMOVE THE LTNS!!!!!
an Oxford resident	daily	Blue badge holders	I don't	Negative	Negative	There should be no charges at all	No	Add new bus routes		Very positive	Shocking and Drs	You should not be making us pay to drive around Oxford	Open up LTNs
a member of the public living outside Oxfordshire	less than weekly		I commute to the central permit area by car	Neutral	Very positive	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper		Neutral			Please provide toilets at Peartree park and ride. Please also have express buses rather than spending 50 mins on the bus to aet to the park and ride as the bus stook at dozens of stops.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	Negative	Too low	Yes	Make Park & Ride buses cheaper, Make buses cheaper for all, Add public cycle parking		Very positive	The number of cars needs to be reduced so buses and cycling are the most attractive options (and on the rare occasions we need to drive, the congestion isn't so bad).	Commuters to central Oxford should not get free passes unless it is impossible for them to get in by other means (e.g. due to disability). The proposed number of passes for residents is too high. 25 for city residents and 10 for county residents is plenty per year.	Increase parking costs in the city (or even better, reduce capacity) to encourage Park and Ride use.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Negative	Negative	There should be no charges at all	Yes	Make buses cheaper for all, Add new bus routes, Make bus services more frequent, Extend hours of operation for buses		Very negative	People will stop coming to Oxford if they have to pay high congestion charges and parking charges when public transport is not reliable and it is expensive. Direct neaative impact on local business for sure.	Until public transport improves we should not implement negative changes for drivers.	Better and cheaper public transport for residents like in many European cities.
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Neutral	Very negative	About right	Yes	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all		Neutral	I don't drive into Oxford during the day. I take the bus in every day and am often stuck in traffic behind cars going into/out of the city at rush hour. Adding permits for people to drive into work in Oxford seems like it won't mitigate rush hour traffic. So it doesn't seem to me this will affect me much.		Permanently close the Westgate car park. This creates traffic jams onto Abingdon Road and causes delays to all buses going to the city centre. Make park and ride cheaper, make buses cheaper.
an Oxford resident	less than weekly		I don't	Very positive	Very positive	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all		Very negative	You're strangling the city. Your constant failure of traffic management is killing the city.	I listened to the member for traffic management on bbc radio Oxford making reference to the about of cars coming into the city for the westgate shopping centre. Didn't the council approve this building and car park ? And now you're complaining about it !	Cheap bus travel at peak times and free parking at the park and ride.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Negative	Negative	Too low	Yes	Make buses cheaper for all		Very positive	I frequently cycle around Oxford. Dense, congested traffic makes cycling slower and less safe, so any measures to reduce congestion are welcome.	I think that 100 free passes per resident is significantly excessive, and would limit this to 10 free passes per household per year. This would be sufficient to cover the few times a year when it is truly necessary to drive (given the broad range of permits available).	Require school pickup/drop-off to be exclusively by active or public transport for all schools, including private schools. Ban coach parking at the Plain and on St Giles. Provide fully segregated cycle lanes on all main roads into town (Abingdon, Botley, Woodstock, Banbury, Marston, Headington, Cowley and Iffley).
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Very negative	Very negative	There should be no charges at all	No	Make Park & Ride parking cheaper, Make buses cheaper for all, Make buses cheaper for young people, Make bus services more frequent		Very negative	You as a council, have a very low opinion of motorists,when in fact you should be charging the law breaking cyclists that use the roads as well		Yes, get cyclists yo obey the law and not ride two or three abreast and get rid of the LTNs
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make buses cheaper for all		Very negative	All roads should be open and free to use by any vehicle, these restrictions are just punitive to the motorist most of which have no other feasible option of transport for their journey.	Don't introduce these or any other restrictions that involve closing roads to motorists.	Remove the tins, bus gates and other planned restrictions for motorists as these have all added to congestion and made daily life considerably worse, they were initially brought in as a trial which has clearly failed so why not "trial" removing them and see if the situation improves
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days all your choice	I commute to the central permit area by car	Very positive	Very positive	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all		Very negative	This is the first time I've seen the suggestion that commuters get a free pass, which is the single most sensible idea made since this the start of this proposal. However, as it goes all of the against the espoused objectives, its unlikely to be implemented. I live on the edge of Oxford and commute into the city center daily, and have done for over 20 years. Your plans for 100 free days cover 40% of a standard working week, so that means my costs would go up considerably just to get to work. Buses dont go from my house to where I work without 2 changes adding over an hour to a single journey. I would have to drive in via Woodstock or Banbury roads, to avoid a charge, which is x2.5 longer than my current commute, adding more cost to me and polluting the wider city. None of this makes logical sense so its very hard to support the proposal.	This is a hearts and minds scenario, where you are looking to change peoples behaviour and perceived attachment to cars. Restricting person choice is rarely successful in winning people over. Electric cars don't pollute, so your arguments about air quality dont add up, this looks to be aimed at stopping car owners driving. I assume you are expecting van ownership to increase?	Reducing traffic is an unrealistic objective. LTNs made things worse, traffic management systems promote free flow not restrictions to enable better journeys for all. Try that!
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice, Personal cars used as goods vehicles for business purposes	I don't			There should be no charges at all	No	Other	To remove the LTNS	Very negative	It' restricts my access to parts of Oxford i work I.E North Oxford. It also will put extra time to and from hospital appointments by at least two hours.	The ring road around Oxford will become gridlocked and add extra time people's journey to and from work and Dentist appointments and hospital appointments. It will restrict parents taking their children to school and back. Why is Holloway and Marston ferry road in the congestion zone , when neither are busy ,plus Marston ferry road was built to ease traffic goind throush Lono wall.	Remove the LTNS it would improve the flow of traffic
an Oxford resident	daily		I don't	Neutral	Negative	There should be no charges at all	No	Make buses cheaper for all		Neutral	As I and my family don't drive into central Oxford this would have limited impact but I query why commuters driving into central Oxford would be allowed a permit as surely this is the kind of car use you are trying to limit? Other than raising some money from those wealthy enough to pay to drive into central Oxford I am skeptical that this measure will actually reduce congestion.		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Neutral	No impact	There should be no charges at all	No	Other	Make the roads better. Clear lanes for cars, bikes, buses & pedestrians. The road system is chaotic & has been designed that way. Take bike off the road, & allow 4 wheels - cars, buses, etc ti navigate properly, then there would be less issues.	Very negative	Oxford is becoming a poorly planned city. It's focus is students, tourists & buses. As a resident, & a car owner (we are after all in the majority) we are being singled out & it's making life miserable. There are too many tourists, look at how residents are reacting in other countries. Put a heavier levy on tourists & that will reduce congestion. Stop pandering to bikes. The city was built on progression, not on this lazy thinking of it being built for the past & we should do likewise. That's plain wrong. Businesses are running away from Oxford & if I was BMW, I would close the factory & then see the impact on residents. Stop the silliness & focus on making life better for residents & helping all transports coexist, like they do everywhere else.	Bad idea. Please drop the Marston Ferry link road one. It's a very important link road & was designed to ease congestion & facilitate traffic. It'll have the opposite effect.	Stop focusing on the above. Buses can work but shouldn't be the focus. Support everyone. Please.
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Positive	Very positive	There should be no charges at all	No	Make buses cheaper for all, Add new bus routes, Make bus services more frequent, Extend hours of operation for buses		Negative	This will largely push cars that would have used the ring road on to the Woodstock road, which is already congested	I don't think increasing the price by size of vehicle is fair ie why should someone in a a 25 plate AMG a35 pay less then someone driving a Dacia? A better system would be based on the value of the vehicle, therefore people would be paying more proportionally	Mandate cyclists use cycle laces where available, the number of cyclists in the road next to a cycle path is ridiculous
a resident of Oxfordshire living outside Oxford			I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	No charges should be be taken	Very negative	The Oxfordshire council is just trying to find another source of income to boost their business revenues and profits. Also, they best represent their main sponsor, the Oxford Uni, and do not care about the residents. By introducing charges, the Oxfordshire residents who rely on travelling to Oxford by car either because of the time it takes to get to the city centre by bus or because of the inconvenient location from the nearest bus stop, will be penalised with an additional charge. Those who drive to Oxford and park there already pay extortionate prices for parking, but instead of improving and increasing parking options in the city centre, which would also improve traffic, the council just wants to add to the price, remove the traffic and still get the same money they earn now.	No congestion charges should be implemented at all.	The council needs to improve and extend the available parking in the city centre - instead of queuing and chasing for a free parking space at Westgate or Oxpens, if there were more free spaces, the cars would be moving around quicker without blocking the roads. The council should invest into the multi-storey parking at Oxpens at least - that would significantly improve traffic conditions there.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Negative	Negative	There should be no charges at all	Not sure	Other	No income should be generated	Negative	Like LTNS create more traffic in Other area's e.g ring road.		Get rid of the car industry that the British economy depends on.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I commute to the central permit area by car	Very positive	Very positive	Too high	Yes	Make Park & Ride parking cheaper, Make buses cheaper for all		Positive	As someone who cycles as much as they can but also at times needs to use a vehicle this scheme will benefit my safety on my bike, and the 100 day free pass should hopefully be enough to cover the limited times I do use my car in those areas.	The potential influx of people using the park and ride and buses must be looked at carefully. I often choose to cycle, even in awful weather, as buses are usually overcrowded, late, or potentially don't arrive at all. If this system is to succeed the buses must be improved, in terms of punctuality and cost. The proposed £5 charge is less then 2 bus return tickets to travel into the centre, the enticement to avoid using your vehicle in the permit areas must be the optuon to use a cheaper and reliable bus service.	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	There should be no charges at all	Yes	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Very negative	I'm a single mother living in Marston who relies on the Marston ferry road to get my son to his state school and myself to work on time. He has an EHCP and is well settled in his school and cannot be moved and he cannot ride a bicycle. We are not eligible for the special needs permit because he doesn't receive support from the specified programs. This CRAZY SADISTIC proposal will add £1325 to my annual expenses that I absolutely cannot afford. You people are bastards for even proposing it.	This CRAZY idea will just cause more congestion on routes to the ring road and the ring road. You people should f*ck off.	Make buses free, more frequent, and with more routes between summertown, Marston and Headington. If you are dead set on imposing this madness, allow permits for all children with EHCPs.
a representative of a group or organisation	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	just allow cars to use the roads	Very negative	I drive across the Marston ferry road at peak times daily and there is no need for conxestion control. We are a special need club and most of our members cannot use public transport or walk or cycle. We want to promote healthy living and having restriction on the Marston Ferry Road seems to be at total odds with getting people healthy and using soorts facilities	More emphasis should be put on solving the Botley Road issues rather than penalising road who want to access the city sports facilities	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice, Personal cars used as goods vehicles for business purposes	I commute to the central permit area by car	Very negative	Negative	There should be no charges at all	No	Other	Use it to remove all LTN's in Oxford. Thus reducing the congestion created because of them and the god awful mis management of the Botley Road saga!	Very negative	As a resident already cut off from Oxford due to the lack of planning skills by network rail and Council officials in charge of the failure that is the Botley Road, it will undoubtedly restric me further from accessing properties for which I have to visit in each and everyone of these zones daily. My company will expect me to still visit these areas at my expense as there is now way they will cover the costs. Eventually, making it impossible to sustain my job and employment.	Stop calling them temporary for a start. We all know they will become permanent once the trial is over. Why yourselves and a certain someone in charge of traffic are he'll bend on bring Oxford to a standstill and pushing more and more people away from our beautiful city is beyond me. Charging people to enter the city will not improve the poor management of the bus companies and their dire service. Neither will it aid it magically stop the pollution. It will merely move from one place to another, as it has because of the LTNs. Net2ero is a myth and an expensive lie.	Slack all officials in charge of Oxford transport. Employ people who actually understand how traffic works and it's pollution. Remove all LTNs as these are the main cause for the delay in buses reaching their customers who pay a premium for a sub par service. Actually force cyclists to use the expensive cycle lanes provided instead of allowing them to do as they please. They are another reason so many buses are delayed, as they have no regards for any other road user or members of the public. Stop allowing private hire vehicles the luxury of bus lanes and gates. As time and time again I see them holding up buses and other traffic by hogging them for no reason, not to mention parking up in them. Add in to the fact 9 out of 10 cars doing the school run these days is a parent using their taxi to enter these areas because they can do/vids their whole purpose. It's a serious abuse on their part. Also try and regulate private hire a bit better, I mean how may taxis and providers does this city need? Hold the bus company's to account for poor service. As Oxfords traffic issues are not always to blame for their poor and untimely service. If your greed still persists in pursuing these ridiculous charges them only have them in place between 7.30am and 9.30am and again at 2.30pm and 4.30pm as these are the most common times for heavy traffic due to shool drop offs and most people's working schedules. This way people who wish to come into the city to shop will be more inclined to between these hours as it would not effect them or others who live within the city. Or those like myself who have to drive into these areas at certain points of the day for work. Ban or regulate the amount of fast food delivery mopeds allowed within the city. They are becoming a plague to the city. Many I am sure do not hold the relative permits or licences to do so. Not to mention the weave in and out of traffic with no regard
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice, Blue badge holders, Disability benefit claimants	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Negative	Very positive	There should be no charges at all	No	Make Park & Ride parking cheaper, Make buses cheaper for all, Add new bus routes, Make bus services more frequent, Extend hours of operation for buses		Very negative	Extremely restrictive	Extremely restrictive, unnecessary	Offer more e-scooters at a lower cost in a higher variety of areas alongside their charging stations
a resident of Oxfordshire living outside Oxford	weekly		I don't	Very negative	Very negative	There should be no charges at all	No	Make buses cheaper for all, Add public cycle parking		Very negative	I don't drive into Oxford to often but when I do I have a very good reason for why driving is the only option. As a citizen of Oxfordshire I am telling you, my elected representatives that I do not support this proposal in any form and it would be		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Positive	Positive	About right	No	Make buses cheaper for all, Add new bus routes, Add public cycle parking		Very positive	I tend to travel by bike and bus, and this would make the buses more reliable	I would make a through route along divinity road, to relieve congestion at the Plain, so I would remove the LTN here.	I wonder if there should also be some restrictions in North Oxford / Summertown as this also gets congested. The buses from north Oxford also need to be improved. And I would add more buses along Marston road
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Neutral	Very negative	About right	Yes	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Very positive	It is important to discourage car use in Oxford so that more people are able to cycle safely around the city and so that bus use is encouraged.		

Survey Response													
I am responding to this survey as	How often do you travel in or around Oxford?	Please tick which of the following free permits and passes you think you may be eligible for	Do you live in, visit a resident by car or commute by car to the proposed central Oxford	Central Oxford residents' permitit is proposed that residents in the central Oxford	Central Oxford permit area commuters' permitit is proposed workers commuting	We are proposing a single charge of £5 to allow cars without a day pass or permit	Do you think that charges should vary, with drivers of larger cars paying more and	Income generated by introducing the proposed temporary congestion charge would be used to cover the set-up and operating costs of the scheme.	If other improvement, please state	Taking into account all the information we have provided about the proposal to	Please explain your answer	Do you have any other comments about the proposal for six temporary congestion charge locations in Oxford that you have not already shared in this survey?	Do you have any suggestions for other ways to reduce traffic and tackle congestion in and around Oxford?
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Positive	Negative	About right	No	Make buses cheaper for all, Make bus services more frequent, Add public cycle parking		Positive	I am hoping it will reduce traffic.	I am concerned this, like the fingers, will increase traffic through Old Marston at peak commuter times.	An aerial egg lift linking Thornhill P&R > Osler Road / JR hospital > Town Centre.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Negative	Too low	Yes	Make Park & Ride buses cheaper, Make buses cheaper for all, Make bus services more frequent		Positive	Could go further, eg restricting hours of access for "other" vehicles (delivery etc) to outside normal peak times		Reduce the amount of parking currently available with a aim to discourage driving into the centre
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Positive	Negative	Too low	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Add new bus routes, Make bus services more frequent, Extend hours of operation for buses, Add public cycle parking		Positive		I think 3 cars for commuting is excessive	restrict larger vehicles such as trucks and vans within certain hours - so not during peak schools hours (7:30-9, and 3:30 to 5). This would make cycling with kids safer and more appealing.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	About right	Not sure	Make buses cheaper for all, Add new bus routes, Add public cycle parking		Very positive	Would expect to see fewer cars crossing the city centre, so buses would be faster/more timely and walking/cycling would be safer and more pleasant	Seems like a good way to test out the traffic filter ideas before going into the trial proper	School term times seem to produce the heaviest traffic, finding better ways for children to get to schools (rather than being driven in and out individually) could make a big difference. A shift away from the near-universal 9-5 working hours could also help soread out "rush hours".
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	Yes			Very negative	I'm an NHS manager, working almost 24/7, working every day after job planned hours from hime, additional commuting time will have neoative imoact on my service		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	Too low	Yes	Add new bus routes, Make bus services more frequent, Add public cycle parking		Very positive	It is currently quicker to cycle in and around the city than to go by bus. The roads should be clearer for people who *need* to use their cars and permit the free flow of traffic. Buses will be quicker, and therefore more appealing to use, and cycling will be safer.	Owing to the timing of sessions, there needs to be provision for access to the ice rink, whether that is by improving bus services or adjusting the congestion charge for users. Otherwise, training would be affected to such an extent that competitive skaters will need to move to other rinks, such as Swindon, which are further away, which will affect the rink's ability to operate and remain competitive	Look to other medieval cities abroad that have put cycling first and see what measures we can adopt. A good example is Uppsala, in Sweden, which is also a medieval university town and is almost entirely car-free in the centre. Cars should be used for getting out of Oxford, and not necessary for getting into or around Oxford.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	There should be no charges at all	Yes	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Negative	I will have to leave my job at the school where I work part time because the most direct route includes one of the charging zones and going the long way would take too long and will use too much petrol. Going there by bus would take ages as there is not a good direct service available.	They are not a good idea because the rich can afford to pay and will continue congesting the road, but those on lower income will struggle.	Removing the LTNs in East Oxford would be a good start. Have more bus routes that cover the entire city and better connection services to the surrounding villages.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	Too high	No	Make buses cheaper for all		Negative	Push traffic onto already busy alternate routes already impacted by LTNs		Use the river to provide alternative transportation into Oxford
an Oxford resident	daily	Taxis and private hire vehicles	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Make BUSES FREE FOR LOCAL PEOPLE BETWEEN WORKING HOURS AND SEE WHAT IMPACT THAT HAS ON TRAFFIC AND SCHOOL RUNS	Very negative	Will hurt people that come to Oxford to work and who live locally .. turning Oxford into a Prison	All the surrounding roads will be impacted massively, there wasn't a congestion problem before that LTNS went in.. SUMMERTOWN IS THE WORST FOR PEOPLE THAT DON'T LIVE LOCALLY	Free bus passes, council has the ability now to run its own bus services due to changes in the law, also bus ticket prices are extortionate for such small journeys and cause issues financially, Park and Ride should be free and buses to and from them should be one pound no more, if you want people to use Oxford and use it services make it cheaper for them to access them.
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Fix the badly managed roads and roundabouts	Very negative	It's literally a money making scheme. Not everyone falls into the same category of 'they should walk, get a bus or cycle' I now live in Abingdon, but I grew up in Cowley, I work in Cowley, my partner works in Cowley, my daughter goes to nursery in Rose Hill, I still have a lot of friends and family in Cowley that I see regularly, usually after work. You have already made that difficult with LTNs, I have to sit in a lot more traffic now than I ever did before. People will not stop driving! We pay for our cars, our insurance, our tax, and you want to charge us more just for the privilege of driving in our own city! There is no bus route that will allow me to go to drop off my daughter at nursery, go to work, then to pick up my daughter, and then to visit my family! And if there was it would probably double my journey time! I cycle to work when I can, but not if I have to do the nursery run. I have never ever had a problem cycling round Oxford! The majority of families and households rely on these cars to go about their daily business! Stop trying to penalise them!	You never spoke about this pre election as you knew you would struggle to get voted in! You have ruined Cowley with your LTNs already! You as a council are not listening to residents. Just look at the petition with over 10,000 signatures against! Look at the comments! Put your congestion charge in areas where you were voted in! Leave Cowley alone! Majority of residents do not want your greedy schemes! You seem to be targeting the poorer areas! If you really want it, then open up some of the LTNs so that the traffic can flow freely!	Open up the LTNs! Simple!
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Negative	Negative	There should be no charges at all	No	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Very negative	I'm based in Marston, the kids go to school in Summertown, they swim in Summertown, they football train in Cowley, they play football in Headington. Anywhere we want to go other than Headington or out of the city will be restricted. They are not going to cycle in the dark and all weathers on Oxfords dangerous roads with all their kit, it's more likely some activities will be sacrificed. I sympathise with the sentiment, but don't believe charging is the answer. Good news for van and motorbike sales though.		If you want cars off the road then public transport has to be affordable and the buses actually have to be on useful routes and frequent enough to be viable. The s13 through Marston is awful now, infrequent, so can't be trusted. Get a proper bus service linking Summertown and Marston and things would be better.
a resident of Oxfordshire living outside Oxford	weekly		I don't	No impact	No impact	There should be no charges at all	Not sure	Make buses cheaper for all		Very negative	The proposals will not reduce traffic, it will increase traffic as it's pushed onto an already stretched road network. This alongside LTNs will make commuting to work take longer as you drive cars onto already busy roads. I would like to see the removal of all LTNs which will allow a despersal of traffic across available roads. I think businesses will suffer further and footfall will reduce even more.		Open the road network with the removal of LTNs and other restrictions, this will improve traffic flow and reduce congestion.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	There should be no charges at all	No	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Very negative	I am person with mobility problems who relies on my car for everything from commuting to work, through everyday errands to social interactions. You are making my life too difficult with these proposals. You are pushing me into applying for a blue badge and disability claims even though I can live my life without it, as long as I can use my car. There is no bus service in my area so you're just making my life harder without offering any alternatives	This is a terrible idea of ableist people and it is disgusting.	Get a decent bus service as a first step. A 15 minute walk just to reach a bus stop is not an acceptable bus service.
a resident of Oxfordshire living outside Oxford	daily		I don't	Very positive	Very negative	About right	Yes	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Make buses cheaper for young people, Add new bus routes, Make bus services more frequent, Extend hours of operation for buses, Add public cycle parking		Very positive	Less polluting traffic. Not just ICE pollution but brake and tyre dust.	No need for commuters, like myself, to be exempt. They, like me, can use park and ride.	Sorry, no, this is a good idea though
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	Not sure	Other		Very negative	I am a head of faculty at a school within the bus gate. We are already losing colleagues due to the high volume of traffic coming from the north down the Banbury Road in my village. There are two buses on a Tuesday and Thursday between 10 and 12 noon and my two children go to Cherwell school as well. I will be unable to get to work on time and my children will be unable to get to school, the congestion of the Banbury Road has not been thought through and we are losing talent due to these proposals. Several staff will be hugely impacted by this and should be included in having a pass to be able to get to work on time and leave	You need to make teachers part of it as otherwise we will lose these key workers who cannot afford to live in Oxford and do not necessarily live on bus routes. You should also be encouraging the private schools to have shared buses as when they are not open there is far less congestion.	I have already stated that you need to encourage the private schools in North Oxford to have buses and car share because when they close two weeks before the end of term for state schools and often late start they make a huge difference. Additionally this one school should go back to starting at their originally proposed time of 9 am. Since they opened and move their time back to the same as Cherwell that has increased congestion changing the picture...
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice, 25 day passes for residents in the Oxfordshire permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Neutral	Neutral	There should be no charges at all	No	Make buses cheaper for all		Very negative	I do not think the policy is needed	I don't think the traffic in Oxford is that bad, it gets busy during rush hour, as it does in every city. Closing main routes and forcing people to use the ring road will cause back ups on the ring road which is probably where traffic is the worst currently. This will also discourage people from going to the centre and spending time and money at local businesses. There will be no winners	As I said, I don't think traffic is that bad and I drive every day. If you want less cars then the buses need to be far cheaper, for a family of 4 it is the same price as a taxi for one way and a taxi is far more convenient and pleasant. The roads are so bad cycling is not comfortable, if you want more people cycling fix the roads and create more cycle paths
a resident of Oxfordshire living outside Oxford	less than weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	No impact	No impact	There should be no charges at all	No	Make Park & Ride buses cheaper, Make buses cheaper for all, Add new bus routes		Very negative	Congestion in Oxford isn't a problem when I occasionally drive in (evenings and weekend daytime) and it would be a negative impact on me to pay to occasionally enter Oxford. Car parking costs are already high enough without adding additional costs.	This is a money making scheme. Congestion isn't a problem in Oxford.	
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Positive	Neutral	About right	No	Make buses cheaper for all, Add new bus routes		Negative			
an Oxford resident	daily		I don't	Very negative	Very negative	There should be no charges at all	No	Other	Repair the roads	Very negative	A free society should enable people to make their own choices. The introduction of filters and zone charging amounts to bullvna.	I have no faith in the authority to take any notice of the Consultation	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	No impact	There should be no charges at all	No	Make Park & Ride parking cheaper, Make buses cheaper for all, Make bus services more frequent		Very negative	Absolutely ludicrous. Will bring oxford to a halt on all surrounding rounds particularly the a34 and ring roads.	Businesses will close. There will be nothing left in oxford	Expand A34
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice. Blue badge holders	I don't	No impact	No impact	About right	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all		Positive			
a resident of Oxfordshire living outside Oxford	less than weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Very negative	Very negative	There should be no charges at all	Yes	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all		Very negative	It will be impossible to drive to Westgate without passing through a permit area. Expecting everyone to take the bus with their shopping bags etc is ludicrous when you consider the capacity of the buses.	It's quite obvious that this scheme will be introduced regardless of the feedback received, much like every other 'proposal'. So it seems a waste of time typing out my comments when they will be completely disregarded anyway.	The amount of time Botley Road has been closed for is an abomination and has caused unparalleled disruption to those who need to use it. People need to be seen to be held to account for the chaos that has ensued as a result of this ridiculous situation. Surely the reopening of the road should be the absolutely priority in terms of restoring the traffic flow around Oxford.
an Oxford resident	daily	Frequent hospital patients	I don't	No impact	Very negative	There should be no charges at all	Not sure	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Neutral			Tell the ltns away
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make buses cheaper for all, Add new bus routes, Other		Very negative	Having to pay to use local roads is wrong		Open side roads Widen the rino road on Elsfield way to 2 lanes
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	Too high	Yes	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Extend hours of operation for buses, Add public cycle parking, Other	Buses need to be safer and people need to feel safe traveling on public transport. Bike parking also needs to be safer with CCTV due to high theft rates.	Negative	The ring road is already to congested.	It appears to be dividing Oxford into two cities. If you truly wanted less traffic people who live in Oxford should be allowed to drive in the city free of charge and not restricted to 100permits which does not even cover 2 days per week for a year. The charge locations should be for anyone living outside of the city venturing into the city charges on every entrance to Oxford from the rino road.	The university and hospital creates the most traffic have designated university or hospital shuttle buses free of charge for people who have no option but to drive into the city.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	Too high	Yes	Make Park & Ride buses cheaper, Make buses cheaper for all, Make bus services more frequent		Negative	I commute daily for my job in the public sector - 100 passes per year still leaves me paying £800 per year just to get to work (based on working 5 days per week). This is too expensive - non-central Oxford residents need more permits per year, per car. So few permits will lead people to leave the city to get clothes shopping, go to garages, etc as it will be cheaper - businesses will suffer. Bus services currently are very poor with limited services being very expensive, particularly for those of us living in Botley, and therefore it's cheaper and easier for us to drive to places like Abingdon.	Shutting off roads just pushes traffic to other roads - the LTNs in Cowley being a perfect example of this: the LTNs have pushed all of the traffic on to Cowley/Oxford road where the traffic queues and creates severe air pollution for the residents unfortunate enough to live there. This will do the same.	Make buses cheap, regular and reliable. A big push could help convince people to start using them and then traffic will reduce. E.g. 4a in Botley is not frequent enough for it to be a useful service despite serving a large residential area. It takes me 1h45 mins to commute to work via bus (3 buses and 20mins walking), vs. driving which takes me 40 mins - until the buses are sorted people won't use them. A single bus ticket for £3 is extortionate when you are only doing a 1-2 miles in that journey - driving is far more efficient from a passengers persoective.
a resident of Oxfordshire living outside Oxford	daily		I don't	No impact	No impact	There should be no charges at all	No	Make buses cheaper for all		Very negative	I commute to oxford to work at a hospital. I cannot use park and ride as the bus times do not match up with my shifts and childcare responsibilities. I cannot cycle because of a joint problem but i do not qualify for blue badge. The proposed scheme would shunt all traffic via marsh lane and london road which are already heavily congested. With other routes having the charge it would price myself and others out of working in oxford. Staff at the OUH hosoitals should be exempt	It will cause economic ruin for oxford.	Invest in the park and ride so that the buses run more frequently say every 10 minutes to key sites like the hospitals. Help reduce the costs of living in oxford so more people would not need to live outside and commute in. More often than not people use cars as there is no other choice.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	About right	Yes	Make Park & Ride parking cheaper, Make bus services more frequent, Add public cycle parking		Positive	I seldom use the roads where a charge will be incurred so I'll be able to use one of my free resident permits when I do. It would be nice if the system does actually reduce car usage in the city.	How about congestion charges on Banbury and Woodstock Roads, in vicinity of the private schools? If they got some of those children on bikes or buses, that could really improve things.	Abolish private education, Or make independent travel a compulsory subject at these schools.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	About right	Not sure	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Very positive	I look forward to this reducing traffic in Oxford		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	There should be no charges at all	Yes	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Other	integrate buses so that tickets valid across all services	Very negative	It is a tax on locals using cars to get around. It will have no impact on traffic. Rich people will pay and poor people will be penalised.	It is a money making scheme and will have plenty of unintended consequences. Much like the LTNs which have made traffic worse and public transport a less attractive alternative.	Park and ride needs to be boosted to remove cars going to hospitals. School buses need to be supported to ferry kids in from outside in coaches rather than all these parents driving their kids in.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice, School students with special educational needs	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Don't do it	Very negative			
a resident of Oxfordshire living outside Oxford	less than weekly		I don't	Very negative	No impact	Too high	No	Make bus services more frequent		Very negative	It would stop me coming into Oxford at all. To shop, Vistula restaurants ir other amenities	I think it's wrong	
an Oxford resident	weekly		I commute to the central permit area by car	Very negative	Negative	There should be no charges at all	No	Make Park & Ride parking cheaper		Very negative			
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	About right	Not sure	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Add new bus routes		Positive	I hope they will improve traffic flow.	No	No
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Very negative	Very negative	There should be no charges at all	No	Other	No charges to be implemented	Very negative	No charges should be implemented. Open LTNS that has caused the congestion	Scrap the congestion charge.	Scrap the LTNS. Introduce one way systems. Traffic calming.
a resident of Oxfordshire living outside Oxford	daily		I commute to the central permit area by car	Very negative	Very positive	Too high	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Make buses cheaper for young people, Add new bus routes, Make bus services more frequent		Very negative	I am special needs teacher in Oxford city college. I am a military veteran who has mobility and ptsd issues. I live in a small village 12 miles away with no bird service I cannot walk more than 5 mins so can't even use park and ride I would have to leave the iob I love and work elsewhere	Instead of stopping motorists repair the roads, increase mandatory bike lanes and increase bus services to smaller villages outlying Oxford	Instead of stopping motorists repair the roads, increase mandatory bike lanes and increase bus services to smaller villages outlying Oxford
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice, 25 day passes for residents in the Oxfordshire permit area, on days of your choice, Blue badge holders, Disability benefit claimants, Disabled tax cars, Unpaid carers, Community health or care workers who need to visit multiple locations or travel urgently, Frequent hospital patients, Emergency service vehicles, Firefighters, Taxis and private hire vehicles, Registered car clubs, Business cars used as goods vehicles, Personal cars used as goods vehicles for business purposes, Driving instructors, Hearses and funeral cars	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	I wholeheartedly oppose the policy. and consequently do not have any interest in the results of any proposed income generation	Very negative	This is yet another short-sighted move, which will have a disastrous effect on local industry for no discernible purpose beyond serving the limited ideological perspective of local government.	See above.	Removal of existing traffic calming measures, expansion of the ring road, reduction in housing built on the outskirts of the city
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice. Blue badge holders	I commute to the central permit area by car	Negative	Negative	There should be no charges at all	No	Add new bus routes, Make bus services more frequent, Extend hours of operation for buses		Very negative	We need 24/7 buses in all areas to enable people on shifts un sociable hours to travel	Variable speed limits depending on times more bus routes listen to the public who respond to this survey.	
a member of the public living outside Oxfordshire	less than weekly		I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Make bus services more frequent		Very negative	We have to deliver our daughter to the university. We already got stung in the ZEZ when she was at St Peter's, now we're going to be fined every time we deliver her to her accommodation. How do you propose we do this without a car? Shall we bring our helicopter instead?!	I just can't believe the good folk of Oxford vote for this nonsense.	Run cheap and frequent buses. There was no bus my daughter could trust to get her to the JR when she was ill - she had to pay for a taxi. Both ways. You should be ashamed of how your running the city.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice, Emergency service vehicles	I don't	Negative	No impact	Too high	Yes	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Make buses cheaper for young people, Add new bus routes, Make bus services more frequent, Extend hours of operation for buses, Add public cycle parking		Negative	I'm a paramedic and commute through the city, I don't understand why you choose firefighters but ignore all other emergency personnel.	All frontline emergency services personnel should be free of charge and exempt.	Stop people coming in who don't live in the city.
a resident of Oxfordshire living outside Oxford	weekly	Blue badge holders, Disabled tax cars, Unpaid carers	I commute to the central permit area by car	No impact	No impact	There should be no charges at all	Not sure	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all		Negative	You can't take ice hockey kit on a bus, so you have to go by car. This will have an impact on people using the rink.		
a resident of Oxfordshire living outside Oxford	weekly	Community health or care workers who need to visit multiple locations or travel urgently	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make Park & Ride buses cheaper, Make buses cheaper for all, Add new bus routes		Very negative	Oxford is so anti car and this is another ill thought out scheme	Like the LTN you will have a survey not like the results and just go ahead. OCC don't serve OCC residents.	Get rid of the scooters and crush all ebikes
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice, 25 day passes for residents in the Oxfordshire permit area, on days of your choice, Unpaid carers, Business cars used as goods vehicles, Personal cars used as goods vehicles for business purposes	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make bus services more frequent, Extend hours of operation for buses		Very negative	I have no choice as a voter this is not what I voted for but now have no choice as to what mode of transportation I decide to use -I feel like I am being dictated too and that councillors do not listen to the electorate and have their own personal agenda	Both City and County councils are not listening to car drivers who have no choice but to use their car for whatever reason - so you get 100 passes and then have to pay / so I work full time pay my bills and how and what mode of transportation I choose to use should be my choice and I should not be dictated to by anyone -you have gone about this the wrong way and have totally got voters offside - it's a done deal and I am not sure why I am even bothering to complete this survey as you only listen to the minority and not the maiority	You will never tackle this issue -you will just push traffic and congestion onto other roads and buses will still not run to time and will get caught in traffic so still run late
a resident of Oxfordshire living outside Oxford	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make bus services more frequent		Very negative	I travel into oxford every day by car, the buses are very slow and not frequent enough, there are no trains from witney!	Congestion is bad enough as it is, drivers will use other routes to get into work and cause traffic elsewhere, not a good solution	Get trains or trams in place from neighbouring towns, we have no choice to get into Oxford
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make buses cheaper for all, Make buses cheaper for young people, Make bus services more frequent		Very negative	I drive an electric car. That does not cause pollution. The charge should apply to diesel vehicles and possibly petrol cars after a phasing in period		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	Too high	No	Add new bus routes, Make bus services more frequent, Other	Remove LTNs	Very negative			
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice. Blue badge holders	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	Yes	Make Park & Ride parking cheaper, Make buses cheaper for all, Make bus services more frequent		Very negative			
a resident of Oxfordshire living outside Oxford	less than weekly		I don't	No impact	No impact	There should be no charges at all	Yes	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper		Very negative	This will dissuade me from visiting Oxford for evening events (theatre, sports etc) and I will prioritise other cities. It will also make me less likely to visit during the day for shopping and museums. I already have to drive to another part of the city rather than use the A420 Botley Rd or Seacourt p&r as I would normally, this makes visiting the city harder. I've not noticed exceptional hotter volumes of traffic nor open issues situation hus times when using the park and ride		Close routes to through traffic, but designate nearest parking to access routes in for city centre access.
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other		Very negative	I work at oxford ice rink, this will impact my hours I can work there as I will not be paying £5 per day. Shifts often finish in the early hours of the morning such as 2am. I am not able to get a bus there! I also play ice hockey, I cannot get my kit on a bus.	This is very sad, will discourage lots of people from playing sports in the city centre and can end up with teams being destroyed!	A pass for ice rink users
a resident of Oxfordshire living outside Oxford	less than weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Very negative	Very negative	There should be no charges at all	No			Very negative	Will reduce many people wanting to visit	DO NOT DO IT	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	There should be no charges at all	No	Make buses cheaper for all		Very negative	I have been a charity volunteer for over thirty years as are many of my friends and now your asking us to pay to do voluntary work with children if you want to reduce traffic sort the roads out a blind man could have designed a better system if you want more people to use the bus make them cheaper and charge network rail there the problem not us If you want to reduce traffic stop doctors from amalgamating there services so you have to drive half way across Oxford to see a doctor	We already pay road tax fuel tax we've already lost the city centre to the university and now they want the rest of Oxford	If you want a long term solution it's going to take investment if Oxford had two underground lines from the four park and rides crossing the city centre making travel for those not living in Oxford but wishing to visit the city centre for work or pleasure quicker and easier
a resident of Oxfordshire living outside Oxford	daily	Business cars used as goods vehicles	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Remove ALL LTN's this will help ALL of Oxford!	Very negative			
As a medical student, I have to commute via car, often to other areas around the City, in addition to Oxfordshire and other nearby towns. This is so I can attend medical placements at rural GP's and district hospitals. Public transport to these locations will be much more expensive than driving, very time-consuming, and often requires many transfers. I commute with fellow students whom I pick-up and drop-off, most of which live at a point whereby I will have no choice but to drive through a congestion charge point (otherwise face a very long and polluting diversion). For example, I live on Magdalen Road and pick up my friend on Cowley Road. To avoid the congestion charge I would have to use the ring road, circle around headington, and drive back through the other side of St Clements. This diversion would take significantly longer than just driving through the congestion point. As medical students, we have no income, and our financial support is very limited. Unfortunately, once my "passes" have ran out, I will have no option other than to face a significant delay to my already-long commute, or suffer by paying a £5/day charge (which would otherwise be spent on food). The scheme fails to assess the impact this will have on those at a financial disadvantage, especially students, by introducing a blanket charge in which those with comfortable income will just pay. I am bewildered at the oversight to this, and am disappointed that future Doctors' will have to accept this at the risk of financial turmoil, just because they have to go to a place of study at a specific time.	Reducing Congestion via removal of LTN's, Making car parking cheaper and more accessible (especially for students without an income), ensuring roads are fixed of potholes.	Very negative		You are not encouraging the reduction in traffic, merely moving traffic whereby other areas will become congested. This will involve an unsustainable amount of traffic being forced on to the ring road. Instead of introducing dystopian restrictions on the basis of disliking the motor car, instead consider those who like the freedom and convenience of owning a car. These measures will only encourage professionals to move away from Oxford. Congestion can be reduced by opening up many of the roads that you have closed due to the introduction of LTNs.

Survey Response													
I am responding to this survey as	How often do you travel in or around Oxford?	Please tick which of the following free permits and passes you think you may be eligible for	Do you live in, visit a resident by car or commute by car to the proposed central Oxford	Central Oxford residents' permitit is proposed that residents in the central Oxford	Central Oxford permit area commuters' permitit is proposed workers commuting	We are proposing a single charge of £5 to allow cars without a day pass or permit	Do you think that charges should vary, with drivers of larger cars paying more and	Income generated by introducing the proposed temporary congestion charge would be used to cover the set-up and operating costs of the scheme.	If other improvement, please state	Taking into account all the information we have provided about the proposal to	Please explain your answer	Do you have any other comments about the proposal for six temporary congestion charge locations in Oxford that you have not already shared in this survey?	Do you have any suggestions for other ways to reduce traffic and tackle congestion in and around Oxford?
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Positive	Negative	About right	No	Make buses cheaper for all, Make bus services more frequent, Add public cycle parking		Positive	I am hoping it will reduce traffic.	I am concerned this, like the fingers, will increase traffic through Old Marston at peak commuter times.	An aerial egg lift linking Thornhill P&R > Osler Road / JR hospital > Town Centre.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Negative	Too low	Yes	Make Park & Ride buses cheaper, Make buses cheaper for all, Make bus services more frequent		Positive	Could go further, eg restricting hours of access for "other" vehicles (delivery etc) to outside normal peak times		Reduce the amount of parking currently available with a aim to discourage driving into the centre
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Positive	Negative	Too low	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Add new bus routes, Make bus services more frequent, Extend hours of operation for buses, Add public cycle parking		Positive		I think 3 cars for commuting is excessive	restrict larger vehicles such as trucks and vans within certain hours - so not during peak schools hours (7:30-9, and 3:30 to 5). This would make cycling with kids safer and more appealing.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	About right	Not sure	Make buses cheaper for all, Add new bus routes, Add public cycle parking		Very positive	Would expect to see fewer cars crossing the city centre, so buses would be faster/more timely and walking/cycling would be safer and more pleasant	Seems like a good way to test out the traffic filter ideas before going into the trial proper	School term times seem to produce the heaviest traffic, finding better ways for children to get to schools (rather than being driven in and out individually) could make a big difference. A shift away from the near-universal 9-5 working hours could also help soread out "rush hours".
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	Yes			Very negative	I'm an NHS manager, working almost 24/7, working every day after job planned hours from hime, additional commuting time will have neoative imoact on my service		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	Too low	Yes	Add new bus routes, Make bus services more frequent, Add public cycle parking		Very positive	It is currently quicker to cycle in and around the city than to go by bus. The roads should be clearer for people who *need* to use their cars and permit the free flow of traffic. Buses will be quicker, and therefore more appealing to use, and cycling will be safer.	Owing to the timing of sessions, there needs to be provision for access to the ice rink, whether that is by improving bus services or adjusting the congestion charge for users. Otherwise, training would be affected to such an extent that competitive skaters will need to move to other rinks, such as Swindon, which are further away, which will affect the rink's ability to operate and remain competitive.	Look to other medieval cities abroad that have put cycling first and see what measures we can adopt. A good example is Uppsala, in Sweden, which is also a medieval university town and is almost entirely car-free in the centre. Cars should be used for getting out of Oxford, and not necessary for getting into or around Oxford.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	There should be no charges at all	Yes	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Negative	I will have to leave my job at the school where I work part time because the most direct route includes one of the charging zones and going the long way would take too long and will use too much petrol. Going there by bus would take ages as there is not a good direct service available.	They are not a good idea because the rich can afford to pay and will continue congesting the road, but those on lower income will struggle.	Removing the LTNs in East Oxford would be a good start. Have more bus routes that cover the entire city and better connection services to the surrounding villages.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	Too high	No	Make buses cheaper for all		Negative	Push traffic onto already busy alternate routes already impacted by LTNs		Use the river to provide alternative transportation into Oxford
an Oxford resident	daily	Taxis and private hire vehicles	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Make BUSES FREE FOR LOCAL PEOPLE BETWEEN WORKING HOURS AND SEE WHAT IMPACT THAT HAS ON TRAFFIC AND SCHOOL RUNS	Very negative	Will hurt people that come to Oxford to work and who live locally .. turning Oxford into a Prison	All the surrounding roads will be impacted massively, there wasn't a congestion problem before that LTNS went in.. SUMMERTOWN IS THE WORST FOR PEOPLE THAT DON'T LIVE LOCALLY	
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Fix the badly managed roads and roundabouts	Very negative	It's literally a money making scheme. Not everyone falls into the same category of 'they should walk, get a bus or cycle' I now live in Abingdon, but I grew up in Cowley, I work in Cowley, my partner works in Cowley, my daughter goes to nursery in Rose Hill, I still have a lot of friends and family in Cowley that I see regularly, usually after work. You have already made that difficult with LTNs, I have to sit in a lot more traffic now than I ever did before. People will not stop driving! We pay for our cars, our insurance, our tax, and you want to charge us more just for the privilege of driving in our own city! There is no bus route that will allow me to go to drop off my daughter at nursery, go to work, then to pick up my daughter, and then to visit my family! And if there was it would probably double my journey time! I cycle to work when I can, but not if I have to do the nursery run. I have never ever had a problem cycling round Oxford! The majority of families and households rely on these cars to go about their daily business! Stop trying to penalise them!	You never spoke about this pre election as you knew you would struggle to get voted in! You have ruined Cowley with your LTNs already! You as a council are not listening to residents. Just look at the petition with over 10,000 signatures against! Look at the comments! Put your congestion charge in areas where you were voted in! Leave Cowley alone! Majority of residents do not want your greedy schemes! You seem to be targeting the poorer areas! If you really want it, then open up some of the LTNs so that the traffic can flow freely!	Open up the LTNs! Simple!
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Negative	There should be no charges at all	No	Other	None of the above	Very negative			
a resident of Oxfordshire living outside Oxford	less than weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Neutral	Neutral	There should be no charges at all	No	Make buses cheaper for all		Very negative	Oxford city centre is dying as it is. This charge will be the final nail in the coffin for businesses.	No	Free park and ride!
an Oxford resident		100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	How about improving the the road infrastructure and repairing all the god damn pot holes that are present on every single road in the Oxfordshire county. There have been zero improvements to the county falling roads for years now.	Very negative			
a resident of Oxfordshire living outside Oxford	less than weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Very negative	Very negative	There should be no charges at all	Yes	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all		Very negative	Another reason not to visit Oxford		A34 make it a 3 lane motorway
a resident of Oxfordshire living outside Oxford	weekly		I don't	Very negative	Very negative	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper		Very negative	Making it difficult to access Oxford is not a good thing. Not everybody wants to use a bus to go to Oxford. Oxford shops and restaurants will suffer as none will want to on there.	If everyone paid the 5 pounds how would that reduce traffic? And as such it proves this is only to make money. You will kill the hish street.	Sort the roads out. All the changes you have made changing the streets and one way systems etc (which have cost millions) do not work. You simply cannot remove cars and hope people will visit Oxford.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	Too low	Yes	Make Park & Ride parking cheaper, Make buses cheaper for all, Add new bus routes		Very positive		I would also like to see a peak time levy on the Westgate car park, and perhaps other city centre car parks. Demand should never be so high that the queue blocks all other traffic. There need to be cross city centre bus routes but the Westgate queues prevent it.	Oxford is currently being choked by cars and there is no incentive to use buses instead North-south and east-west park and ride bus routes that stop at other locations. (Fantasy next) An underground with a central station below Gloucester Green and stations at the Park & Rides, with long term plans to extend to Abingdon, Witney, Bicester and Thame.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Neutral	Neutral	There should be no charges at all	No			Very negative	As a resident of OX4, I am appalled by the proposed congestion charges that would unfairly penalise local residents like myself. The areas targeted by these charges are where I access essential services, including my GP surgery, local businesses, and charity work. These areas have already suffered significantly since the introduction of LTNs, and adding congestion charges would be a devastating double blow. I am not just talking about inconvenience; I am talking about the real-life impact on people's lives. Forcing residents to pay to access basic necessities is not only unfair but also cruel. It is a regressive tax on those who can least afford it, and it will only serve to further isolate and disadvantage our community. I urge the council to reconsider this proposal and prioritise the needs of local residents over revenue generation. We need solutions that promote sustainable transportation, not punitive measures that harm our community. I demand a better approach that considers the welfare of residents, not just the council's coffers.	Furthermore, I am also concerned about the potential impact on social mobility and equality. The proposed congestion charges could disproportionately affect low-income households, who may not have the means to afford the charges or alternative modes of transportation. This could lead to further social and economic segregation, exacerbating existing inequalities in our community. It's essential that the council considers the broader social implications of this proposal and ensures that any solutions implemented are fair, equitable, and benefit the entire community, not just a select few.	Make buses free, give people a real alternative. Open all LTN routes, and impose a 20mph limit on those roads instead with speed cameras and speed humps
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Very negative	Very negative	There should be no charges at all	No	Make buses cheaper for all, Add new bus routes, Extend hours of operation for buses		Very negative	I love off ifley road and will be learning to drive so I can visit my parents in marston where am old. I will sometimes pick them up to take to places. This will make it impossible to learn to drive without going on the busy over congested ring road and also it will stop me from visiting my parents. I can't walk for myself as have arthritis in my knees do even walking to a bus and standing up on a bus went work. There are also no direct bus routes, do it would take hours when it can take 20 mins now. I feel like I'm being oushed out of the city I orew up in up in and my family built.	I think it's disgusting to segregate communities even more and on-site more tensions between communities. It's ok for all the council mps as most of them Live in north Oxford and have no traffic gate. This is aimed at poor parts of oxford. When there are no shops left then it won't be a 15 minute zone. Badly done oxford cc.	Open up some of the LTNs for people who Live in Oxford. You are ruining people's lives!!
a resident of Oxfordshire living outside Oxford	weekly	Blue badge holders, Disability benefit claimants, Disabled tax cars	I don't	Very negative	Very negative	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all		Very negative		No ulez because it will push people to bigger town like reading and Bicester and Banbury and hig Wycombe.	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Negative	No impact	Too high	Yes	Make Park & Ride parking cheaper, Make buses cheaper for all, Add new bus routes		Negative	In principle i am for reducing traffic however, the public transport is shocking (often we have waited for a bus only for it not to turn up) so those of us that don't live on a major route will be disadvantaged when the bus companies decide our bus route is no longer viable (this has happened before). In addition, i don't see how this is linked to the delayed and quite frankly shambolic Botley road mess. Bus filters were already planned so this is starting that process by stealth by pretending it is due to the Botley Road which seems very convenient. Make the parking at the park and rides free or reduce the cost considerably and maybe more people would use them. And give people in the outlying areas a viable alternative to cars which the current bus network just isn't providing.	No	See above. Cheaper P&R, more reliable bus service outside of central areas. I used to cycle but some areas feel so unsafe, for example the slade where the cycle lane bounces between the pavement and the road.
a member of the public living outside Oxfordshire	less than weekly		I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	No impact	There should be no charges at all	Not sure	Other		Very negative	The University students are REQUIRED to move in and out of College 6 times a year. Sometimes they also need visitors who can't cope with the park and ride. If 10/ 12 free permits are available each year to each student to use on their own car or to give to their chosen "visitors", this is reasonable. Otherwise it seems there has been absolutely no consideration of them and their needs.		
a resident of Oxfordshire living outside Oxford	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very positive	Neutral	About right	Yes	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all		Positive			
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice, 25 day passes for residents in the Oxfordshire permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	Not sure	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all		Very negative	There should be no charge at all		May need to explore adding new roads
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make buses cheaper for all	Open the ATM roads around Oxford, that is what is making traffic worse , you have been putting traffic all in the main road whiles when was no ATM there was no traffic. Stop doing road works all in once, as looks like it's being done in purpose, thank you	Very negative	Financial penalty to me.	Oxford ring road will become a grid lock and the Woodstock and Banbury Road roundabouts will come to a standstill especially with all the housing being built between Banbury road roundabout and Kidlington.	Remove ALL the LTNs
a resident of Oxfordshire living outside Oxford	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Very negative	Very negative	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Make buses cheaper for young people, Other		Very negative	Need to go to work with no worries, paying enough road taxes and other taxes all together. OCC should open the ATM to make Oxford like it use to be. Not happy with anything what's happening in Oxford .	This definitely shouldn't happen	Yes , open the road that have been closed with ATM-s , stop doing road works all at the same time, to make it worse , or do road works during the night. And make a law for electric scooters to not stay in the middle of the road, that's not right . Thank you
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Very negative	Positive	There should be no charges at all	No	Other	As I cannot agree with the scheme, I cannot discern or suggest any improvements.	Very negative	I will no longer be able to support Oxford shops or restaurants. It is a great sadness. The city is being destroyed by these acts.	The proposed congestion charge will make Oxford empter and nicer for all the rich people who live in North Oxford. The poor of the city who live in less rich areas will breathe in the fumes of the traffic that will have been moved closer to them by these proposals.	Get rid of the LTNs.
a resident of Oxfordshire living outside Oxford	daily		I commute to the central permit area by car	No impact	Very positive	There should be no charges at all	Not sure	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Very negative	I commute to the John Radcliffe and putting the charges on the Masters Ferry Road will just cause more congestion on the already busy marsh lane as this will be the only route to the JR from North Oxfords. This is going to cause problems for staff and patients oettino to the hosoitals		
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice, 25 day passes for residents in the Oxfordshire permit area, on days of your choice, Blue badge holders, Community health or care workers who need to visit multiple locations or travel urgently, Emergency service vehicles, Firefighters, Taxis and private hire vehicles, Business cars used as goods vehicles, Personal cars used as goods vehicles for business purposes	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Neutral	Neutral	About right	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all		Positive	Any traffic congestion control measure is welcome.	No	
an Oxford resident	less than weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Very negative	Very negative	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make bus services more frequent		Very negative			
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Negative	Very negative	There should be no charges at all	No	Make buses cheaper for all		Very negative	The traffic in Headington is already absolutely awful, after the introduction of LTN's. What used to take us around 15-20 minutes to get from the estate next to Brookes, to St Clements roundabout, now takes at least 45 minutes in rush hour, usually longer. It's gotten so bad that we aren't able to have visitors come to see us as often, as they can't cope with the traffic levels. To now be penalised for driving to see those visitors, particularly my elderly dad and other family that live in Didcot, is disgusting as it considers local residents last. This seems to be a repetitive problem over the last few years. The residents passes will not be enough to cover the trips that I have to make out of the city, to help my dad and visit family. I also strongly urge you to consider looking at the traffic caused by the private schools in Headington and St Clements. There is a noticeable difference in traffic levels when these schools are on school holidays. People that can afford to send their children to private schools will have more disposable income than local residents on average, meaning that they will be able to just pay the charge, and this won't affect them. This will therefore still impact the traffic levels in this area.	Please remove the LTNs and do not introduce a congestion charge that will affect local residents even further.	Hugely reduce the public transport costs for local residents. Other cities in Europe have much cheaper bus travel, and they don't suffer traffic problems such as we have here. The buses we have used in Europe are also always on time without fail, and provide a much better and cheaper service. Prague is a very good example of this.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all		Very negative	We live on REDACTED, and more often than not the route we would be forced to take would take us to the ridiculously busy A34 which more often than not has had an accident on it increasing traffic even more. We are emergency service workers, working long hard shifts this congestion charge will force us to add 20 minutes to our already long journey to work - the congestion charge should be inddemented on non residents of Oxford.	Why punish those already living within the ring road of Oxford by charging them to use one of the routes out. We have no problem with a congestion charge for non Oxford residents but the A34 is our only other way to work. This cannot be allowed to happen and if it does it is beyond appalling.	If the congestion charge goes ahead - please consider the needs of emergency service workers who finish 12 hour shifts - unfortunately at rush hour. Consider charging non permit holders (non residents of Oxford).
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Negative	There should be no charges at all	No	Make buses cheaper for all, Make bus services more frequent, Other	Fix existing potholes and road conditions	Very negative	A very negative impact on the fact that I live with inside one of those limits and the restrictions my daily commute to, and from work is going to be hampered, even more so due to the congestion charge	Why is this a continuous war on motorist we pay road tax have insurance have MOT is on my car and no road infrastructure is put in place for vehicles, but you will put in ridiculous cycle, lanes, bus lanes, continually congested roads by blocking off side street to ensure the drivers will go through these bus gates or congestion gates, so you collect the revenue or sending everything out to the Ring Road or it could take hours just to go from one junction to the next because you're blocked off all the roads with inside Oxford	Re open the roads blocked by enforcement cameras, and LTN bollards allow motorist to move freely round the city that will reduce congestion
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make buses cheaper for all		Very negative	This is not a good thing to do, buses should be free in the ring road to under 18s and buses should be £1 per ride inside the ring road	Shocking, typical anti car cycling mafia	Cheaper buses
a resident of Oxfordshire living outside Oxford	daily	100 day passes for residents in the Oxford permit area, on days of your choice, 25 day passes for residents in the Oxfordshire permit area, on days of your choice, School students with special educational needs, Community health or care workers who need to visit multiple locations or travel urgently, Emergency service vehicles, Firefighters, Hearses and funeral cars	I don't	No impact	No impact	About right	Yes	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper		Neutral	Unlikely we would be impacted much as our visits to Oxford aren't that frequent.		
a resident of Oxfordshire living outside Oxford	less than weekly	Blue badge holders	I don't	Neutral	Neutral	About right	No	Make Park & Ride buses cheaper		Neutral	Only drive in that area for shopping with disabled relative		
a resident of Oxfordshire living outside Oxford	weekly		I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all		Very negative		This is not needed, stealth taxation.Oxford is an expensive place to live for the average person. I've lived inside the Oxford ring road for more than 60 years and have recently moved due to what the council has done. The council is killing Oxford.	More options to access the city. Cancel LTN's Buses will run on time.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	Very negative	There should be no charges at all	No	Other	No charges at all. This proposed scheme is a DISGRACE	Very negative	Roads are for transiting through. This is a disgraceful attack on our civil liberties	Improve the roads and traffic flow without introducing more of these disgraceful restrictions, which we all know are to cater for militant cyclists	Make cyclists obey the rules of the road and penalise those they don't Look at private investment and govt funding for big projects such as tram systems Reopen the cowley branch line Incentivise people to give up car use rather penalise (carrot approach rather than stick) eg through coupons for every proven bus journey, or every proven time a car isn't used, which can be redeemed on
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all		Very negative	I play and coach ice hockey at Oxford ice rink and have family that live in central Oxford. There are multiple implications with this proposal both for myself, my team mates, all other teams at Oxford and also away teams who need to get to the ice rink for games. Parking at the ice rink is already ridiculously expensive and often at weekends it is also impossible to find a parking space. Now addina an additional £5 every time we ao to the ice rink is ludicrous.		E
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice, School students with special educational needs, Personal cars used as goods vehicles for business purposes	I don't	Very negative	Negative	There should be no charges at all	No	Make buses cheaper for all, Make buses cheaper for young people, Other	Remove LTNs or allow Oxford residents more access. It is a nightmare living on cowley road. Extra traffic and car fines. Terrible allergies this year.	Very negative	More traffic outside my house as traffic will use other routes. It will affect businesses.	Can you spend the money on re looking at the LTNs and how they could be more efficient in terms of opening up some to local residents to alleviate traffic pressures in non LTNs areas.	As above. Why not subsidise electric cars or other vehicles. Esp for parents of neurodivergent children who cannot travel on hot crowded buses! And who are dysparaia and cannot ride bikes!
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	No impact	There should be no charges at all	No	Add new bus routes, Make bus services more frequent, Other		Very negative	I am a community worker and need to travel to numerous visits throughout the day, often unplanned - the impact on capacity to complete visits due to traffic, LTNs is already extensive	IF any congestion charge is needed you need to concentrate this in the CENTRAL area, the proposed locations are not ONLY used to reach the city centre. This will negatively impact on provision of services, recruitment for jobs (which in the care sector is dire already), capacity issues for community workers, lower income families being penalised, reducing desire for local people to access our city centre and surroundino areas	Remove LTNS, provide better bus services and other public transportation which is cheaper. Understand that these policies are negatively impacting on my sector of work, the service users, low income families, small businesses, ensuring our city is accessible to all
a resident of Oxfordshire living outside Oxford	less than weekly		I don't	No impact	No impact	There should be no charges at all	Not sure	Make Park & Ride parking cheaper		Negative	I like to use the Westgate shopping car park for up to 2 hours when I shop in Oxford. I used to come to shop in Oxford regularly but now only come occasionally I think anymore charges to come into town would be very detrimental to the traders etc. I certainly would only come to Oxford very rarely. The Botley debacle must have damaged the businesses in town and this scheme will drive even more shoppers etc away. Also I hope all routes to the hospitals will not be affected by these schemes.		Free park and ride parking and lower fares
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make bus services more frequent. Extend hours of operation for buses		Very negative	It will be harder as a paid carer to reach them. The traffic will also go up on other roads so I will not take on people inside of ring road.	It is very sad what is being put on people and taken away.	Open lms widen ring road. Put in smaller busses running more often. Get the botley road open and do not put in bus gates.
a resident of Oxfordshire living outside Oxford	less than weekly	Blue badge holders, Disabled tax cars, Community health or care workers who need to visit multiple locations or travel urgently, Frequent hospital patients, Emergency service vehicles, Firefighters, Taxis and private hire vehicles, Hearses and funeral cars	I don't	Negative	Neutral	There should be no charges at all	Yes	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Extend hours of operation for buses		Negative	Employees of the ambulance service will be impacted getting to their place of work at the Churchill Hospital site as NOT being able to use Hollow Way as an example will increase their commuting times, which then leads onto impact on their mental well being, fatigue at the end of shift due to an increased commute time on the ring road and using Windmill Rd and the Slade instead. Similar applies to the firefighters in Rewley Rd. The ring road will become a car park as more traffic will be on this route instead, again leading to additional congestion and longer journey times, impacting the environment with fumes and affecting those that live on the ring road route. Emergency service response times will be impacted as well depending on the direction you approach the John Radcliffe Hospital. For those trying to access the hospitals for appointments, again, will add to their stress and well being and will make it even harder to attend hospital appointments on time, especially in an urgent health situation. Would you be re-timing traffic lights at key areas, such as Redhill and Littlemore roundabouts as well as those on Windmill Rd to improve traffic flow? Overall, I see this as a money making "test", not benefitting those that live in the area or those that need to get there in a timely manner.	You have picked the wrong areas in some. You should be targeting Thames Rd and Oxpens road on all approaches to the Westgate shopping centre, as even before the Botley Rd closure, they are the roads that have the congestion from people failing to use the Park and Ride. Agree with Hythe Bridge Street.	Why have you let the Botley Rd closure go on for so long? Fine the developers of the rail station as well. Get the road reopened and THEN look at how traffic performs before you introduce or consider any charges.
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make buses cheaper for all		Very negative	It will stop me and many others from coming to Oxford at all, ridiculous plan. All traffic will be pushed to the ring road which is also conested	What part of Marston Ferry LINK road will be a link road if charges are introduced	Listen to the residents!

Survey Response													
I am responding to this survey as	How often do you travel in or around Oxford?	Please tick which of the following free permits and passes you think you may be eligible for	Do you live in, visit a resident by car or commute by car to the proposed central Oxford	Central Oxford residents' permitit is proposed that residents in the central Oxford	Central Oxford permit area commuters' permitit is proposed workers commuting	We are proposing a single charge of £5 to allow cars without a day pass or permit	Do you think that charges should vary, with drivers of larger cars paying more and	Income generated by introducing the proposed temporary congestion charge would be used to cover the set-up and operating costs of the scheme.	If other improvement, please state	Taking into account all the information we have provided about the proposal to	Please explain your answer	Do you have any other comments about the proposal for six temporary congestion charge locations in Oxford that you have not already shared in this survey?	Do you have any suggestions for other ways to reduce traffic and tackle congestion in and around Oxford?
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Positive	Negative	About right	No	Make buses cheaper for all, Make bus services more frequent, Add public cycle parking		Positive	I am hoping it will reduce traffic.	I am concerned this, like the fingers, will increase traffic through Old Marston at peak commuter times.	An aerial egg lift linking Thornhill P&R > Osler Road / JR hospital > Town Centre.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Negative	Too low	Yes	Make Park & Ride buses cheaper, Make buses cheaper for all, Make bus services more frequent		Positive	Could go further, eg restricting hours of access for "other" vehicles (delivery etc) to outside normal peak times		Reduce the amount of parking currently available with a aim to discourage driving into the centre
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Positive	Negative	Too low	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Add new bus routes, Make bus services more frequent, Extend hours of operation for buses, Add public cycle parking		Positive		I think 3 cars for commuting is excessive	restrict larger vehicles such as trucks and vans within certain hours - so not during peak schools hours (7:30-9, and 3:30 to 5). This would make cycling with kids safer and more appealing.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	About right	Not sure	Make buses cheaper for all, Add new bus routes, Add public cycle parking		Very positive	Would expect to see fewer cars crossing the city centre, so buses would be faster/more timely and walking/cycling would be safer and more pleasant	Seems like a good way to test out the traffic filter ideas before going into the trial proper	School term times seem to produce the heaviest traffic, finding better ways for children to get to schools (rather than being driven in and out individually) could make a big difference. A shift away from the near-universal 9-5 working hours could also help soread out "rush hours".
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on daws of vour choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	Yes			Very negative	I'm an NHS manager, working almost 24/7, working every day after job planned hours from hime, additional commuting time will have neoative imoact on my service		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	Too low	Yes	Add new bus routes, Make bus services more frequent, Add public cycle parking		Very positive	It is currently quicker to cycle in and around the city than to go by bus. The roads should be clearer for people who *need* to use their cars and permit the free flow of traffic. Buses will be quicker, and therefore more appealing to use, and cycling will be safer.	Owing to the timing of sessions, there needs to be provision for access to the ice rink, whether that is by improving bus services or adjusting the congestion charge for users. Otherwise, training would be affected to such an extent that competitive skaters will need to move to other rinks, such as Swindon, which are further away, which will affect the rink's ability to operate and remain competitive.	Look to other medieval cities abroad that have put cycling first and see what measures we can adopt. A good example is Uppsala, in Sweden, which is also a medieval university town and is almost entirely car-free in the centre. Cars should be used for getting out of Oxford, and not necessary for getting into or around Oxford.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	There should be no charges at all	Yes	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Negative	I will have to leave my job at the school where I work part time because the most direct route includes one of the charging zones and going the long way would take too long and will use too much petrol. Going there by bus would take ages as there is not a good direct service available.	They are not a good idea because the rich can afford to pay and will continue congesting the road, but those on lower income will struggle.	Removing the LTNs in East Oxford would be a good start. Have more bus routes that cover the entire city and better connection services to the surrounding villages.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	Too high	No	Make buses cheaper for all		Negative	Push traffic onto already busy alternate routes already impacted by LTNs		Use the river to provide alternative transportation into Oxford
an Oxford resident	daily	Taxis and private hire vehicles	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Make BUSES FREE FOR LOCAL PEOPLE BETWEEN WORKING HOURS AND SEE WHAT IMPACT THAT HAS ON TRAFFIC AND SCHOOL RUNS	Very negative	Will hurt people that come to Oxford to work and who live locally .. turning Oxford into a Prison	All the surrounding roads will be impacted massively, there wasn't a congestion problem before that LTNS went in.. SUMMERTOWN IS THE WORST FOR PEOPLE THAT DON'T LIVE LOCALLY	Free bus passes, council has the ability now to run its own bus services due to changes in the law, also bus ticket prices are extortionate for such small journeys and cause issues financially, Park and Ride should be free and buses to and from them should be one pound no more, if you want people to use Oxford and use it services make it cheaper for them to access them.
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Fix the badly managed roads and roundabouts	Very negative	It's literally a money making scheme. Not everyone falls into the same category of 'they should walk, get a bus or cycle' I now live in Abingdon, but I grew up in Cowley, I work in Cowley, my partner works in Cowley, my daughter goes to nursery in Rose Hill, I still have a lot of friends and family in Cowley that I see regularly, usually after work. You have already made that difficult with LTNs, I have to sit in a lot more traffic now than I ever did before. People will not stop driving! We pay for our cars, our insurance, our tax, and you want to charge us more just for the privilege of driving in our own city! There is no bus route that will allow me to go to drop off my daughter at nursery, go to work, then to pick up my daughter, and then to visit my family! And if there was it would probably double my journey time! I cycle to work when I can, but not if I have to do the nursery run. I have never ever had a problem cycling round Oxford! The majority of families and households rely on these cars to go about their daily business! Stop trying to penalise them!	You never spoke about this pre election as you knew you would struggle to get voted in! You have ruined Cowley with your LTNs already! You as a council are not listening to residents. Just look at the petition with over 10,000 signatures against! Look at the comments! Put your congestion charge in areas where you were voted in! Leave Cowley alone! Majority of residents do not want your greedy schemes! You seem to be targeting the poorer areas! If you really want it, then open up some of the LTNs so that the traffic can flow freely!	Open up the LTNs! Simple!
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Negative	Very negative	There should be no charges at all	No			Very negative	This is an attack on Oxford families. For myself I enjoy cycling in the city, but with my family I this is not an option. For a child that needs to attend an after-school music or sports event I need a car; to take a family member to the doctor or to hospital I need a car (and putting a congestion charge on the main road to the hospital is a particularly cynical move); just to bring home food for a family I need to use a car sometimes. Bikes and buses are not the only answer. Regardless of whether one is an exempt resident or not, this proposal would make all our lives worse compounding the previously failed policies and funnelling more traffic onto the already congested arterial roads: Banbury Road, Woodstock Road, Abingdon Road, etc. If the councillors were serious about improving traffic flow they could make some simple changes: putting a stop to the City Tour buses crawling around the city centre; moving the coaches mindlessly stopped on highways and cycle-ways that reduce our roads to single lane traffic; and opening up some redundancy in our road network so that one stopped car on the bypass doesn't bring the whole city to a standstill. But this is not about congestion: it is a proposal borne of narrow interest groups and political ambition that targets family life in the city, and it needs to be stopped.	The council should be devoting all its resources to sorting out the Botley Road fiasco (because it is the council's responsibility just as much as the rail company's) rather than compounding the problem with more ill-thought-out plans.	You will not legislate away traffic in Oxford because people still need to get to work, get children to school and get to the doctor. The way to reduce traffic is to move these functions outside of the city centre. The council should practice what they preach and start by moving their own staff and offices out of the city. Then we might take their proposals seriously.
a member of the public living outside Oxfordshire	less than weekly	Blue badge holders, Community health or care workers who need to visit multiple locations or travel urgently, Emergency service vehicles, Hearses and funeral cars	I don't	Very positive	Neutral	About right	Yes	Make Park & Ride parking cheaper, Make buses cheaper for all, Make bus services more frequent		Very positive	I'm a regular visitor to Oxford (I have family who live and work in the city) Far too much traffic gets too close to the city centre. Even with a decent bus service and the park and ride system, too many people drive - it's as simple as that. I welcome those who are causing the problem to cav more to sort (or at least try to sort) the terrible congestion out.	Make it permanent as soon as possible.	Increase parking charges and introduce a workplace parking tax scheme.
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice, School students with special educational needs	I don't	Neutral	Neutral	There should be no charges at all	No	Extend hours of operation for buses		Very negative	Ferrying my special needs (disabled) daughter to Oxford Brookes University, I will be massively inconvenienced.		I favour an expanded Zero Emissions Zone. I drive an electric car which is not polluting. A ZEZ will deter other cars and reduce congestion.
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	No impact	No impact	There should be no charges at all	Yes	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Very negative	Very discriminatory against people who live in Kennington who only get 25 passes. I don't know why Thames Street has to be 7 am - 7 pm. As a single woman I often use the Westgate when visiting the theatre in the evening etc.. I prefer that to waiting for buses on dark evenings. It will be a great nuisance to have to leave late to avoid a charge before 7pm. If you bring in the ZEZ as well I just won't bother anymore. It is also discriminatory on religious grounds as buses are less frequent on a Sunday morning	Have you modelled whether Redbridge P &R can cope with the extra cars? It always seems very busy on a Saturday afternoon for example.	More signs saying city centre parking was full might help on weekend afternoons/ half-term etc in particular. It is ridiculous seeing the line of traffic trying to get down Abingdon Road on a Saturday afternoon.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Very positive	No impact	About right	Yes	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Very positive	I cycle or take the bus into Oxford city centre		
an Oxford resident	daily	Business cars used as goods vehicles	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Get shot of LTNs	Very negative	I wouldn't be able to escape the congestion on my commute to and from work. I do not want to be penalised for leaving my house. I already live in a locked in area due to the LTNs nonsense why am I being penalised just for my postcode	There are many ways. For example instead of closing roads make them one way instead. Don't pander to tourists and students actually talk to the people who live and grow up in these areas	Sack Gant
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice, 25 day passes for residents in the Oxfordshire permit area, on days of your choice, Blue badge holders, Disability benefit claimants, Unpaid carers, Frequent hospital patients, Taxis and private hire vehicles, Personal cars used as goods vehicles for business purposes	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Add new bus routes, Make bus services more frequent, Extend hours of operation for buses		Very negative			Remove the Low Traffic Neighbourhood road blocks without delay. Dismiss the church organist masquerading as a traffic manager.
a member of the public living outside Oxfordshire	daily		I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Very negative	I live near Thame, but I am 300 metres from the Oxfordshire border so technically I live in Buckinghamshire. However I work in Summertown & my daughter attends school in Summertown. There is no practical & useable public transport from my village to Summertown. There are two buses per day from my village to Thame and that is the only public transport. Even if I were to drive to Thornhill there is not an easy way to get to Summertown. The congestion charge will mean I lose money because it will cost me money in order to get to work.	These congestion charges are at locations that were outlined for bus gates. However the bus gates have been delayed whilst the Botley Road is closed because the impact of the bus gates would be too negative. Therefore introducing the congestion charge will surely have a negative impact whilst the Botley Road remains closed. So why introduce this before those rail works are complete. It is true that there can be severe traffic problems. But this is because that Botley Road route has been shut for such a long time. The real impact of bus gates or congestion charge can't be quantified until Botley Road is open again.	The congestion charge is impractical whilst the public transport is so poor. My daughter's school provides a minibus service to and from our village. But if she stays late at school for extra tuition or a club there is no option for her to get home other than in the car. We need a European style transport system of lots of bus routes and connected travel. If we were in Germany or Denmark we would easily be able to navigate from Thame to Oxford without a car. We could really benefit from a system of interconnected trams. Imagine if we had tram routes running out of all the park & rides that easily connected to all areas of the city. We need many more options to connect areas. It is impossible to get from Thornhill to Summertown. Travelling from Littlemore to Summertown or Headington is extremely difficult because there are no routes. Finally the A34 needs attention. If there is a problem on the A34 the whole city is paralysed as people try to divert around. The carriageway is too narrow. It should be 3 lanes. The entry slip roads are too short and extremely dangerous.
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice, Frequent hospital patients	I don't	Very negative	Very negative	There should be no charges at all	Not sure	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Add new bus routes, Make bus services more frequent, Extend hours of operation for buses		Very negative	LTNs have been proven to be negative despite councillors saying otherwise, why would this work?		
a resident of Oxfordshire living outside Oxford	less than weekly		I don't	No impact	No impact	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all		Negative	I won't enter into Oxford anymore. There is nothing there that makes it worth the £5 charge of taking the car or the faff of catching a bus with a pram, toddler and any shopping.	The congestion charge is ridiculous. The people of Oxfordshire are already being rinsed by council tax increasing with nothing to show for it. It's assumed we're all made of money in the area, and that's just not the case. As usual you're only penalising the working/middle earners of the community. The wealthy will continue driving in. We shouldn't have to pay to enter any town or city in the UK, these areas are for everyone to enjoy and shouldn't be "owned".	Make the roads better for a start. Provide proper cycle/walking routes through parks etc. So these methods of transport are safer and away from flowing traffic. Other countries cater to pedestrians so much better without impacting cars, so everyone has a safe choice.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I commute to the central permit area by car	Very positive	Very positive	There should be no charges at all	No	Other	I can not use the bus for work or taking my family out. All your survey is designed to confuse the public and implementing we should choose any of your questions, witch in fact are all negative or not relevant to our daily commute	Very negative	These proposals will have a huge negative impact on our daily life. My family for one relies on using the car daily. We drive the kids to school and then theme head straight to work battling this chaos traffic that YOU have created around Oxford with these nonsense LTN's. I was under the impression that we live in a democratic country where our councillors should represent us in the best way possible and facilitate where possible better options to benefit us all. So far they done just the opposite. We shouldn't be forced to jump on buses, or cycles because someone else thinks this is better for us. We used to have a life before the LTN's and now Bus Gates, now we dread to actually go out. We reduced the after school activities for our kids as after school you can not drive anywhere anymore. We can not even take our kids to any of the many parks around oxford as there's nowhere to park. Basically we are "locking " our children home because some councillors decided they know what's best for us. We stopped going around visiting friends and family, the thought of getting stuck in traffic is enough to put you off going anywhere. This is outrageously irresponsible behaviour and the amount of stress and depression is causing us is unacceptable. Not to mention the effects of the business all across Oxford will suffer dramatically. If we're not going out as much as we should… how on earth are businesses supposed to continue their activities!? This proposal could only benefit the rich class as for the middle class will simply be a nightmare. Life is tough as it is, with us paying taxes left right and centre, so simply put, this will be you putting the last nail on the coffin. Dear councillors, is not too late to fix your wrongs, listen to your people.	Scrap this idiotic scheme	I'm not even sure if OCC will actually read my full comments, we have previously seen clearly how the public consultation have been held in the past, however this is what I think. Traffic was fine before you actually messed it all up. Yes it wasn't perfect but it was fine flowing traffic. You have created a huge problem with the LTN's and without knowing how to fix it you're about to create a bigger problem with the proposed bus gates. However to save your ego, there ways you can improve the real issue with the Oxford traffic. I've been lucky enough and I have travelled my fair share around the world, mostly Europe. I've been in some cities way bigger then Oxford and they have ONE WAY STREETS where possible and works like charm.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make buses cheaper for all		Very negative			
an Oxford resident	daily		I don't	Very negative	Very negative	There should be no charges at all	No	Other	Service villages outside of this area so they can access the centre of Oxford. I live in Noke and we have no way of getting into Oxford without using the car for work and school. The A34 is too congested to get us there on time.	Very negative	We leave the house from Noke at 0720 and return at 4.45. We travel through Woodeaton to the marston ferry road then Banbury road. Those times of day there is very little traffic because we go early. By enforcing charges, fliers etc we are forced to use the ring road or A34 both of which are solid traffic and add to our already very long, tiring work and school days with young children. We have no public transport options and cycling with young children is not an option. I am genuinely very concerned about the very negative impact this is osing to have on our lives.	Please do not go ahead with this.	
a resident of Oxfordshire living outside Oxford	less than weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Neutral	Positive	There should be no charges at all	Yes	Make Park & Ride buses cheaper, Make buses cheaper for young people, Add new bus routes		Negative	I don't believe people are using Oxford as a through route simply because it's not quicker! I don't think this is going to change the makeup of the cars who are driving in Oxford. They're driving there for a reason. But I also don't like the sweeping statement that the buses are slower because of the cars. I live 15 mins drive from the city, but by bus, door-to-door, it's over an hour. Buses "running faster" makes no difference to my choice of driving. Either increase bus routes, more stops, make park and ride completely free - or I will eat the cost and continue to drive in.	Just what I said in point 11. Sorry I got carried away.	Remove the LTNs. Let the cars figure it out. The air quality is bad because of cars idling around the city and the ring road because you've forced all cars into less road space. You cannot put the stick before the carrot here. Make buses free. Make park and ride free. Improve the areas serviced by buses. We are a reasonably rich city, people will eat the cost of this and continue to drive. (And quite frankly, if the people want to do that and live in a congested city - that's their choice!)
an Oxford resident	daily	Blue badge holders	I commute to the central permit area by car	Very negative	Positive	Too high	No	Make buses cheaper for all, Make buses cheaper for young people		Negative	I personally won't be affected as I'm a blue badge holder but my family live in Oxfordshire zone and travel daily into oxford as part of the nhs this will affect them, I'm also part of youth football and know that children's sports will be affected by this as aettina to aames or venues will be harder if not impossible for some	People who have to visit the hospitals regularly will be affected also, no way to the John Radcliffe without paying the charge if your not exempt or out of passes	Open the LTNs that have been put in, this is the whole reason all the roads are so congested every day.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	Too high	Yes	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Make bus services more frequent, Extend hours of operation for buses		Neutral	I don't commute into Oxford	It seems insane to build a huge shopping centre, with a huge underground car park, and then not only charge people to park there but on top of this charge people to even access it. Commarket is dead on its feet, the Westgate has empty units, how is this going to help? I was and still am broadly in favour of LTNs but this is crazy.	Just fix the bridge. Put some money into it, hold the contractors to account.
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Very positive	Very positive	There should be no charges at all	Yes	Make Park & Ride parking cheaper, Make buses cheaper for all, Add new bus routes, Make bus services more frequent, Extend hours of operation for buses		Very negative	I am working on Mansfield Road and driving in daily , if the charge will come in force will not be able to afford working in Oxford	Think of working people please, this scheme will have a negative impact on everyone living outside Oxford but working in Oxford. We will have to leave our jobs	Don't allow lorries to drive into Oxford or around Oxford between 7am-7pm
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	Not sure	Make buses cheaper for all		Very negative	Makes no sense, just open the roads you have but have blocked off and congestion is removed. You are literally just pushing traffic to another area. Also, why are Holloway, st Clements and marston on this list it makes no sense and as a resident close to Holloway you are about to make my commute even more horrific	Terrible idea as a whole but Holloway and Marston are no where near the centre makes no sense!	Open up the roads you have blocked via LTN's it is blocking up Oxford for no reason, and now you're trying to cure this by charging people to use roads when you made this congestion mess.
a resident of Oxfordshire living outside Oxford	daily		I commute to the central permit area by car	Very negative	Very positive	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Other	Repair the poor state of the roads in oxford, mainly St. Giles and the Woodstock road.	Very negative	I am a train driver at Oxford station and commute in and out at various times of the day, 7 days a week. I dont not want to paying £5 a day when I have no choice but to drive into work.	Yes, what a ridiculous idea by Andrew Gant and Cylox. Just a money making scheme just like the Bus gate "trials" will be. preying on people from outside of oxfordshire not knowing these stupid restrictions will he in place. All you will end up doing is forcing all traffic onto the Botley road once this reopens making commuting to Oxford train station a joke 7 days a week.	Invest in the railway and get the line open back go witney/ Carterton and beyond and get more Oxfordshire residents onto the rail network and off the A40

Survey Response													
I am responding to this survey as	How often do you travel in or around Oxford?	Please tick which of the following free permits and passes you think you may be eligible for	Do you live in, visit a resident by car or commute by car to the proposed central Oxford	Central Oxford residents' permitit is proposed that residents in the central Oxford	Central Oxford permit area commuters' permitit is proposed workers commuting	We are proposing a single charge of £5 to allow cars without a day pass or permit	Do you think that charges should vary, with drivers of larger cars paying more and	Income generated by introducing the proposed temporary congestion charge would be used to cover the set-up and operating costs of the scheme.	If other improvement, please state	Taking into account all the information we have provided about the proposal to	Please explain your answer	Do you have any other comments about the proposal for six temporary congestion charge locations in Oxford that you have not already shared in this survey?	Do you have any suggestions for other ways to reduce traffic and tackle congestion in and around Oxford?
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Positive	Negative	About right	No	Make buses cheaper for all, Make bus services more frequent, Add public cycle parking		Positive	I am hoping it will reduce traffic.	I am concerned this, like the fingers, will increase traffic through Old Marston at peak commuter times.	An aerial egg lift linking Thornhill P&R > Osler Road / JR hospital > Town Centre.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Negative	Too low	Yes	Make Park & Ride buses cheaper, Make buses cheaper for all, Make bus services more frequent		Positive	Could go further, eg restricting hours of access for "other" vehicles (delivery etc) to outside normal peak times		Reduce the amount of parking currently available with a aim to discourage driving into the centre
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Positive	Negative	Too low	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Add new bus routes, Make bus services more frequent, Extend hours of operation for buses, Add public cycle parking		Positive		I think 3 cars for commuting is excessive	restrict larger vehicles such as trucks and vans within certain hours - so not during peak schools hours (7:30-9, and 3:30 to 5). This would make cycling with kids safer and more appealing.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	About right	Not sure	Make buses cheaper for all, Add new bus routes, Add public cycle parking		Very positive	Would expect to see fewer cars crossing the city centre, so buses would be faster/more timely and walking/cycling would be safer and more pleasant	Seems like a good way to test out the traffic filter ideas before going into the trial proper	School term times seem to produce the heaviest traffic, finding better ways for children to get to schools (rather than being driven in and out individually) could make a big difference. A shift away from the near-universal 9-5 working hours could also help soread out "rush hours".
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	Yes			Very negative	I'm an NHS manager, working almost 24/7, working every day after job planned hours from hime, additional commuting time will have neoative imoact on my service		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	Too low	Yes	Add new bus routes, Make bus services more frequent, Add public cycle parking		Very positive	It is currently quicker to cycle in and around the city than to go by bus. The roads should be clearer for people who *need* to use their cars and permit the free flow of traffic. Buses will be quicker, and therefore more appealing to use, and cycling will be safer.	Owing to the timing of sessions, there needs to be provision for access to the ice rink, whether that is by improving bus services or adjusting the congestion charge for users. Otherwise, training would be affected to such an extent that competitive skaters will need to move to other rinks, such as Swindon, which are further away, which will affect the rink's ability to operate and remain competitive.	Look to other medieval cities abroad that have put cycling first and see what measures we can adopt. A good example is Uppsala, in Sweden, which is also a medieval university town and is almost entirely car-free in the centre. Cars should be used for getting out of Oxford, and not necessary for getting into or around Oxford.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	There should be no charges at all	Yes	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Negative	I will have to leave my job at the school where I work part time because the most direct route includes one of the charging zones and going the long way would take too long and will use too much petrol. Going there by bus would take ages as there is not a good direct service available.	They are not a good idea because the rich can afford to pay and will continue congesting the road, but those on lower income will struggle.	Removing the LTNs in East Oxford would be a good start. Have more bus routes that cover the entire city and better connection services to the surrounding villages.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	Too high	No	Make buses cheaper for all		Negative	Push traffic onto already busy alternate routes already impacted by LTNs		Use the river to provide alternative transportation into Oxford
an Oxford resident	daily	Taxis and private hire vehicles	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Make BUSES FREE FOR LOCAL PEOPLE BETWEEN WORKING HOURS AND SEE WHAT IMPACT THAT HAS ON TRAFFIC AND SCHOOL RUNS	Very negative	Will hurt people that come to Oxford to work and who live locally .. turning Oxford into a Prison	All the surrounding roads will be impacted massively, there wasn't a congestion problem before that LTNS went in.. SUMMERTOWN IS THE WORST FOR PEOPLE THAT DON'T LIVE LOCALLY	
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Fix the badly managed roads and roundabouts	Very negative	It's literally a money making scheme. Not everyone falls into the same category of 'they should walk, get a bus or cycle' I now live in Abingdon, but I grew up in Cowley, I work in Cowley, my partner works in Cowley, my daughter goes to nursery in Rose Hill, I still have a lot of friends and family in Cowley that I see regularly, usually after work. You have already made that difficult with LTNs, I have to sit in a lot more traffic now than I ever did before. People will not stop driving! We pay for our cars, our insurance, our tax, and you want to charge us more just for the privilege of driving in our own city! There is no bus route that will allow me to go to drop off my daughter at nursery, go to work, then to pick up my daughter, and then to visit my family! And if there was it would probably double my journey time! I cycle to work when I can, but not if I have to do the nursery run. I have never ever had a problem cycling round Oxford! The majority of families and households rely on these cars to go about their daily business! Stop trying to penalise them!	You never spoke about this pre election as you knew you would struggle to get voted in! You have ruined Cowley with your LTNs already! You as a council are not listening to residents. Just look at the petition with over 10,000 signatures against! Look at the comments! Put your congestion charge in areas where you were voted in! Leave Cowley alone! Majority of residents do not want your greedy schemes! You seem to be targeting the poorer areas! If you really want it, then open up some of the LTNs so that the traffic can flow freely!	Open up the LTNs! Simple!
an Oxford resident	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all		Very negative	This council has already crippled businesses across the city, this will further deter those visiting the city centre	Your proposals mean that families will now have to prearrange and reduce visits! Great work Mr Gant another disgraceful suggestion.	Quite simply you are killing the city. You have increased bus fares and now you are persecuting car users. Park and ride used to be free to park and low bus fares. Gone. Affordable bus travel. Gone. The ability to visit and support restaurants and shops in the Cowley Road. Gone. The ability to visit elderly family within these restrictions. Gone. You are inadvertently pulling families apart. Killing businesses on high streets and making Oxford a don't bother city. As I have said before make public transport attractive the traffic will reduce. Stop and listen to your residents.
an Oxford resident	daily		I commute to the central permit area by car	Positive	Neutral	There should be no charges at all	No			Very negative	The LTNs have Caused Chaos and really ridiculous closing main road you have Basically cut off most of littlemore with the ill thought out introduction of these and now adding a congestion charge for the city. This is turning Oxford into a cycle only place Absolutely ridiculous	What about people who have to work early morning. Outside of the health sector. And can't cycle to work. As too far and with the rubbish expensive bus services in Oxford you are excluding people coming into the city. But these consultations are a waste of time as the council disregard what people want or think and just do what they want. This is why I ha well given up voting in local elections	
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make buses cheaper for all		Very negative	A travesty for Marston and north Oxford. You are sending all the traffic for Marston down one route (cherwell drive) and sending all the traffic into central Oxford down Banbury and Woodstock road. This is chaos.	Do not do this to a once great city.	Get rid of the LTNs and reset with proper policy around traffic management.
a resident of Oxfordshire living outside Oxford	less than weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Very negative	Very negative	There should be no charges at all	No	Other	Better and cheaper car parks	Very negative	Closing Marston ferry road is a travesty. We will no longer be able to travel into Oxford socially. Oxford businesses will suffer. Having a long term health condition but no blue badge means this will be worse for me	Until the Botley Road is opened , nothing should be applied on that route	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice, 25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Very positive	Very negative	There should be no charges at all	No	Make buses cheaper for all, Make bus services more frequent, Extend hours of operation for buses		Very negative	With LTNS already in place this is just another change that will push traffic onto other roads. No data was collected prior to the LTNS being put in place so the excessive traffic it causes now cannot be compared with how the traffic was before they were put in.	I hope that comments made are taken into consideration and the congestion charge does not just get implemented because you want to do it. Local residents need to be listened too which doesn't appear to be happening or happened in the past.	Remove the LTNS, this would elviate the traffic that these have caused. In some streets you cannot drive during school hours (drop off and pick up times) which I think is a good idea and leaves the roads accessible the rest of the time. Why is this only applicable to cars, those that drive taxi's will use these to take kids to school when this shouldn't be allowed if a paying customer is not in the vehicle
other	daily	Community health or care workers who need to visit multiple locations or travel urgently	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Make buses cheaper for young people, Add new bus routes, Make bus services more frequent, Extend hours of operation for buses, Add public cycle parking		Very negative	As a service we have over 2000 clients. Anxiety can impact travel so multiple staff have to complete home visits all over the city. This would impact the level of care they receive also the cost of living has increased in all areas and its already taking its toll. The poor will be impacted the most	It feels like a war on cars and yhat effects people with little money the most. Very unfare	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	There should be no charges at all	No	Other	Repair the roads, fill in potholes	Very negative	I need to commute through one of the locations to work to provide for my family. There is not suitable public transport.	I am against the scheme. Restricting when and how people travel around the city they live in is not the answer. People need to drive to work!	I would be in favour of a ULEZ type scheme that reduces the most polluting traffic, especially older diesel cars and vans. That should be the priority.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	There should be no charges at all	No	Make buses cheaper for all		Negative	I have lived off the Slade for over 10 years, and the traffic levels are not at emergency levels either there or on the Holloway during rush hour. Traffic has increased since the Cowley LTN was put in place though but hardly critical. If you do close off Holloway at certain times, the boundary roads (for all traffic, including public) will have a negative impact. All traffic (including buses) has to use the main roads eventually, so I'm not clear on what this will achieve apart from irritating people more? The other issue you have is that this wasn't included in the election manifesto. I am not sure that this is entirely ethical, honest or showing integrity. And how do you expect to take people with you when you don't nail your colours to the mast? It results in a lack of trust which could ultimately backfire. Not healthy in this current climate. I would recommend making a few of the Cowley LTN roads one way with traffic calming measures to build resilience in the network, and alleviate pressure on boundary roads where they're affected by LTNs. Then put congestion cameras at the entry points to Oxford which you don't need outside of rush hour, improve school bus services for children. I think most people would be prepared to be reasonable about change but the council has not led the way in listening and treating people who disagree as human beings with a right to be heard (rather than as a nuisance). Many of us multi-modal, but we do use cars for legitimate reasons - taking animals to the vet, visiting elderly relatives that live outside of Oxford and so on, that make cars necessary.	I understand and support the efforts to make the city car free, but don't forget vulnerable travellers who need to use the car at night - single women, the elderly and need safe car parking spaces after 7pm.	2/3 of current LTNs become one-way with traffic calming measures. Keep in place LTNS only where necessary and stop penalising local businesses that are a vital part of our economy. Look to improve school bus provision. Don't add congestion charging at existing pinch points that push traffic onto boundary roads causing inequality. Instead, add at entry points and during congestion hours only. Don't you want to take people with you? It seems to me the way you are handling things, you will just make people angry.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make buses cheaper for all		Very negative	There is nothing anymore for people living in Oxford.	We are paying allredy high taxes	Rod work can be done at night time.can be done faster.
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	No impact	No impact	Too low	No	Make Park & Ride parking cheaper, Make buses cheaper for young people, Make bus services more frequent		Very positive	Should improve my journey into Oxford	No	No
a resident of Oxfordshire living outside Oxford	less than weekly		I don't	Negative	Negative	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Negative	Road tax is already paid by all car owners. This is in essence another stealth tax for drivers.	Perhaps this would have been better received if you hadn't battered car owners year on year, with one thing and another.	Nationwide there should be heavy taxes on second, third, fourth... vehicles registered at each residential address. Congestion is so bad owing to the number of cars on the roads across the country, not just in Oxford.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very positive	Very positive	There should be no charges at all	No	Make Park & Ride parking cheaper, Make buses cheaper for all, Make bus services more frequent		Negative	I cannot see how giving so many permits supports your stated benefit of reducing the amount of traffic on the roads.		Open up the LTNs to reduce traffic on the main arterial roads in East Oxford.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	There should be no charges at all	No	Other	I don't agree with the charges being implemented	Negative	I will no longer travel into Oxford to shop, socialise or travel from the train station.	This is just another money grab from people that will impact the city centre traders. Why would people come into Oxford if you have to pay. Just like the LTN issue this is another wav of aettina money out of drivers.	Yes lift the LTNs to improve traffic flow. LTN are causing congestion
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	No impact	No impact	There should be no charges at all	Not sure	Add new bus routes		Very negative	You are driving us out of our own city. You provide no useable bus service from surrounding villages and then punish us for needing to drive our cars into the city. Disaustina. The poor and elderly will suffer most.		What buses? We have one bus a week, where you can spend a couple of hours in Oxford before having to catch the return. Ridiculous.
a resident of Oxfordshire living outside Oxford	less than weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't			Too high	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Extend hours of operation for buses		Very negative	Living just outside in Kennington will mean access to the station, westgate a very long journey. Therefore we won't be spending in Oxford if we can't get there ie theatre, cinema or eating out. The bus adds £6 to your evening but stay a little late and a bus missed so more cost for a taxi. All round it is pushing people away from Oxford.		
an Oxford resident	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	Yes	Other	Makes west gate car park cheaper	Very negative	In a cost of living crisis the council should not be able to steal more money from commuters. Get network rail to pay, or the university for once.	A competent authority would no need for these ridiculous proposals.	Get rid of the electric scooters in Oxford they are not safe
a member of the public living outside Oxfordshire	weekly	Disability benefit claimants. Frequent hospital patients	I commute to the central permit area by car	Neutral	Very positive	There should be no charges at all	No	Make Park & Ride parking cheaper, Make buses cheaper for all		Negative	My daughter has been an inpatient several times for many months at a time at one of Oxford's hospitals and I live in South Bucks so travel very frequently to Oxford.		
a resident of Oxfordshire living outside Oxford	daily	Blue badge holders	I don't	Neutral	Neutral	There should be no charges at all	No	Make Park & Ride parking cheaper, Add new bus routes, Make bus services more frequent		Very negative	I would not enter Oxford at all but go somewhere else to shop and socialise	Oxford is an affluent city because of the Motor Car and now you what to ban it. Make life more difficult. I could not get to work from where I live on a bus therefore I would have to consider stoppina work	No I think you are doing a great job killing off trade in Oxford on your own
an Oxford resident	daily		I don't	No impact	No impact	Too low	Yes	Make buses cheaper for all, Make buses cheaper for young people, Add new bus routes, Make bus services more frequent, Extend hours of operation for buses, Add public cycle parking, Other	Make cycling and walking infrastructure safe, separated from cars, inclusive of children travelling independently and those with mobility issues.	Very positive	The congestion in the Oxford area makes bus journeys slow and unreliable. Air pollution is unhealthy, dangerous to many Oxford residents and unpleasant. Noise pollution from the constant hum of motor traffic is unpleasant and unhealthy. Quality of life, especially at rush hours, is negatively impacted by heavy, slow moving congestion caused by private cars. Businesses pay a high financial price when stuck in congested roads. The city of Oxford needs a congestion charge to make it a more healthy, efficient and liveable. At the moment it feels calcified, stuck. Congested motor traffic journeys produce far more carbon emissions. See Mike Berners-Lee book - How Bad are Bananas. The Carbon footprint of everything	SUVs should pay more, large cars cause more congestion / take up more road space. Please remove car parking spaces in central Oxford to discourage driving	Remove parking, reduce public transport fares, redesign pedestrian access, especially dangerous splayed junctions and safe crossings
a resident of Oxfordshire living outside Oxford	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Very negative	Very negative	There should be no charges at all	No	Other	None	Very negative		Outrageous	Open Botley Road
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Don't do it. You are already charging the residents of Oxford too much and making driving and owning a car here too difficult.	Very negative	You have already made it incredibly difficult and expensive living in the city. Having two young children and being a single father living in Headington, another change and additional charge is ridiculous. I work at a large secondary school in the city and the fact you're looking at this as an option is disgusting. I try to cycle most days, but I want the option of driving without facing another charge.	Don't do it.	Finish the Botley Road work and actually finish the Witney park and ride on the A40, before you cause more carnage. Please.
other	less than weekly		I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	none of these help us as family	Very negative	We have to clear and set child up every term we have no option than to go by car! Do this is a huge negative	It is just a way to get more money not to help anything as we have to do the trips in a car regardless!	Let us pick up and drop uni students after 8pm
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Negative	There should be no charges at all	No	Other	get rid of all LTN's in the City as they are causing congestion throughout Oxford	Very negative	Prevents free travel by car around Oxford		Open up the LTN's as they are the main cause of congestion forcing traffic to use only certain routes
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	About right	Not sure	Make Park & Ride parking cheaper, Make buses cheaper for all, Add new bus routes		Very positive	I use buses and due to the very high levels of congestion, they are regularly late and the journeys take longer. Reducing the number of cars on the roads will create more room for buses, so their journeys take longer times will get quicker. A member of my family has disabilities and is a Blue Badge holder. Being in a car causes him great physical pain, so the longer a car journey takes due to congestion, means that he is in more pain and for longer than necessary. Reducing the number of cars on the road, would make his journeys much quicker.	I would like to suggest that drivers with vans, are vetted as to why they use a van. Many people have been looking at getting a van in order to be exempt from the Congestion Charge - they will not be using it for any work reasons, but purely as a way to not have to pay. I do think that the number of permits could be increased, Oxford Residents could increase to 150 and Oxfordshire Residents could increase to 50 or 75, as many of those residents do have to travel through a Congestion Charge Point, traffic filter for work.	Although increasing the fee for larger cars does make sense for many reasons, it would not have any positive effects on congestion as a whole. I would like to suggest that the Council look at schemes which penalise those drivers who only have themselves in the car. If more people were given incentives to car pool, more people would car pool. On the Cowley Road a short while ago, while I was waiting for a bus to pull out, every car on the other side of the road which passed us, only had the driver in it. We had three people in our car, so that took two cars off the journey. People can easily car pool, for school runs, for work, for shopping, there are so many initiatives that people could start, but they do not - simply as they cannot be bothered to organise such initiatives. My family does, for other family members, friends, and neighbours, and it is so easy. It would be great if all schools could start car pool and walking group schemes. In areas of the U.K. where I have family or friends, one schools have them. Pupils addresses are plotted out on a map, and parents volunteer to car pool for the children who live further away. The pupils who live nearer the schools, have parents who volunteer to walk them in groups. Some schools have school buses for the pupils who live further away. Schools have fundraised for the buses, or some as I understand it, are provided by Councils at a reduced rate for pupils of the school. There are so many schemes which people can do. Unfortunately, many people want to take part, want their child to be taken to school, but no one wants to organise them, or be the drivers, or the ones who walk children to school. It is the same if adults want to take part in car pool schemes, everyone wants to be a passenger, no one wants to be the driver or do the organising. If there were incentives for such schemes, for people to car pool, it would have a positive impact and would see them start. For example, if there were five people in a car, they could be exempt from a congestion charge fee.
a resident of Oxfordshire living outside Oxford	daily		I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make bus services more frequent		Very negative	I have a young child who has to be taken to school. This will be a huge inconvenience and will add hours to our already busy days making my child tired and damaaina our ability to do a full days work		Take bikes off the roads and give them separate lanes over half the pavements. Put lay-bys in all bus stops to allow cars to pass. Fix potholes which mean whole lanes of traffic have to stop.
a resident of Oxfordshire living outside Oxford	less than weekly		I don't	Neutral	Neutral	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make bus services more frequent		Very negative	I will no longer shop in Oxford, at all. Reading is equidistant and a far more accessible place. The council have succeeded in reselling another customer from the hiah street.	What's the point, Gant will do it anyway as he is on a power trip.	Remove the alarms so there is more road capacity.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	There should be no charges at all	No	Other	There should be no charge or bus gates	Very negative	I work in special education & my job is quite demanding. I also have a heart condition & although I may be able to cycle to work at the start of the day, there is no way I could cycle home again at the end of the day. If I take the bus to work it is an hour and a half journey each way, turning what is currently an hour round trip into a three hour round trip. Burdening people who already struggling in the current financial climate with an additional stealth tax, especially those in education, where support staff's wages have fallen sianificantly in real terms. seems unnecessarily punitive.	I predict that any rejection of this scheme will be ignored, as has been the case with other consultations.	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I commute to the central permit area by car	Neutral	Positive	There should be no charges at all	No	Make buses cheaper for all, Other	Get rid of LTNs	Very negative	Oxford is becoming more difficult for the residents of Oxford to move around - living costs continue to soar		Open LTNs - let the traffic free flow
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Positive	Very negative	Too low	Yes	Make buses cheaper for all		Very positive			
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Spend it on opening the LTN's which are adding to congestion and pollution	Very negative	I live in an area where you will restrict the way I can travel to and from my home. If I run out of permits, it will add a significant amount both in miles and money. I should not have to pay of I need to make more journeys. The LTN's you inepity installed jabr failed and are causina conaestion and pollution.	DO NOT CHARGE THE RESIDENTS OF OXFORD BECAUSE THE COUNCIL ARE CLUELESS. GANY NEEDS TO RESIGN NOW. TOTALLY IGNORANT TO THE VIEWS OF OXFORD RESIDENTS	Stop vehicles from the outlying towns and villages travelling into the city for work etc. Make them use the park and rides. Stop parents dropping off children at schools. Make them use the park and ride where buses can take the children to school
a resident of Oxfordshire living outside Oxford	less than weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	No impact	No impact	There should be no charges at all	No	Other	Do not introduce the charge. We know that it will not be temporary, and the revenue will not be reinvested into public transport.	Very negative	I have mobility issues but they are not sufficient to get me a blue badge according to my GP. Andrew Gant is obsessed with making Oxford out of bounds for those of us who come into Oxford frequently to socialise etc but do not live in Oxford. As someone who funds the local councils via my taxes, I find this a very poorly thought out scheme, just like the LTNs which have ruined local businesses. When will the council wake up and listen to local and Oxfordshire residents who aren't able to cycle or walk everywhere? Our public transport is a total joke, most journeys by bus take threefour times as much as driving, are too infrequent, and stop way too early. There isn't adequate provision to encourage people to take public transport or listen to those with reduced mobility.	Do not introduce them	Not everyone can walk for twenty minutes between home/bus/additional bus or cycle.
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Neutral	Very positive	Too high	Yes	Make Park & Ride buses cheaper		Positive	I work in the central Oxford area. As long as the commuter permit is introduced I believe this will be a net positive for the city. Without the central permit I would not be able to continue to work at my current role.	The commuter permit must be put in place. I work within the central area and would need to pay £5 daily which is unsustainable. I need to use my car to be able to sick us my vouna child after work.	
an Oxford resident	weekly	Blue badge holders	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Neutral		There should be no charges at all	No	Make bus services more frequent		Negative	It will annoy everyone who has to use a car because they're transporting a disabled person or shopping.	It's absurd on top of the astronomical parking charges and the route limitations already imposed by LTNs.	Reduce the number of LTNs and unblock some of the streets that used to provide useful routes.
an Oxford resident	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Very negative	Negative	There should be no charges at all	No	Make buses cheaper for all		Negative	It's jusg another poor man's tax	Why not completely stop vehicles from using these road why is it ok to make congestion If you pay	
a business	daily		I commute to the central permit area by car	Neutral	Neutral	There should be no charges at all	Yes			Very negative	I work in a city school and we offer outreach provision to our students and other schools. This charge would impact on us being able to deliver this service, support home visits for non attendees, as well as impact our ability to recruit	Having worked in Oxford for the last 16 years, I believe the congestion has gotten much worse, not because of more traffic, but because of the closed traffic routes. This would make this even more difficult. We have already lost good job candidates who have pulled out due to the proposals around restrictions, this scheme would further impact on the recruitment of quality staff. meanina students of Oxford would miss out.	Give all young people free travel around the city
a resident of Oxfordshire living outside Oxford	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I commute to the central permit area by car	No impact	Very negative	About right	Not sure	Make bus services more frequent, Other	Bus from Kennington should go to the train station. It's enough paying £78 retrn trip to commute to London twice a week. I live just on the border of Oxford top of Kennington.----------	Very negative	I live at the very top of Kennington. I commute to the train station car park. I do this twice a week, it would be an addition £10 a week on an already incredibly expensive train fare to London (£78!) I live about 100m outside the blue one they would give me 100 passes a year, where as in the yellow I get 25. I would take the bus, but it doesn't go to the train station. Why can't the Kennington bus go to the train station? The commute from Oxford to London for me is 1hr30 mins and with the bus not going to the station it adds another 20 mins each way, extending my commute to almost 4 hrs a day when I go in. If both road was fixed I'd on around that way and park. This decision has already been made and will go ahead regardless. OCC councillors are at a loss and couldn't make a successful policy if they tried. Open up LTNs return the streets to what they were designed for, moving traffic around, not playgrounds. Cars do not pollute like they used to. A congestion charge will not deter people using their second highest investment cooperation. Fine cyclists for breaking the Highway Code and twice the income stream will be collected I work at the John Radcliffe hospital, I work shifts and bus travel isn't viable. This is going to cost me a lot of money which I cannot afford. I may need to chanae iobs because of this.	Cost of living, commute time, theivery of train prices to London make this additional charge unjustified. Exept electric cars maybe (which I have) I just can't keep up anymore. I personally, will not be using the train station. I'd be more than happy to pay the congestion charge, if I was guaranteed a parking space at the train station. I'd be more than happy to pay the congestion charge, if I was guaranteed a parking space at the train station.	Bus route to train station. I'd be more than happy. Or include Kennington in the 100 passes a year. I principal, it's the people that live far out Oxford that just don't use park and ride. Also the shopping centre car park, coming in from the abingdon road, when the parking is full it just absolutely cooks the traffic. Seriously the biggest problem is that car park, out of towers don't take the park and ride. If maybe we shock everyone with charhes it would encourage them to use it. But I think Kennington (top of it anyway) is closer then other parts of inner Oxford to oxford city centre.-------
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Very negative		Using motorists, again, to plug over spending by ICC on pet projects that don't work.	The travel chaos has been caused by LTNs. Removal of on road parking spaces has only achieved making roads more dangerous for all users
a resident of Oxfordshire living outside Oxford	daily		I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make buses cheaper for all		Very negative		Hospital and other key workers should be exempt	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Neutral	Neutral	There should be no charges at all	No			Negative	It will restrict movement in and out of our residential area, the charges are too high and it will negatively impact people who rely on cars to get around, where the bus is not suitable.	It looks like a desperate attempt to make money, whilst the Botley Road remains shut as the bus lane plan can't be used until Network rail finishes the railway works. There are better ways of managing traffic without punishing local residents. £5 might not seem like a lot, but given we are still in a cost of living crisis it will restrict people's movements. Pollution levels look to have already dropped thanks to the roll out of electric buses.	Sorting out the traffic in and around private schools should be a priority. There will be an accident on the Magdalen bridge given one of the private schools coaches parks on the bridge blocking the cycle path. Redesigning the entrance and exit to the Westgate Car Park should also be looked at. Given drivers ignore the messages when the car park is full and the traffic gets congested by drivers trying to park at the Westgate. Some end up parking illegally in Turn Again Lane and other streets in the area.

Survey Response													
I am responding to this survey as	How often do you travel in or around Oxford?	Please tick which of the following free permits and passes you think you may be eligible for	Do you live in, visit a resident by car or commute by car to the proposed central Oxford	Central Oxford residents' permitit is proposed that residents in the central Oxford	Central Oxford permit area commuters' permitit is proposed workers commuting	We are proposing a single charge of £5 to allow cars without a day pass or permit	Do you think that charges should vary, with drivers of larger cars paying more and	Income generated by introducing the proposed temporary congestion charge would be used to cover the set-up and operating costs of the scheme.	If other improvement, please state	Taking into account all the information we have provided about the proposal to	Please explain your answer	Do you have any other comments about the proposal for six temporary congestion charge locations in Oxford that you have not already shared in this survey?	Do you have any suggestions for other ways to reduce traffic and tackle congestion in and around Oxford?
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Positive	Negative	About right	No	Make buses cheaper for all, Make bus services more frequent, Add public cycle parking		Positive	I am hoping it will reduce traffic.	I am concerned this, like the fingers, will increase traffic through Old Marston at peak commuter times.	An aerial egg lift linking Thornhill P&R > Osler Road / JR hospital > Town Centre.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Negative	Too low	Yes	Make Park & Ride buses cheaper, Make buses cheaper for all, Make bus services more frequent		Positive	Could go further, eg restricting hours of access for "other" vehicles (delivery etc) to outside normal peak times		Reduce the amount of parking currently available with a aim to discourage driving into the centre
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Positive	Negative	Too low	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Add new bus routes, Make bus services more frequent, Extend hours of operation for buses, Add public cycle parking		Positive		I think 3 cars for commuting is excessive	restrict larger vehicles such as trucks and vans within certain hours - so not during peak schools hours (7:30-9, and 3:30 to 5). This would make cycling with kids safer and more appealing.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	About right	Not sure	Make buses cheaper for all, Add new bus routes, Add public cycle parking		Very positive	Would expect to see fewer cars crossing the city centre, so buses would be faster/more timely and walking/cycling would be safer and more pleasant	Seems like a good way to test out the traffic filter ideas before going into the trial proper	School term times seem to produce the heaviest traffic, finding better ways for children to get to schools (rather than being driven in and out individually) could make a big difference. A shift away from the near-universal 9-5 working hours could also help soread out "rush hours".
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	Yes			Very negative	I'm an NHS manager, working almost 24/7, working every day after job planned hours from hime, additional commuting time will have neoative imoact on my service		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	Too low	Yes	Add new bus routes, Make bus services more frequent, Add public cycle parking		Very positive	It is currently quicker to cycle in and around the city than to go by bus. The roads should be clearer for people who *need* to use their cars and permit the free flow of traffic. Buses will be quicker, and therefore more appealing to use, and cycling will be safer.	Owing to the timing of sessions, there needs to be provision for access to the ice rink, whether that is by improving bus services or adjusting the congestion charge for users. Otherwise, training would be affected to such an extent that competitive skaters will need to move to other rinks, such as Swindon, which are further away, which will affect the rink's ability to operate and remain competitive.	Look to other medieval cities abroad that have put cycling first and see what measures we can adopt. A good example is Uppsala, in Sweden, which is also a medieval university town and is almost entirely car-free in the centre. Cars should be used for getting out of Oxford, and not necessary for getting into or around Oxford.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	There should be no charges at all	Yes	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Negative	I will have to leave my job at the school where I work part time because the most direct route includes one of the charging zones and going the long way would take too long and will use too much petrol. Going there by bus would take ages as there is not a good direct service available.	They are not a good idea because the rich can afford to pay and will continue congesting the road, but those on lower income will struggle.	Removing the LTNs in East Oxford would be a good start. Have more bus routes that cover the entire city and better connection services to the surrounding villages.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	Too high	No	Make buses cheaper for all		Negative	Push traffic onto already busy alternate routes already impacted by LTNs		Use the river to provide alternative transportation into Oxford
an Oxford resident	daily	Taxis and private hire vehicles	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Make BUSES FREE FOR LOCAL PEOPLE BETWEEN WORKING HOURS AND SEE WHAT IMPACT THAT HAS ON TRAFFIC AND SCHOOL RUNS	Very negative	Will hurt people that come to Oxford to work and who live locally .. turning Oxford into a Prison	All the surrounding roads will be impacted massively, there wasn't a congestion problem before that LTNS went in.. SUMMERTOWN IS THE WORST FOR PEOPLE THAT DON'T LIVE LOCALLY	Free bus passes, council has the ability now to run its own bus services due to changes in the law, also bus ticket prices are extortionate for such small journeys and cause issues financially, Park and Ride should be free and buses to and from them should be one pound no more, if you want people to use Oxford and use it services make it cheaper for them to access them.
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Fix the badly managed roads and roundabouts	Very negative	It's literally a money making scheme. Not everyone falls into the same category of 'they should walk, get a bus or cycle' I now live in Abingdon, but I grew up in Cowley, I work in Cowley, my partner works in Cowley, my daughter goes to nursery in Rose Hill, I still have a lot of friends and family in Cowley that I see regularly, usually after work. You have already made that difficult with LTNs, I have to sit in a lot more traffic now than I ever did before. People will not stop driving! We pay for our cars, our insurance, our tax, and you want to charge us more just for the privilege of driving in our own city! There is no bus route that will allow me to go to drop off my daughter at nursery, go to work, then to pick up my daughter, and then to visit my family! And if there was it would probably double my journey time! I cycle to work when I can, but not if I have to do the nursery run. I have never ever had a problem cycling round Oxford! The majority of families and households rely on these cars to go about their daily business! Stop trying to penalise them!	You never spoke about this pre election as you knew you would struggle to get voted in! You have ruined Cowley with your LTNs already! You as a council are not listening to residents. Just look at the petition with over 10,000 signatures against! Look at the comments! Put your congestion charge in areas where you were voted in! Leave Cowley alone! Majority of residents do not want your greedy schemes! You seem to be targeting the poorer areas! If you really want it, then open up some of the LTNs so that the traffic can flow freely!	Open up the LTNs! Simple!
a resident of Oxfordshire living outside Oxford	daily	100 day passes for residents in the Oxford permit area, on days of your choice, Blue badge holders, Disability benefit claimants, Disabled tax cars, School students with special educational needs, Unpaid carers, Community health or care workers who need to visit multiple locations or travel urgently, Frequent hospital patients, Emergency service vehicles, Firefighters, Taxis and private hire vehicles, Business cars used as goods vehicles, Personal cars used as goods vehicles for business purposes, Hearses and funerial cars	I don't	Neutral	Neutral	About right	Yes	Make Park & Ride parking cheaper, Add new bus routes, Make bus services more frequent		Positive	The buses into Oxford are very slow because of people driving into the city or thought the city unnecessarily. If buses ran quickly in ans out then the park and roses are a great option to get into Oxford.	No	Full bus and cycle lanes so buses to not have to queue with all the cars. For example there is little point using the park and ride and then to sit in the bus queueing down the Abingdon Road. I would rather sit in my car in a queue and park at Westgate.
a resident of Oxfordshire living outside Oxford	less than weekly	Emergency service vehicles, Firefighters	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	No charge at all	Very negative		It will kill Oxford businesses.	Remove LTNs you are killing Oxford business.
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice. Frequent hospital patients	I don't	No impact	No impact	There should be no charges at all	No	Make buses cheaper for all, Make buses cheaper for young people, Add new bus routes		Very negative	I am a GP working in Oxfordshire but have young children who can finish school (in Oxford) late and I travel from work to them. It is not safe for them to travel alone on the public bus and so I would need more than 25 passes per vear for this.		Remove the LTN's , then congestion will be reduced in the city centre and get botley road open quicker.
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Neutral	Very positive	About right	Not sure	Make buses cheaper for all, Add new bus routes, Make bus services more frequent, Extend hours of operation for buses, Add public cycle parking		Positive	I think a congestion charge is more useful than longer term proposal		Need more bus stops for villages just outside Oxford. Some villages have no service or a very infrequent service so that residents have to drive and teenagers and young adults rely on others rather than using public transport.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice, Personal cars used as goods vehicles for business purposes	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	Yes	Make buses cheaper for all, Add new bus routes		Very negative	Will need a pass for all days, or what do you think I'm doing the rest of the days after I've used the 100 days pass? Not go to work? 200*5 is 1000 GBP!! I already pay too much taxes and council tax for me to be able to go to work!	Ridiculous idea. Stop playing to know how to address and direct traffic, you have no idea and are only making things worse!	Get a traffic manager. Getting restrictions and make it impossible for people who live here are only making you to leave the city. We are paying taxes and council tax!
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Positive	Positive	There should be no charges at all	Yes	Make Park & Ride parking cheaper, Make buses cheaper for all, Make bus services more frequent		Negative	The charge points and gates aren't going to stop people driving into the city centre. They'll keep doing it regardless		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Negative	Positive	There should be no charges at all	No	Make buses cheaper for all, Add new bus routes		Very negative	This proposal adds extra and unnecessary expense to the public when we are already struggling financially. This will add yet another expense for people trying to get to work. Residents Parking permits and buses are too expensive.	The cost of living is becoming more and more tough and these extra costs implement unnecessary added costs. Charging people £5 a day to get to work just adds more pressure.	Remove the pointless LTN'S that didn't work around Oxford and created more traffic. The roads you're proposing to charge for wouldn't be as busy as traffic can move around more freely and allow buses, taxis, emergency vehicles etc to get to where they need to be quicker and provide a better service.
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Negative	Negative	There should be no charges at all	No	Make Park & Ride parking cheaper, Make buses cheaper for all, Make bus services more frequent		Very negative	This is a typical anti motorist proposal from a "green" wealthy elite. It is not needed or welcomed by the overwhelming majority of residents.	DO NOT DO THIS!	Free buses
an Oxford resident	daily	Personal cars used as goods vehicles for business purposes	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Remove LTN	Very negative	It will another nail in Oxford coffin	Our opinion will not be valued	Remove LTN
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Positive	Positive	Too low	Yes	Make buses cheaper for all, Add public cycle parking, Other	Improve cycle lane safety (i.e potholes)	Very positive	Cars are a constant safety issue when I commute by bike. Drivers are not driving safely and when there is a lot of traffic they block cycle lanes and it makes it dangerous. Buses are held up by the sheer amount of traffic making those who want to commute by bus become frustrated.	I am very much for this and think it will make oxford safer.	Change some double yellow lines to double red lines (especially on the plain roundabout). Add traffic light control to the plain or implement yellow boxes. Magdalen school buses should not park on the plain roundabout.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice. Blue badge holders	I commute to the central permit area by car	Very negative	No impact	There should be no charges at all	No	Make buses cheaper for all, Make buses cheaper for young people, Make bus services more frequent		Very negative	If you push more traffic on the ring-road, which in peak time us horrendous now. We take our grandchildren to school to school. presently we leave 60 mins prior to school opening because of traffic build-up. More traffic total nightmare.		Open up the LTN's
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Positive	Neutral	About right	Yes	Make Park & Ride buses cheaper, Make buses cheaper for all, Make buses cheaper for young people		Positive	If it results in less congestion, and enables buses to more easily, it will have a positive impact. Hopefully, people will leave their cars at home and travel by bus.		Make buses cheaper, especisly for families with children. Students shouldn't have cars.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very positive	Negative	There should be no charges at all	No	Other	Improve bicycle access through city centre [eg Queen St]	Very negative	it is only a year until the traffic filters can be implement once Botley Rd reopens - just wait till then!		If you made it more attractive for cyclists and people to [safely] use e-scooters in the city then I think there would be a lot less overcrowded buses and less traffic! Why not permit [even by registration] privately owned e-scooters within the city bounds? The Council really need to be forward-thinking and coming up with new ideas... otherwise they will just be accused of trying to simply sart people from their money!!!
a member of the public living outside Oxfordshire	less than weekly	Personal cars used as goods vehicles for business purposes	I commute to the central permit area by car	Negative	Positive	Too high	No	Extend hours of operation for buses, Other	Pick up / drop off points and access for Oxford students.	Negative	When taking young people to and from the Oxford uni colleges they have a lot of luggage to transport. Parents have no choice but to get as close to the colleges as possible. These students contribute massively to the Oxford economy as do parents when visiting.	There should be exemption times for Oxford uni start and end of term dates.	
a member of the public living outside Oxfordshire	less than weekly		I live in the central Oxford permit area, or visit a resident of the central permit area by car	Neutral	Neutral	Too high	Yes	Make Park & Ride buses cheaper		Very negative	I am the parent of an Oxford student who has to clear her room every term so I travel into central Oxford 6 times a year which is £30 to you!		
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	No impact	No impact	Too high	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper. Make buses cheaper for all		Very negative	It will mean we are financially affected. Multiple people in house suffer from chronic back pain and are not eligible for a blue badge. Getting the cars and ride would have a detrimental effect on the hvino standards	It would be more fair to charge the congestion charge for cars that only travel without passengers. It should be free or reduced if the car has 2 or 3 people in the car or at least 40% full capacity	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Very positive	Positive	Too low	Yes	Make Park & Ride buses cheaper, Make buses cheaper for all, Add public cycle parking, Other	Improve cycle lane safety- this is the most important issue	Very positive	Cars are a constant issue with my commute in by bike. Not only are they the sole cause of traffic and the blocks on the roads. It then becomes and issue of safety when they then decide to drive in or block cycle lanes because they can't go anywhere. Removing a large number of vehicles from inside the ring road will increase cycle safety and reduce pollution.	Yes, if these proposals do get implemented please do use the comments and feedback to best make those who are gain at the policy aware that they are the minority and these schemes are supported by residents	Change some double yellow lines to double red and ban the pick up and drop off of taxi and private coaches on main thoroughfares. Change the plain to traffic light control or implement yellow boxes to prevent it being blocked. Force Magdalen school to have a car park or do not allow any vehicles to that school until they do. This f it is not implemented already a free flyer bus from the P&Rs for all NHS staff to the JR and Churchill directly. Also just sort out the cycle lane layouts which cause chaos for cyclists and drivers alike when lanes randomly end or chuck you into the road from a path with very little warning.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very positive	Very positive	About right	Yes	Make buses cheaper for all, Make buses cheaper for young people, Add new bus routes		Very positive	Relieving congestion would be good		
a resident of Oxfordshire living outside Oxford	less than weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Neutral	Neutral	Too high	Yes	Make Park & Ride parking cheaper, Make buses cheaper for all, Make bus services more frequent		Very negative	You haven't mentioned any details of how this will apply to me as an Oxfordshire resident who doesn't work in Oxford. The proposed filters have 25 days free per year per car. We only have 1 car so why can't we have 50 free days , the same as what we would have with 2 cars.	You mention commuters being allowed to register 3 cars, will there be a stipulation that only 1 car can be used per day. Otherwise the commuter's family could also drive in and out as many times as they like. Why is it only car drivers that are being penalised? HGVs cause a lot more pollution, Why can van drivers drive in and out as much as they like? You seem to be penalising the wrong people. Eg London Ulez charge bigger vehicles more, my eco friendly car does free. Whv the other wav round for Oxford?	Open the roads back up first and then access it, not now
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice, 25 day passes for residents in the Oxfordshire permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make buses cheaper for all, Make buses cheaper for young people, Other	Shouldn't happen	Very negative	It's a horrible decision why should we have to pay to drive to the places we have to go when we already pay for so many other things	It is stupid and should not happen traffic is bad already because of stupid tins and this is going to make it worse	Open up all roads and remove tins and stop forcing people to use busses or to cycle or walk people buy cars as they want to drive them so don't be stupid by closing and charging people to drive down roads
a parish, town, district or county councillor	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Add new bus routes		Very negative	It's doing to cause so much traffic and conestion worse than it all readi is who ever thought of this idea is stupid We live in a disadvantaged rural parish very close to Oxford, but have no significant bus service to connect us to the outside world, other than a shopping bus twice a week in the middle of the day. Accordingly, private licensed vehicles are a necessity, particularly for the more elderly, disabled and those with young families, otherwise it's a two and a half mile walk on busy roads without pavements to get to the nearest bus hub in Wheatley. For those who need to travel to Oxford on a daily basis; for schools, business purposes (while not working in Oxford), or necessary shopping trips, there is an absolute necessity to be able to drive, much more so than for those who live in the City, where a thriving bus service is available throughout the entire year.	The issues of congestion are entirely self-created by Oxfordshire County Council on top of the closure of the Botley Road. With no traffic able to enter or exit from the West, it has meant that those travelling in have to travel further around Oxford to enter it from the North, South and East. By then closing so many of the linking routes to the East and funneling the traffic down the three main arterials OCC has created additional congestion and bottlenecks. Road survey studies will back up that there is no more actual traffic travelling into Oxford since pre-Covid times, indeed it is less. However, that traffic has been funneled into a more limited number of roads meaning that there is a false sense of congestion. Once the Botley Road has reopened, the situation will improve dramatically.	Overall, there is no more traffic in Oxford than pre-Covid times, it has just been funneled onto fewer roads. A situation which will dramatically improve once the Botley Road has reopened.
REDACTED	REDACTED	REDACTED	REDACTED	No impact	No impact	There should be no charges at all	No	Other	Fix the numerous pot holes and roads in Oxfordshire. Make driving easier for car commuters!	Very negative	This is discriminatory towards individuals who are wealthier and do not rely on car transport to get into and out of Oxford. Public transport from the wider Oxfordshire area into Oxford is not reliable, is expensive, and does not get many people where they need to be. This scheme is exactly that- a plot devised by a council who are so out of touch that they don't care that they will be negatively impacting numerous people's daily lives by these charges and limitations on where people can drive.	Don't ignore this public consultation even if it doesn't agree with the scheme that you already plan on doing anyway. Actually listen to the comments on this consultation and maybe think about the negative impacts this will have on people who must drive and cannot afford a daily charge. If you really must have a congestion charge, consider allowing people to purchase a year pass that gives them the ability to travel freely through the congestion areas for a one time fee of £100 instead of the daily charge of £5. This will be more affordable for those of us who travel daily into the conestion areas for work that cannot be avoided.	REDACTED
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	don't implement it	Very negative	Will make no difference to traffic flows. It is a stupid IT thought out scheme	As above	For some users outside these groups you proport to help will be far far worse off. The buses actually slow traffic far more than the cars
a resident of Oxfordshire living outside Oxford	less than weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Very negative	Very negative	There should be no charges at all	No	Make buses cheaper for all, Make bus services more frequent, Extend hours of operation for buses		Very negative	Buses from Thame do not get me to work on time, or home, at weekends. Holidays or late at night. I work at a college.	Just don't do it. We know you hate cars. We hate buses. They never go where I want or when I want and they take ages and do all around the houses and they're full of badly behaved people. You want a city to be like a hamlet.	Get rid of Bus Lanes. That would widen roads.
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Buses would have to be free for me to use them	Very negative	This council is ruining the county with there completely against cars attitude. Other areas have either very cheap or free parking. Oxford is the dearest place to park outside London and now you've got to pay an extra £5, I can see a lot of business's closing as people won't bother coming here as it'll cost a fortune to visit the city Cycling isn't an option as Oxford is the worst place I know for cycle theft	The tins have had a major impact on the travel time in the city with even buses taking twice as long for the same journey. Adding insult to injury we've got to pay an extra £5 to come into town. Will this council not be happy until all the business goes to reading and banbury and the city is just for the university and tourists. Oxford was once famous for its car industry, now its anti car all the time. How about a link road from Osney mead to the ice rink and have 1 2ay into oxford under the train bridge and 1 way out through Osney mead	Open up the tins and bus gates so the traffic can actually move freely like it used to before them. The polution levels must be much higher now the tins and bus gates are in effect as its put all the vehicles onto the ring road and main oxford routes. Where before, traffic moved more freely
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice, Community health or care workers who need to visit multiple locations or travel urgently	I commute to the central permit area by car	No impact	Very positive	There should be no charges at all	No	Make Park & Ride parking cheaper, Make buses cheaper for all, Make bus services more frequent		Very negative	Another money making scheme that adds more cost for drivers. Public are not listened to the LTNs are an example of that	Should not happen	Fine network rail for the delay in reopening botley road. Get rid of the LTNs and traffic will be free flowing again. More buses are needed and the cost needs to reflect that so that people have more choice in how they commute in
a business	daily		I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Make bus services more frequent, Extend hours of operation for buses		Very negative	This is just the icing on the cake for business in Oxford. Road closures and a totally anti car campaign convinces me to take my company out of Oxford and move to a country where business is welcomed like Ireland or the Netherlands. This will mean that probaly most of my employees (over 400) will be laid off when the company here is closed. I am fed up with a council that takes massive business rates and just continues to make life difficult for employers and employees. Gold riddance Oxford. I will copy this to every employee as they are laid off so they know why we are moving the business abroad.	Utter rubbish	Open all the roads you have closed and all the other restrictions you have imposed.
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	Yes	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all		Very negative	A negative impact as I live in a village with one bus service which sometimes doesn't turn up or is very late.	A lot of the congestion is due to the Botley Road being closed which is not the fault of the cars being punished. Have you noticed that the congestion is far less in the morning when the schools are on holiday? Where are the congestion charges for Woodstock Road, Banbury Road and St Giles? It feels like only part of the city is being punished.	Encourage parents to walk, cycle or use public transport to get to school. Free parking at the park and rides. Close all the city centre car parks.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice, Blue badge holders, Disability benefit claimants, Disabled tax cars	I don't	No impact	No impact	There should be no charges at all	Yes	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		No impact			
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Neutral	Too high	No	Other	Make cycling in the city safe, with proper, safe cycle paths free of tree branches, potholes and sunken drains, free of parked cars, off roads wherever possible, and with barriers between the cycle paths and the main flow of motorised traffic.	Very negative	I live between the Hythe Bridge Street and Thames Street charge points. My partner lives in the Oxfordshire countryside, nowhere near a bus route, and even if he did it would take him over and hour and a half to get in on the bus. Once his permits run out, if he wants to come to my flat for dinner and to stay over, it will cost him £10 per visit, or he'll have to get up super early to get to the park and ride. He has expensive carpentry tools in his car (for clients outside of Oxford) and parking his vehicle there isn't safe, unlike my gated car park. He earns less than the minimum wage. How would you feel in that position? How is that fair? In this area, we've put up with the Westgate build, the Geoffrey Arthur building works, the pipe bridge closure and repair, and now we've got the new bridge being built, and the huge new development behind the ice rink coming. It's been pretty rubbish living here for years, through no fault of the residents, and now you're making it even worse.	What review have you done on the impact on housing prices in the central area? If these fail, will you be providing compensation? It's really hard to take your plans as authentic after you approved the super cheap Westage carpark and created years of traffic congestion and fumes, and when cycling in this city has been and continues to be so unsafe. You could do so much more to make cycling safe. More buses and faster buses will make it worse, as the city bus drivers are the worst in terms of not passing cyclists with a safe distance. You also seem to take no account of the needs of families, and the sustainability of after school clubs and community centres.	Close the Westgate car park for everyone except the disabled. Stop putting commercial gain and the wishes of people outside Oxford to buy new clothes over the air quality and quality of life for residents. Have a sensible plan to stop the ringroad becoming a 2 hour queue. Create more bus routes which cross the city in different ways. Include express routes from the park and rides and cowley centre which only stop at key points (e.g., the hospitals, Oxford Brookes University).
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't			There should be no charges at all	No	Make Park & Ride parking cheaper, Make buses cheaper for all, Add new bus routes		Negative			Open up the roads so traffic can flow again within the ring road. The ring road is supposed to be for cars going past Oxford, or going from rose hill to Summertown, for example. It's turning into a car park now with all the delays being caused.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	No impact	No impact	There should be no charges at all	No	Make buses cheaper for all, Add new bus routes, Make bus services more frequent, Other	Remove LTNs	Very negative			Yes, remove all LTNs. Stop advertising this cycling and walking. People need cars, Oxford is not a small village where you can walk in 15 mins everywhere
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very positive	Neutral	Too low	Yes	Make Park & Ride buses cheaper, Make buses cheaper for all, Make bus services more frequent		Very positive	As a resident of the proposed new central permit area, the current effects of heavy traffic, in particular queues for Westgate at weekends have become intolerable. As a result, buses are late and fumes from traffic are a concern. The proposed exemption for residents in the central permit area (and 50 visitor permits) is fair.	I think that £5 charge is too low as it is less than the current cost of a return bus journey of £6 (£3 per single). I also think as congestion is caused by lack of capacity on the road network that larger vehicles should pay more than smaller city cars.	Accelerated implementation of the proposed ZEZ expansion. Tiered parking tariffs so that larger/heavier vehicles pay more to park. More ANPR enforcement of bus lanes. Car free city centre.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all		Very negative	This scheme will be deeply damaging for local residents and businesses. And it is seeking to address the wrong problem. The best way to solve congestion in central Oxford is to CLOSE the enormous westgate shopping centre car park. By making central Oxford parking only available for disabled badge holders and certain types of worker (eg health and emergency workers on duty), then the number of cars coming into and out of Oxford city centre would be hugely reduced. Park and ride buses would then flow smoothly.	Only that the whole scheme is ridiculous and should be completely abandoned.	Per previous comment: The best way to solve congestion in central Oxford is to CLOSE the enormous westgate shopping centre car park. By making central Oxford parking only available for disabled badge holders and certain types of worker (eg health and emergency workers on duty), then the number of cars coming into and out of Oxford city centre would be hugely reduced. Park and ride buses would then flow smoothly.
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	No impact	No impact	Too high	Yes	Other	Make the buses cheaper and clean them on a daily basis!	Very negative			
an Oxford resident	daily		I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very positive	Very positive	About right	Yes	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all		Very positive	Traffic is crazy and people are lazy. I drive to work because I have too, because my works location changed, before this I would walk	Marston road needs improvement too many cars are speeding	
a resident of Oxfordshire living outside Oxford	less than weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Negative	Negative	Too low	Yes	Add new bus routes, Make bus services more frequent, Extend hours of operation for buses, Add public cycle parking		Very positive	The less polluting traffic the better, Oxford wasn't built for cars.		
a resident of Oxfordshire living outside Oxford	daily		I commute to the central permit area by car	No impact	Positive	There should be no charges at all	No	Make Park & Ride parking cheaper		Very negative			
a resident of Oxfordshire living outside Oxford	less than weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Neutral	Neutral	Too high	No	Add new bus routes, Make bus services more frequent, Extend hours of operation for buses		Negative	Mainly travel to Oxford to collect or deliver family members to the train station. This has been a NIGHTMARE since closing of Botley rd. this further increases the cost of travelling by rail. Buses are too infrequent and too long journeys to be practical.	Please allow people to access the rail station - this will be expensive and add to the inconvenience of using rail travel. Please allow free access for frequent hospital visitors also.	Much more frequent and more direct bus routes.
an Oxford resident	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Negative	Positive	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Extend hours of operation for buses		Very negative	This is very clearly money grabbing. You were told to delay the filters (that no one asked for) until the railway station was ready, so in place of that passive income you are adding a new penalty system!?! So obviously not about minimising traffic, more about maximizing lining your pockets. Why are you staying the £5pp/mmyrs will be used to fund the filters?? Surely you had funds set aside for this previously?? What did you do with those funds? You forget people travel into Oxford for work from outside Oxford, this is due to useless buses and schedules. There is only 1 bus route I can get and they always get cancelled without notice. I have been stuck at home waiting to travel into Oxford many times and I have even been stuck in Oxford because the bus company cancelled all buses homer!? Now you wnatbus to rely on buses to get us to and from work or pay fines? There also no evidence these filters will work. No need to have them in place early on to have them run 7am -7pm!		More attractive!?! How is this one of your justifications!?! Also you forget not everyone can ride a bike for many reasons.

Survey Response													
I am responding to this survey as	How often do you travel in or around Oxford?	Please tick which of the following free permits and passes you think you may be eligible for	Do you live in, visit a resident by car or commute by car to the proposed central Oxford	Central Oxford residents' permitIt is proposed that residents in the central Oxford	Central Oxford permit area commuters' permitIt is proposed workers commuting	We are proposing a single charge of £5 to allow cars without a day pass or permit	Do you think that charges should vary, with drivers of larger cars paying more and	Income generated by introducing the proposed temporary congestion charge would be used to cover the set-up and operating costs of the scheme.	If other improvement, please state	Taking into account all the information we have provided about the proposal to	Please explain your answer	Do you have any other comments about the proposal for six temporary congestion charge locations in Oxford that you have not already shared in this survey?	Do you have any suggestions for other ways to reduce traffic and tackle congestion in and around Oxford?
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Positive	Negative	About right	No	Make buses cheaper for all, Make bus services more frequent, Add public cycle parking		Positive	I am hoping it will reduce traffic.	I am concerned this, like the fingers, will increase traffic through Old Marston at peak commuter times.	An aerial egg lift linking Thornhill P&R > Osler Road / JR hospital > Town Centre.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Negative	Too low	Yes	Make Park & Ride buses cheaper, Make buses cheaper for all, Make bus services more frequent		Positive	Could go further, eg restricting hours of access for "other" vehicles (delivery etc) to outside normal peak times		Reduce the amount of parking currently available with a aim to discourage driving into the centre
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Positive	Negative	Too low	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Add new bus routes, Make bus services more frequent, Extend hours of operation for buses, Add public cycle parking		Positive		I think 3 cars for commuting is excessive	restrict larger vehicles such as trucks and vans within certain hours - so not during peak schools hours (7:30-9, and 3:30 to 5). This would make cycling with kids safer and more appealing.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	About right	Not sure	Make buses cheaper for all, Add new bus routes, Add public cycle parking		Very positive	Would expect to see fewer cars crossing the city centre, so buses would be faster/more timely and walking/cycling would be safer and more pleasant	Seems like a good way to test out the traffic filter ideas before going into the trial proper	School term times seem to produce the heaviest traffic, finding better ways for children to get to schools (rather than being driven in and out individually) could make a big difference. A shift away from the near-universal 9-5 working hours could also help soread out "rush hours".
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	Yes			Very negative	I'm an NHS manager, working almost 24/7, working every day after job planned hours from hime, additional commuting time will have neoative impact on my service		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	Too low	Yes	Add new bus routes, Make bus services more frequent, Add public cycle parking		Very positive	It is currently quicker to cycle in and around the city than to go by bus. The roads should be clearer for people who **need* to use their cars and permit the free flow of traffic. Buses will be quicker, and therefore more appealing to use, and cycling will be safer.	Owing to the timing of sessions, there needs to be provision for access to the ice rink, whether that is by improving bus services or adjusting the congestion charge for users. Otherwise, training would be affected to such an extent that competitive skaters will need to move to other rinks, such as Swindon, which are further away, which will affect the rink's ability to operate and remain competitive	Look to other medieval cities abroad that have put cycling first and see what measures we can adopt. A good example is Uppsala, in Sweden, which is also a medieval university town and is almost entirely car-free in the centre. Cars should be used for getting out of Oxford, and not necessary for getting into or around Oxford.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	There should be no charges at all	Yes	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Negative	I will have to leave my job at the school where I work part time because the most direct route includes one of the charging zones and going the long way would take too long and will use too much petrol. Going there by bus would take ages as there is not a good direct service available.	They are not a good idea because the rich can afford to pay and will continue congesting the road, but those on lower income will struggle.	Removing the LTNs in East Oxford would be a good start. Have more bus routes that cover the entire city and better connection services to the surrounding villages.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	Too high	No	Make buses cheaper for all		Negative	Push traffic onto already busy alternate routes already impacted by LTNs		Use the river to provide alternative transportation into Oxford
an Oxford resident	daily	Taxis and private hire vehicles	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Make BUSES FREE FOR LOCAL PEOPLE BETWEEN WORKING HOURS AND SEE WHAT IMPACT THAT HAS ON TRAFFIC AND SCHOOL RUNS	Very negative	Will hurt people that come to Oxford to work and who live locally .. turning Oxford into a Prison	All the surrounding roads will be impacted massively, there wasn't a congestion problem before that LTNS went in.. SUMMERTOWN IS THE WORST FOR PEOPLE THAT DON'T LIVE LOCALLY	Free bus passes, council has the ability now to run its own bus services due to changes in the law, also bus ticket prices are extortionate for such small journeys and cause issues financially, Park and Ride should be free and buses to and from them should be one pound no more, if you want people to use Oxford and use it services make it cheaper for them to access them.
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Fix the badly managed roads and roundabouts	Very negative	It's literally a money making scheme. Not everyone falls into the same category of 'they should walk, get a bus or cycle' I now live in Abingdon, but I grew up in Cowley, I work in Cowley, my partner works in Cowley, my daughter goes to nursery in Rose Hill, I still have a lot of friends and family in Cowley that I see regularly, usually after work. You have already made that difficult with LTNs, I have to sit in a lot more traffic now than I ever did before. People will not stop driving! We pay for our cars, our insurance, our tax, and you want to charge us more just for the privilege of driving in our own city! There is no bus route that will allow me to go to drop off my daughter at nursery, go to work, then to pick up my daughter, and then to visit my family! And if there was it would probably double my journey time! I cycle to work when I can, but not if I have to do the nursery run. I have never ever had a problem cycling round Oxford! The majority of families and households rely on these cars to go about their daily business! Stop trying to penalise them!	You never spoke about this pre election as you knew you would struggle to get voted in! You have ruined Cowley with your LTNs already! You as a council are not listening to residents. Just look at the petition with over 10,000 signatures against! Look at the comments! Put your congestion charge in areas where you were voted in! Leave Cowley alone! Majority of residents do not want your greedy schemes! You seem to be targeting the poorer areas! If you really want it, then open up some of the LTNs so that the traffic can flow freely!	Open up the LTNs! Simple!
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice, School students with special educational needs	I don't	Very negative	Negative	There should be no charges at all	No	Other	Traffic was never this bad before ltns	Very negative	My daughter is autistic but can't get blue badge she can't cope with busses so we will be forced to pay the charge	As usual attacking car drivers was never this bad before the ltns where introduced and it seems like an attack on east oxford	Remove ltns
a resident of Oxfordshire living outside Oxford	less than weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Neutral	Neutral	Too low	No	Make Park & Ride buses cheaper, Make buses cheaper for all, Make bus services more frequent		Negative	I never travel into Oxford at peak times and I park and ride from Redbridge for day visits or use the Westgate car park in the evenings for theatre and cinema trips so there may be a bit less traffic with the charge but any benefit is negated by the fact that I will pay extra in the evenings to drive in and also I cannot drive to my Oxford dentist or hairdresser appointments without passing a gate which makes it either expensive or time consuming if I use a bus and walk instead. I do however believe it needs to be more expensive a charge to get drivers to change their habits and the alternative needs to be reliable, convenient and cheap.	I think in theory it sounds a good way to raise the funds to improve bus and cycle options whilst deterring some car trips but if people pay nearly that much for a coffee or pint now I think some will pay for the convenience of the car so a higher charge would be more effective.	Park and Bike would be an interesting set up if we had hire bikes and properly separated bike tracks into the centre. I'm too old for a scooter! Bring back the express bus service that used to take us directly up A34 from our village to the city centre. Journey time was almost as good as driving in car so if fare capped too it would be good alternative. In Broad Street the pedestrians need protecting from the fast cyclists now. The bike path there needs to be marked out and signposted clearly and cyclists need to slow down or be cordoned off in a proper lane. It has become more dangerous as it is now. My ideal for the city would be trams which seem to work so well in cities here and abroad
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Negative	Negative	There should be no charges at all	No	Make buses cheaper for all		Very negative			
a resident of Oxfordshire living outside Oxford	less than weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Neutral	Negative	There should be no charges at all	No	Add new bus routes, Make bus services more frequent		Negative	The 25 day permit needs better explaining so I know for sure what entitlement I have. Otherwise my concern is that my most common reason for travel into Oxford is for cancer care, and I don't think I should be additionally penalised. I have tried public transport from both ends and it's awful, taking many hours. There should be buses to the churchill from the bus station. There should also be a direct service from banbury to Ir.	Train service between Oxford and banbury is one of the worst I've experienced with frequent overcrowding	Tram style service - particularly to common points of travel like hospitals. Or provide better services outside of Oxford, it seems there has been a policy of centralised services and now there is congestion as people travel to these services
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	No impact	No impact	There should be no charges at all	Not sure	Make buses cheaper for all, Add public cycle parking		Very negative	It will force me to take only one possible route to work, which will be the busiest route as it's the only free way into the city from that direction. I would be travelling over Donnington Bridge to Iffley Road, which is already horrendous to the neighbourhood road closures previously introduced.	I would like to see if details of economic impacts have been considered in this proposal. If traffic enforcement measures continue to be added, less people will inevitably want to work in the city and some services will close as a result.	Actually consider designing priority routes into the city for cars, rather than aiming to reduce cars at all costs on every road. It won't be long until nobody outside of the ring road can commute into the city (in a reasonable time) at all and Oxford's economic, workforce and recruitment for local businesses will all suffer as a result.
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Neutral	Negative	About right	Yes	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Very positive	I have either lived in or commuted to Oxford for years, the traffic has increased to levels where my journey is getting longer all the time.		More buses, more bikes
an Oxford resident	daily	Blue badge holders	I commute to the central permit area by car	Positive	Positive	There should be no charges at all	No	Make buses cheaper for young people, Make bus services more frequent, Extend hours of operation for buses		Very negative	Because I live in one of the areas affected, you block Holloway, how are the buses suppose to get through from Holloway onto the slade and Holloway onto Gainsington rd, the traffic is going to be backed up on both these roads so totally pointless. Motorist shop and others on that side of road should have the road taken in with parking bays, this way no cars are blocking the main Holloway Road	Yes, you need to rethink the LTNs open every other street especially those from Iffley road to Cowley road and Cowley road to st Clements. Let the traffic flow a bit easier.	To many buses going up and down Holloway to Brookes. Need more number 10s to JR You are gearing Holloway to student use only.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice, Blue badge holders, Disabled tax cars, Unpaid carers, Frequent hospital patients, Emergency service vehicles, Firefighters, Business cars used as goods vehicles, Personal cars used as goods vehicles for business purposes	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Fix the damn pot holes!!!	Very negative	This will force even more traffic onto the Oxford Road and Eastern bypass.... This is madness... Sending the increased pollution elsewhere.	STOP.....AND REMOVE THE LTN's.	Absolutely, sack all Executives of Oxford City and County Councils..... DEAREST COUNCIL TAX IN THE COUNTRY.... WASTE.... AND BADLY RUN... PEOPLE HAVE HAD ENOUGH OF THESE COUNCIL TAX INCREASES!! THE SITUATION HAS BECOME INTOLERABLE FOR THE TAX PAYER...AND NEXT YEAR, IT WILL RISE 5% ALL OVER AGAIN..... A TOTAL DISGRACE!
a member of the public living outside Oxfordshire	less than weekly		I live in the central Oxford permit area, or visit a resident of the central permit area by car	Neutral	Neutral	Too high	No	Other	Parking for university parents to access colleges	Very negative	I only come in for university drop off and pick ups and it feels like accessing the university which can only be done due to the amount of luggage is getting harder and harder. I have already had two fines that have since been rescinded.		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice, Blue badge holders, Disability benefit claimants, Disabled tax cars, School students with special educational needs, Unpaid carers, Community health or care workers who need to visit multiple locations or travel urgently, Frequent hospital patients, Emergency service vehicles, Firefighters, Taxis and private hire vehicles, Registered car clubs, Business cars used as goods vehicles, Personal cars used as goods vehicles for business purposes, Driving instructors, Hearses and funeral cars	I commute to the central permit area by car	Neutral	Neutral	There should be no charges at all	No	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Very negative	There are many people who struggle with mobility who are ineligible for a blue badge. Getting around in Oxford is already extremely difficult for these people as the council already disincentives driving to a large extent with and bus gates. Adding a congestion charge in addition to a traffic filters is going to make it a nightmare for people to get to where they need to go. Everyone already hates driving in central Oxford and avoids it at all costs. If people are not already taking a bus, it is because there is no suitable bus route for where they need to go, or because the price of buses is too expensive. we need a comprehensive bus network that connects all parts of the city, not only outskirts to the city centre. If you improve the bus network, traffic will naturally decrease without putting further pressure on people financially when they are just trying live their life. It's just not good enough to promise that the money from these measures will be put back into transport. Invest in transport now and then the traffic will decrease anyway.	You need to consider the impact on disabled people with mobility difficulties who are not eligible for a blue badge. I am acutely aware that if, at my next assessment, my bike badge is taken away, I will be entirely unable to access large areas of the city due to these measures.	Improve the bus network first and make it affordable. There is no bus service connecting the outskirts of Oxford to eachother. It would currently require two buses and 50 minutes to make a journey that would take around 10 minutes to drive
a resident of Oxfordshire living outside Oxford	never		I commute to the central permit area by car	No impact	Positive	There should be no charges at all	No	Other	Stop cycling in bus routes	Very negative	I loathe driving to Oxford anyway, when I thought it couldn't get any worse you are suggesting this	Make the delayed contractor pay?	Create a third lane on the a34
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Negative	Negative	There should be no charges at all	No	Add new bus routes, Extend hours of operation for buses		Very negative	I want to be able to jump in my car and drive to central Oxford without having to worry about using up a permit or paying £5 for something that I currently don't need to. At the end of the day, even with traffic it is quicker for me to drive than get the bus. Because I can leave whenever I want, I don't need to wait for a bus, and the bus stops everywhere. Schemes like this reoresent a rearression in our society.	I don't think there has been enough work done to reach out to people to explain why these schemes are needed with evidence how they help and after they've been introduced reassess whether they've actually worked, whilst taking into account the negative impacts they have as well.	
an Oxford resident	daily		I don't	No impact	No impact	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper		Very negative	The people that will be most impacted will be the poor and the elderly which is a disgrace	I think it is a poor idea	Remove things that block roads such as LTN's and poorly planned road works
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Negative	Very negative	About right	No	Add new bus routes, Make bus services more frequent, Extend hours of operation for buses		Very positive	As a bus passenger I'd like as few cars in Oxford as possible.	Just get on with it.	Restore a frequent bus route across Donnington Bridge, if necessary using long wheelbase minibuses to circumvent weight restrictions. Penzance operate 20-seat examples. Also a new north south route from the Abingdon Rd to Summertown or the Woodstock Rd.
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Make bus service for free from park and ride	Very negative	I travel daily into Oxfor as I work at one of the colleges and my partner as well , and most of the times I travel between colleaes to pick us me partner , this kind of situation doesn't helo at all the workers in city centre	Shouldn't be propposed at all	Yes , buiff more roads (mid ring road) and leave the connection roads oppen between near by areas
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very positive	There should be no charges at all	No			Very negative	I'm an older lady going to work early hours in Mansfield ich which I've done for 25 years, I take my car for safety and convenience. Having two jobs I need car to get to both. I'm only a cleaner so not paid a lot £12 an hour. So paying out £5 a day will put my income	Ridiculous	Get rid of ltns
a resident of Oxfordshire living outside Oxford	less than weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	No impact	No impact	There should be no charges at all	Not sure	Make Park & Ride parking cheaper, Make buses cheaper for all, Other	Park and ride parking should have zero charge for parking and not more than £2 for return ticket. Winchester shows how outrageous oxfords pricing is.	Negative	Makes Oxford even less attractive as a leisure destination. I occasionally have to transport a disabled relative in my vehicle, having a mix of blue badge and ticketed use sounds like a pain to manage.	The council didn't cover this at election time and don't have a mandate to implement it. To pretend otherwise is showing contempt for the electorate.	Get a grip on managing roadworks as TFL seem to manage, Botley road has been a one and off joke for a decade between Thames water and network rail.
a resident of Oxfordshire living outside Oxford	daily		I don't	Very negative	No impact	There should be no charges at all	No	Other	Build roads and remove cycle lanes. Maybe fix pot holes?	Very negative	We need more capacity for cars, and we need to stop building houses. There are too many people in Oxford, and stopping driving is not a solution to this. Further, Oxford needs to serve the areas around it. The only reasonable way for me to get in is by car or motorbike. Finally, motorbikes should be exempt from anv charaes that are introduced.	It should not happen, and the whole consultation is a waste of time and expense.	Shared above. Could also remove LTNs, and perhaps have fewer buses. Make cycle lanes available for traffic.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Negative	Very negative	There should be no charges at all	No	Make Park & Ride parking cheaper, Make buses cheaper for all, Add new bus routes		Very negative	The introduction of LTN's in East Oxford has increased pollution, congestion and travelling times. This proposal will exacerbate the problem.		Provide people over 60 years old with free bus passes. A number of this group are still working and reduced mobility means that they need to drive as bus services are poor and expensive. Reinstate the bus from W.ext Oxford to the railway station and add a direct bus to Headington and the hospitals
a resident of Oxfordshire living outside Oxford	daily		I commute to the central permit area by car	Neutral	Positive	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Other	Remove cycle routes from main roads and move them onto side streets or generate new off road cycle routes.	Very negative	You will simply push the traffic onto specific routes in the same way the LTN's have. You people have got absolutely know idea how to manage traffic. This is nothing more than an anti-car/driver and revenue generating campaign. Stop making matters worse! I avoid coming it Oxford as much as possible. It's a horrid unwelcoming city - because of this council.	Scrap this silly plan.	Remove roadside parking along these routes, especially Hollow way where it is the primary cause of preventing traffic flow. Remove LTN's. Increase the number of one way routes - this will improve traffic flow.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice, Unpaid carers	I don't	No impact	No impact	There should be no charges at all	No	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		No impact	I currently use my moped to commute to the JR from Botley. At the moment 100 permits will be enough, however this may change as my parents in summertown require more care.	I live in Botley and it should not be more difficult than it already is to go into town by car when I have passengers. It is not feasible and cost effective to get the bus when you have to walk from Osney mead. The LTNs in east Oxford should be removed to ease congestion before charging people to access the city centre. It is also time the council really listened to people's views instead of just implementing unpopular policies. Lambeth should be used as an example.	Remove the LTNs. St Clemente is a nightmare on 2 wheels.
a resident of Oxfordshire living outside Oxford	less than weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Negative	Neutral	There should be no charges at all	Not sure	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make bus services more frequent		Very negative	Why isn't network rail and those responsible for the need to charge the congestion charge held to account????		Get the Botley Road sorted!
an Oxford resident	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	No impact	Positive	There should be no charges at all	No	Make buses cheaper for all, Make buses cheaper for young people, Make bus services more frequent		Very negative			
a member of the public living outside Oxfordshire	less than weekly		I live in the central Oxford permit area, or visit a resident of the central permit area by car	Positive	Positive	About right	Yes	Make buses cheaper for all, Add public cycle parking		Very positive	Reduction in overall congestion would have a positive impact as I and residents I know travel around Oxford almost exclusively by bike or bus. The option of day permits is a reasonable option for rare occasions when I may have to drive into central Oxford.		Physically separated bike lane infrastructure
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Neutral	Neutral	There should be no charges at all	Yes	Make Park & Ride parking cheaper, Add new bus routes, Make bus services more frequent		Negative	If I don't get any passes, it will cost me money to drive to main shopping areas in the city. The same journey by bus would take nearly 3 times as long in each direction	It is an absolute disgrace that the incompetent way the Botley Road works have been handled by all concerned has led to Plan A being "charge residents to use the only available route". It is literal highway robbery. Network Rail should be charged for improving any bus routes or cycle lanes rather than the poor residents who have had to put up with absolute rubbish for years.	Dedicated cycle lanes which are not "share with the buses". The Banbury Road is an accident waiting to happen and it's needless because of the width of the pavements. Buses swerving round cycles and into the other traffic is nerve shredding Remove the LTNs or make them dynamic based on demand - if opening them up removes gridlock elsewhere, open them as a relief road until traffic normalises. Other cities do this with tramways etc
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	No impact	No impact	About right	Yes	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Very positive	I hope this will reduce traffic and pollution and permanently change travel habits. I hope this is the start to improving space allocated to active travel rather than motor vehicles	I think it would be better if it wasn't temporary. Also I think there are too many exemption categories. Healthcare and care providers is fine but people should not receive blanket exemptions just because of where they currently live otherwise nothing will chanae in the lona term.	Improve segregated cycle routes. Prioritise bike parking. Provide safe overnight cycle storage at park and ride sites and provide safe routes from them to the city centre.
a member of the public living outside Oxfordshire	less than weekly		I don't	Negative	Neutral	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper		Negative	Doubtful I'll visit Oxford again but if I do I'd only use Park and Ride		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Very positive	Very positive	Too low	Yes	Make buses cheaper for all		Very positive			
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice. Blue badge holders	I don't	Positive	Positive	About right	Yes	Make Park & Ride parking cheaper, Make buses cheaper for all, Make buses cheaper for young people		Positive	Reducing bus travel delays	Use this scheme rather than filters	Get cyclists to be traffic lights
a resident of Oxfordshire living outside Oxford	less than weekly		I don't	Very negative	Very negative	There should be no charges at all	Yes	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all		Very negative		Stupid idea. Will only push more people away from Oxford which will reduce traffic but will hit the shops very bay	
a resident of Oxfordshire living outside Oxford	less than weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	Too low	Yes	Other	make the park and ride buses FREE, and when the council punishes the car users, the council has the responsibility to to provide FREE alternatives	Very negative	The people will simply cut the expense during visiting Oxford. just like skipping a meal or a coffee finally, don't those shop suffer	The congestion at Thames Street are created by the Westgate car park. The council should force the shopping centre to implement pre-booking system for the parking lot instead of waiting at both ways. But sadly, the council did nothing on it.	FREE park and rider buses and less than £10 for family buses tickets can attract people to give up driving. The bus fare must be much cheaper than fuel + parking because the bus operation is so inefficient. More passengers mean more delave on the ticket machines.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice, Frequent hospital patients	I don't	No impact	Positive	About right	Not sure	Make Park & Ride buses cheaper, Make buses cheaper for all, Add new bus routes		Positive	Safer streets and air. I will have to make a lot of hospital visits this year and grandparent-as-childminder visits that require a minimum of 2 buses to cross town. These journeys will remain difficult and unreliable journeys by bus at present. But 100 permits introduces this scheme gradually and should be sufficient for my needs I trust.	I think the needs of teachers and hospital NHS workers should be carefully considered. The extra costs of fines may mean they become reluctant to work in Oxford and are probably living outside the city because of housing costs. Should they not have 100 permits rather than just 25 if coming from outside Oxford to allow for days when they have to transport kit into work that cannot necessarily be carried on a bus or Park and Ride scheme?	Better cycling routes. e.g. Woodstock Road - loads of money spent on some inessential work but the cycle tracks either side of this road are not fit for purpose. In winter, dark, wet or frosty conditions the poor state of the cycle route means that cyclists divert onto the better road surface and are then sometimes bullied by impatient drivers behind them to get back on the pavement. Traffic slows as a result. More congestion. Cycle lanes should be separate from the roads please. Pot holes and pot holes over drains can be fatal to cyclists. Cowley Road's excessive road furniture means this feels very unsafe for cyclists when all sorts of vehicles are travelling at all sorts of speeds. Pay money to the police to arrest and charge illegally modified electric bike owners or scooter drivers driving above 15mph. Confiscate their bikes/scooters if using illegally.They are lethal to fellow road-users and themselves sometimes. (Perhaps JR A&E data could tell a story about this?)
a resident of Oxfordshire living outside Oxford	weekly		I don't	Very negative	Very negative	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all		Very negative	This will kill the city centre - short-sighted, expensive and we know you have already decided to do this		Why do you think it is so bad? It's perfectly manageable and if people want to sit in traffic, let them.
a resident of Oxfordshire living outside Oxford	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I commute to the central permit area by car	No impact	Positive	There should be no charges at all	Yes	Make Park & Ride parking cheaper, Make buses cheaper for all, Make bus services more frequent		Very negative	I work in a small school located in the congestion zone, this will impact numbers as parents can't get to school. We have already seen parents pull their children out as they are worried about the bus gates. Job losses could happen if we end up losing more.	I live in Carterton, I would get the bus but it takes 1 hour and 20 mins to get there in the morning and more in the evening, by car it is 45- 1 hour. There is an express service but it doesn't get me in on time. If there were more express buses I would consider this. Also invest in the road infrastructure on the Eynsham park and ride!!!! It is such a waste sitting there not being used!
an Oxford resident	weekly	Frequent hospital patients	I don't	Negative	Negative	There should be no charges at all	Not sure	Add new bus routes, Make bus services more frequent, Extend hours of operation for buses		Negative	Not always possible to go by bus or to cycle. I live in Haddington and cycling back from Oxford is very difficult as it's route is uphill. Also the city Council have limited the number of buses and where they go from my area so I have to use my car.		Reduce the number of buses going through Eddington particularly the London buses they're only full of commuting times. They could put more on there and then reduce the number. The number of London buses in the city causes congestion in the high as well.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Don't implement temporary congestion charge	Very negative	It will prohibit my free movement in the city I live in. 100 days free are ridiculous	None. Don't want this scheme	Open the ltns
an Oxford resident	daily		I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	Too high	No	Other	Do not do this. LTNs have been a disaster. Stop penalising drivers.	Very negative	Too much interference by OCC without voter support, as per LTNs.	Do not do it please.	
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	Not sure	Make buses cheaper for all, Add new bus routes		Very negative			Make more cycle lanes to avoid road sharing. Make streets one way only. Remove parking from some streets. Remove LTNs.
an Oxford resident	daily		I don't	Positive	Positive	There should be no charges at all	No	Make buses cheaper for all, Make buses cheaper for young people, Add new bus routes		Very negative	This scheme would be extremely detrimental for residents, visitors, and students, and indicates an outrageous level of "out of touch' from the council. Central oxford shops are already struggling due to a fall in visitor numbers, and this would be the nail in the coffin. The best way to ease congestion is by prioritising reopening the botley road, and increasing bus services, including discounts for local residents (e.g. travel tax)	Student discount on buses and trains	Reopen botley road and get more buses
an Oxford resident	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Neutral	Very negative	There should be no charges at all	No	Make Park & Ride buses cheaper, Make buses cheaper for all, Make buses cheaper for young people		Very negative	It is practically impossible to employ school staff at Cherwell and Swan school -teachers live 10 or more miles away -they allow 1.5-2 hours in the morning to get to school on time.	There are so many schools and hospitals in the Marston/Headington area. Staff don't want to drive in-but often have no choice. I would have a free park and ride with a shuttle bus for hospital staff somewhere near Barton Park. I would have free bus travel for all secondary school children to stop their parents driving in. I would also have a park and ride for school staff with a free bus service. I am mainly a pedestrian and have had so many near misses with bikes on the pavements-it would be great for pedestrians to be considered too. Cycle tracks on footpaths are dangerous for pedestrians and cyclists	Free park and ride and bus travel for school staff, hospital staff and secondary school children.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice, Blue badge holders, Disability benefit claimants, Disabled tax cars, School students with special educational needs, Unpaid carers, Community health or care workers who need to visit multiple locations or travel urgently, Frequent hospital patients, Emergency service vehicles, Firefighters, Taxis and private hire vehicles, Registered car clubs, Business cars used as goods vehicles, Personal cars used as goods vehicles for business purposes, Driving instructors, Hearses and funeral cars	I commute to the central permit area by car	Very negative	No impact	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all		Very negative	Just pushing all the cars into one place, bloody nightmare driving in Oxford, if there's a accident or breakdown it comes to a stand still! 😂 😂 😂		
a resident of Oxfordshire living outside Oxford	less than weekly		I live in the central Oxford permit area, or visit a resident of the central permit area by car	Neutral	No impact	There should be no charges at all	No	Make Park & Ride parking cheaper, Make buses cheaper for all, Make bus services more frequent		Very negative	Won't be able to visit friends as frequently due to cost, being a pensioner and no viable public transport.	Driven by greed and bad governance.	Close the City completely so no-one can go in or out except by bicycle or on foot.

Survey Response													
I am responding to this survey as	How often do you travel in or around Oxford?	Please tick which of the following free permits and passes you think you may be eligible for	Do you live in, visit a resident by car or commute by car to the proposed central Oxford	Central Oxford residents' permitIt is proposed that residents in the central Oxford	Central Oxford permit area commuters' permitIt is proposed workers commuting	We are proposing a single charge of £5 to allow cars without a day pass or permit	Do you think that charges should vary, with drivers of larger cars paying more and	Income generated by introducing the proposed temporary congestion charge would be used to cover the set-up and operating costs of the scheme.	If other improvement, please state	Taking into account all the information we have provided about the proposal to	Please explain your answer	Do you have any other comments about the proposal for six temporary congestion charge locations in Oxford that you have not already shared in this survey?	Do you have any suggestions for other ways to reduce traffic and tackle congestion in and around Oxford?
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Positive	Negative	About right	No	Make buses cheaper for all, Make bus services more frequent, Add public cycle parking		Positive	I am hoping it will reduce traffic.	I am concerned this, like the fingers, will increase traffic through Old Marston at peak commuter times.	An aerial egg lift linking Thornhill P&R > Osler Road / JR hospital > Town Centre.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Negative	Too low	Yes	Make Park & Ride buses cheaper, Make buses cheaper for all, Make bus services more frequent		Positive	Could go further, eg restricting hours of access for "other" vehicles (delivery etc) to outside normal peak times		Reduce the amount of parking currently available with a aim to discourage driving into the centre
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Positive	Negative	Too low	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Add new bus routes, Make bus services more frequent, Extend hours of operation for buses, Add public cycle parking		Positive		I think 3 cars for commuting is excessive	restrict larger vehicles such as trucks and vans within certain hours - so not during peak schools hours (7:30-9, and 3:30 to 5). This would make cycling with kids safer and more appealing.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	About right	Not sure	Make buses cheaper for all, Add new bus routes, Add public cycle parking		Very positive	Would expect to see fewer cars crossing the city centre, so buses would be faster/more timely and walking/cycling would be safer and more pleasant	Seems like a good way to test out the traffic filter ideas before going into the trial proper	School term times seem to produce the heaviest traffic, finding better ways for children to get to schools (rather than being driven in and out individually) could make a big difference. A shift away from the near-universal 9-5 working hours could also help soread out "rush hours".
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	Yes			Very negative	I'm an NHS manager, working almost 24/7, working every day after job planned hours from hime, additional commuting time will have neoative imoact on my service		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	Too low	Yes	Add new bus routes, Make bus services more frequent, Add public cycle parking		Very positive	It is currently quicker to cycle in and around the city than to go by bus. The roads should be clearer for people who *need* to use their cars and permit the free flow of traffic. Buses will be quicker, and therefore more appealing to use, and cycling will be safer.	Owing to the timing of sessions, there needs to be provision for access to the ice rink, whether that is by improving bus services or adjusting the congestion charge for users. Otherwise, training would be affected to such an extent that competitive skaters will need to move to other rinks, such as Swindon, which are further away, which will affect the rink's ability to operate and remain competitive	Look to other medieval cities abroad that have put cycling first and see what measures we can adopt. A good example is Uppsala, in Sweden, which is also a medieval university town and is almost entirely car-free in the centre. Cars should be used for getting out of Oxford, and not necessary for getting into or around Oxford.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	There should be no charges at all	Yes	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Negative	I will have to leave my job at the school where I work part time because the most direct route includes one of the charging zones and going the long way would take too long and will use too much petrol. Going there by bus would take ages as there is not a good direct service available.	They are not a good idea because the rich can afford to pay and will continue congesting the road, but those on lower income will struggle.	Removing the LTNs in East Oxford would be a good start. Have more bus routes that cover the entire city and better connection services to the surrounding villages.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	Too high	No	Make buses cheaper for all		Negative	Push traffic onto already busy alternate routes already impacted by LYNs		Use the river to provide alternative transportation into Oxford
an Oxford resident	daily	Taxis and private hire vehicles	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Make BUSES FREE FOR LOCAL PEOPLE BETWEEN WORKING HOURS AND SEE WHAT IMPACT THAT HAS ON TRAFFIC AND SCHOOL RUNS	Very negative	Will hurt people that come to Oxford to work and who live locally .. turning Oxford into a Prison	All the surrounding roads will be impacted massively, there wasn't a congestion problem before that LTNS went in.. SUMMERTOWN IS THE WORST FOR PEOPLE THAT DON'T LIVE LOCALLY	Free bus passes, council has the ability now to run its own bus services due to changes in the law, also bus ticket prices are extortionate for such small journeys and cause issues financially, Park and Ride should be free and buses to and from them should be one pound no more, if you want people to use Oxford and use it services make it cheaper for them to access them.
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Fix the badly managed roads and roundabouts	Very negative	It's literally a money making scheme. Not everyone falls into the same category of 'they should walk, get a bus or cycle' I now live in Abingdon, but I grew up in Cowley, I work in Cowley, my partner works in Cowley, my daughter goes to nursery in Rose Hill, I still have a lot of friends and family in Cowley that I see regularly, usually after work. You have already made that difficult with LTNs, I have to sit in a lot more traffic now than I ever did before. People will not stop driving! We pay for our cars, our insurance, our tax, and you want to charge us more just for the privilege of driving in our own city! There is no bus route that will allow me to go to drop off my daughter at nursery, go to work, then to pick up my daughter, and then to visit my family! And if there was it would probably double my journey time! I cycle to work when I can, but not if I have to do the nursery run. I have never ever had a problem cycling round Oxford! The majority of families and households rely on these cars to go about their daily business! Stop trying to penalise them!	You never spoke about this pre election as you knew you would struggle to get voted in! You have ruined Cowley with your LTNs already! You as a council are not listening to residents. Just look at the petition with over 10,000 signatures against! Look at the comments! Put your congestion charge in areas where you were voted in! Leave Cowley alone! Majority of residents do not want your greedy schemes! You seem to be targeting the poorer areas! If you really want it, then open up some of the LTNs so that the traffic can flow freely!	Open up the LTNs! Simple!
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	Not sure	Add new bus routes, Make bus services more frequent, Extend hours of operation for buses		Very negative	Oxford is amongst the most expensive areas in the country to live, and people are struggling with a cost of living crisis. This is yet another temporary solution to congestion which will end up becoming permanent, just like the LTNs. This is not fair on the residents of Oxford, particularly those in east Oxford who are already struggling with the impact of the LTNs, or those in west Oxford who are having to deal with the motley road closure.		Open up the LTNs. This prevents pushing traffic in east Oxford onto two arterial roads which are not sufficient for the traffic. Look at a joined up bus system. Make rose hill buses go to the station. Reopen the Cowley branch rail line.
a resident of Oxfordshire living outside Oxford	less than weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Very negative	Very negative	There should be no charges at all	No	Other	Make park and ride free, you can't keep charging more it's closina down business and ruinina life's	Very negative	It going to close down business the LTNs have already started this and it's going to make it worse		Use of a monorail or additional over pass to service Oxford
an Oxford resident	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Negative	Very negative		Yes	Make Park & Ride parking cheaper		Negative	The council are not targeting the biggest issue of congested roads in Oxford during peak times. 1 The LTN'S have pushed more vehicles into fewer roads around East Oxford. 2 Parents taking their children to and from school in their own cars instead of using public transport. 3 Pecole who are able bodied aoina to the hosstals for aaointments cloaaina roads to the hosstal sites.		
a business	daily		I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Traffic is only bad in terms time, looks at a way of getting children in and out of school at peak time.	Very negative	The scheme makes no sense and there is not remit to do this so already looking at options to move company out of Oxford.		Congestion is only bad at school drop off and pick up in term time. Look to tackle that issue rather than make it making it hard to have an office in Oxford.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	Yes	Other	Stop this nonsense charge fee. You are stressing people and they are going to work under stress or dropping their kids to school in stressful conditions -what is that? This is not good care not good treatment for people of Oxford.	Very negative	Negative on the family who are dropping their kids to school or going to work under stress and in the end who care about us .... It should be the people from the council, right. I don't feel anymore that care although I'm living in Oxford more then 10y and I was extremely happy to stay here and raise my children. So sad to say that but unfortunately the councilors will push out decide to leave Oxford.	Not adequate and serious to set them out of Oxford center. Is it Hollow way Center area? Well looks like it is. Not a good idea at all.	Although I'm not happy at all of the theme about conjunction fee and bus barriers or cameras I know I won't stop you to do it and I would suggest to look in a more appropriate timeframe easy for school run and coming back from night shift home.
an Oxford resident	weekly		I commute to the central permit area by car	No impact	No impact	There should be no charges at all	No	Other	Don't implement the charge	Very negative	Having to change job and likely move, it's too expensive as it is		Think of something else
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	No impact	There should be no charges at all	No	Make buses cheaper for all, Make buses cheaper for young people, Make bus services more frequent		Very negative	Marston Ferry road is the most efficient way to move from east to central. It feels like you're trying to cut off poorer parts of the city. That road is never really that busy anyway		Make busses far cheaper (driving and paying for parking is still cheapest option). Work with bike hire companies like Lime and Voi to make them cheaper and more accessible. I don't understand why the scooters need a driving licence and the bikes don't! Build another car park near Westgate
a member of the public living outside Oxfordshire	weekly		I commute to the central permit area by car	No impact	No impact	There should be no charges at all	Yes	Other	None of the options affect me.	Very negative	I travel from Basingstoke so my daughter can train with the Oxford Junior Stars Ice Hockey team. I'm already paying about £20 for a round trip. This extra charge would make it uneconomical for me to continue to come. I cant use P&R, because it would add an extra 50% to our journey time, and we have to carry a larae baa of equipment plus sticks.	Why do Oxford residents get preferential treatment? It looks like we're going to have to move clubs because of this extra charge, as the travel costs will soon be greater than the club fees!	Tax dirty diesels, not EVs
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Very negative	Neutral	There should be no charges at all	No	Make Park & Ride parking cheaper, Make buses cheaper for all, Add new bus routes		Very negative	It will cost money that we are all struggling eith	Not only do people have to pay £5 a day they are also going to be charged for parking at there work	Get rid of l t ns
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	There should be no charges at all	Not sure	Make buses cheaper for all, Add new bus routes, Make bus services more frequent, Extend hours of operation for buses		Very negative	I commute to a rural location an hour's drive away 5 days a week. My place of work is only accessible via car. This charge will force me to extend my journey by 15-20 mins each way by going around the ring road. This will add more stress and I'll be polluting the environment more. My usual route takes me along St Clements and then Iffley Road - the traffic that I see is heavily caused by school drop offs and pick ups - the drop in traffic during school holidays is huge. Therefore I think more should be done to encourage parents to car share or use public transport to get their children to school. It's assumed that everyone drivina into Oxford has other options of transport, but with my work location I do not		As said above, look at the school areas and what can be done to encourage parents to not use cars to drop off and pick up children that doesn't then impact people who need to use a car for work
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make buses cheaper for all, Add new bus routes, Add public cycle parking		Very negative	I have to get around Oxford to different sessions and it would make my life harder	Stop making working class people lives harder	Get rid of the LTN'S to take pressure off the bus routes, which will improve journey times
a resident of Oxfordshire living outside Oxford	weekly	Blue badge holders	I commute to the central permit area by car		Very positive	There should be no charges at all	Yes	Make Park & Ride buses cheaper		Negative		Temporary in Oxford means long term	PIR buses should be direct to city centre,not picking up passengers every few hundred metres.
an Oxford resident	daily	Blue badge holders	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	Yes	Make Park & Ride parking cheaper, Add new bus routes, Make bus services more frequent		Very negative	This will have a negative effect upon workers, especially businesses in Oxford We already have a negative effects on outer roads outside Oxford City Centre due to the LTN's	Definitely not a good ide	Take out the LTN`s Traffic will run smoothly
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I commute to the central permit area by car	Very negative	No impact	There should be no charges at all	No	Make buses cheaper for all, Make bus services more frequent, Extend hours of operation for buses		Very negative	Due to the closure of Botley Road at the station bridge, access to the Westgate and Oxpens car parks requires crossing a charging zone. Residents of Botley currently have no direct bus services into the City Centre, and for many elderly individuals, the walk from Osney is simply too far to manage.	Move the Thames street congestion charge location to the Station side of the Oxpens car park, this would allow access to the carparks via Abingdon road. A better option would be to remove this charge point altogether, the Hythe Bridge street point would 'catch' motorists on through journeys. Provide a bus service from Botley into the City centre via the Abingdon Road.	
a resident of Oxfordshire living outside Oxford	daily		I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for young people, Add new bus routes, Make bus services more frequent, Extend hours of operation for buses		Very negative	We travel to central oxford to drop our kids to school. We live outside of Oxford and bus service is rubbish or unreliable. We have no choice but to travel by car.		Introduce bus lanes .. add more routes and buses. At present, it is a deadlock situation. People will happily pay £5 charge per day, as it is still cheaper than return ticket to oxford (£6) .. And infact, people who change buses, they end up paying even more.. This is like penalising genuine people without providing them proper facilities or options.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No			Very negative			
a resident of Oxfordshire living outside Oxford	less than weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Negative	Negative	There should be no charges at all	No	Extend hours of operation for buses		Very negative	The congestion is Oxford has been made worse by an anti-car policy pursued by Oxford city and Oxfordshire County councils. Remove the LTN's and bus gates and allow traffic to progress freely along all roads capable of taking vehicle traffic. Secondly do not build large new housing estates without allowing for off-road parking at these houses and building the extra road infrastructure to cope with the demand caused by the new housing developments. The idea that these residents can go about their daily routine on cycle tracks is complete fantasy as much of Oxfordshire is commuter belt for London and beyond.	Don't do it.	Remove LTN's and Bus gates as these channel traffic along a smaller number of routes causing congestion, whereas without these traffic would spread out more naturally.
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Neutral	Neutral	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Make bus services more frequent, Extend hours of operation for buses, Other	Improve roundabouts at wolvervote and ensyham and lights at cassington to reduce congestion of vehicles attempting to leave Oxford. Queues of hundreds form every single day, creating unnecessary pollution	Very negative	I have no choice but to commute into Jericho by car. This will simply add further congestion via Woodstock road making an already hideous journey unbearable. I already avoid shopping and socialising in Oxford because of the woeful parking and dismal public transport options. This makes me even less likely to come and spend money. The council seems hell bent on destroying what little retail and hospitality venues exist in Oxford. If commuting by can gets even worse than it already is then I would even insist on working from home - depriving even more businesses of the money I spend on lunch, occasional drinks after work etc. this scheme is all stick and no carrot- I fully expect it to be forced through with the clueless Andrew Gant imposing his will on the people regardless of what the consultation says, mick like the LTN's and 20th schemes that are designed to make life miserable for anyone who has no choice but to use a car and which cumulatively are killing countless businesses in Oxford	That are nothing but a tax on working people and businesses that can ill afford it, and an absolute disgrace.	Improve roundabouts on the ring road, especially wolvercote where the recent bus lane changes mean even few cars leave via Woodstock road each cycle. If traffic could leave Oxford easier we would all benefit. When the lights failed recently the queues at 8.30am were almost non existent! Park and ride needs to be much, much cheaper and more frequent. Busses from villages need to be more frequent, more direct, and actually turn up with proper compensation when they don't. At present they are simply not a viable option. Sort the public transport and the traffic will take care of itself!
an Oxford resident	daily												
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Very positive	Very positive	About right	Yes	Add new bus routes, Make bus services more frequent		Very positive			
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice, Frequent hospital patients	I don't	No impact	No impact	There should be no charges at all	No	Make Park & Ride parking cheaper, Make buses cheaper for all, Add new bus routes		Very negative	Add more direct routes from park and rides to each individual hospital: Current 600 bus route takes too long going around various estates and each hospital to be considered worthwhile. I'd rather drive, pay the £5 charge, and then pay for parking at the hospital than spend over an hour to get from my home to the hospitals ... From first hand experience I know that people who have just finished at the hospital are going to be exhausted and feeling unwell after spending hours in a hot and noisy hospital waiting for an appointment or treatment. Once done, they will just want to get home as quickly as possible, not spend another exhausting hour on a hot, noisy, and often overcrowded bus. I can count over 40 times in the last 5 years that I was glad to be driving back home after a stressful and painful appointment/treatment at the hospital in a quiet air conditioned car. I would consider using the bus if it were to just go directly between the park and ride(s) and the hospitals without meadering through multiple housing estates. The 300 bus doesn't stop along the Abingdon Road so why can't the 600?	no	I feel there are other more long term solutions that are beneficial to reducing congestion in and around Oxford. For Example: Add a dual carriageway between the a34 (Adding a new junction between the Hinksey hill and botley junctions) and the a420 near the westgate centre (through oxpens meadows?). This would significantly reduce traffic on the Abingdon Road and Botley Road once reopened. Additionally, another dual carriageway from the a34 either just north of Abingdon across to the m40 near junction 8. It would greatly help divert traffic heading to the M40 away from the eastern bypass, reducing congestion.
an Oxford resident	less than weekly	100 day passes for residents in the Oxford permit area, on days of your choice, Blue badge holders, Emergency service vehicles	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Make bus services		Very negative	Disaster for the area , shoppers will go elsewhere		Leave well alone
a member of the public living outside Oxfordshire	daily		I commute to the central permit area by car	Very negative	Positive	Too high	Not sure	Make Park & Ride parking cheaper		Very negative			Open botley road !
an Oxford resident	daily		I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Remove LTNs	Very negative	Its expensive and unnecessary, the root cause of the problems are the LTNs. Remove them.		Remove the LTNs and fine the construction company in charge of the railway bridge work on Botley Road for the late delivery of the project. Use those funds to improve park and ride and reimburse the local businesses that have suffered
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Negative	Negative	There should be no charges at all	Yes	Make buses cheaper for all		Very positive	Why should people living in Oxford have to pay these charges, people visiting oxford should be the ones that need to pay	Yes, it's a waste of money. What about people living in central oxford who need to get to work across town	Yes, get rid of grant and the rest of his party
an Oxford resident	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice, Blue badge holders, Disabled tax cars, School students with special educational needs, Unpaid carers, Community health or care workers who need to visit multiple locations or travel urgently, Frequent hospital patients, Emergency service vehicles, Firefighters, Taxis and private hire vehicles, Hearses and funeral cars	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very positive	Very negative	About right	No	Make buses cheaper for all, Add new bus routes, Add public cycle parking		Very positive			
an Oxford resident	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice, Personal cars used as goods vehicles for business purposes	I don't	No impact	No impact	About right	Yes	Make buses cheaper for all, Make bus services more frequent, Add public cycle parking		Very positive	We need to get cars off the road to allow buses to move more quickly and reliably	Do it!	The tunnel of doom is dire. Needs to be widened, with marshalls actually helping people rather than just standing around.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Very positive	Negative	Too low	Yes	Add new bus routes, Make bus services more frequent, Extend hours of operation for buses		Positive	There should be a modest improvement in bus services - speed and reliability.Make walking safer		Make walking safer to minimise the 'school run' especially the private schools.
a resident of Oxfordshire living outside Oxford	less than weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice, Community health or care workers who need to visit multiple locations or travel urgently	I commute to the central permit area by car	No impact	No impact	Too high	Yes	Make buses cheaper for all, Add new bus routes, Extend hours of operation for buses		Negative	I think the scheme could potentially be very confusing for those who need to use it. Would need to be exceptionally clear about which roads and when. May negatively impact those who may not be able to interpret the scheme. Would need guarantees that this would not negatively impact on those orovidina health care services. carers. social workers etc...	I do not feel this should be being introduced at all in any form while the Botley road remains closed. It is already impacting negatively on small local businesses - don't give people another reason to not use the city.	Reliable park and ride with adequate parking is not always available or convenient.
a business	daily	Business cars used as goods vehicles	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	There should be no income at all. I totally disagree with a congestion charge dressed up as the traffic filters	Very negative	The option I chose is your option provided. No explaination should be needed	I oppose Oxfordshire County Council's proposal for six temporary congestion charge locations, which appear to be traffic filters rebranded as a congestion charge. This scheme is unnecessary and lacks public support. It represents yet another attempt to penalise private vehicle use under the guise of environmental concern. The policy is inherently unfair: it will hit working-class residents the hardest, while wealthier individuals will simply pay the charges and carry on. Vehicle owners already contribute significantly through VED, fuel duty, and other charges — this is an unjustified extra cost. It's effectively "Robin Hood in reverse", taking from those who can least afford it. The plan reflects an increasingly Orwellian attitude toward transport policy in Oxford, where restrictions are imposed top-down with little genuine democratic consent. Instead of punishing drivers, the Council should focus on improving public transport options and road infrastructure in ways that benefit everyone, not just interest groups that are biased in their opinion and have infiltrated OCC	Title: The Case for a Bicycle and E-Scooter Congestion and Emissions Charge in Oxford, A Matter of Fairness and Urban Sustainability Abstract Oxford, like many historic cities, grapples with complex transport challenges rooted in its medieval layout, high population density, and growing environmental concerns. While much policy attention has focused on reducing private car usage via congestion and emissions charges, little scrutiny has been applied to the increasing environmental and spatial burdens posed by bicycles and electric scooters. This essay argues that in the interests of fairness, urban order, and environmental integrity, Oxford should introduce a congestion and emissions charge for bicycles and e-scooters. Drawing on environmental data, urban spatial analysis, and principles of equitable policy-making, the paper demonstrates the growing externalities of these modes of transport and offers a framework for integrating them into Oxford's broader traffic and sustainability strategy. :: 1. Introduction Oxford has been at the forefront of low-emission and traffic-reduction strategies, including the implementation of Low Traffic Neighbourhoods (LTNs), Zero Emission Zones (ZEZs), and proposed congestion charges for private vehicles. However, the near-universal exemption of bicycles and electric scooters from these regulatory frameworks has produced unintended consequences: emissions from battery-powered mobility, pavement congestion, and an inequitable distribution of regulatory burdens. To address these oversights, a new policy model is required—one that includes cycles and scooters in congestion an :: 2. Environmental Impact of Bicycles and E-Scooters While traditionally regarded as "green," bicycles and e-scooters are not without their environmental costs. 2.1 Emissions in Manufacturing and Disposal
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Positive	Neutral	There should be no charges at all	No	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Very negative	The hassle of applying.	Yet again drivers are being penalised for the incompetence of a big company (Network Rail) they should be the ones footing the bill	
a resident of Oxfordshire living outside Oxford	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I commute to the central permit area by car	Positive	Positive	About right	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Extend hours of operation for buses		Positive			
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Open up ltns none of this would happen if this wasn't put in place destroying Oxford	Very negative	People are already punished enough on a daily basis living in Oxford it used to be a great place to live but to council have ruined it who would want to come here	This is not being done for the people of Oxford this is all about control and punishment making people and business suffer may as well put us all back into lock down	Open the roads stop blocking everyone in and stop putting cyclists first they put me in danger on a daily basis (I'm a non driver and am tired of them)
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	About right	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Add new bus routes		Very positive	I made the decision to sell my car a couple of years ago. Since then I have cycled round Oxford or gone by bus. The huge amount of traffic is getting worse, but your scheme will help to start to turn the fortunes of bus users and cyclists around. Buses in particular have been impacted hugely and although I don't work on hospital sites anymore, the huge number of cars with one person in each used to hold up my commute on the bus by a long time. Good on you for doing the difficult thing. Keep strong. You are standing up for people who need to used the bus and need it to be quicker, and for cyclists who need it to be safer.		'More education of motorists about: - safe passing distances - speed limits Almost every journey now a car scrapes past me with a dangerously close pass. When possible I try to gently speak to drivers afterwards (e.g. often they do a crazy fast close pass near my legs, and having overtaken to save 4 seconds, then end up at a traffic light side by side with me. I tell them in a calm voice how frightening these experiences are, and they are usually friendly and understandina. But I think a police education drive in this would reach more people than I can)
a resident of Oxfordshire living outside Oxford	daily		I don't	Very negative	Negative	There should be no charges at all	No	Other	Get rid of the LTNs that are already there and let the traffic flow freely	Very negative	People who live there will have to pay to get to their home or be given a pass which doesn't cover the year. What if there is an accident the traffic is stuck all going the same way. People who cannot afford to live near where they work are being penalised.	I am teacher. I cannot afford to live in Oxford so I live in Didcot. With the bus gates that are already in place, it is a nightmare to get to and from work, heaven forbid there is an accident. It takes well over an hour to get home which is ridiculous. The people making this decision should be ashamed of themselves and spend a commute doing the journey - leaving Headington anywhere between 4 and 6pm and trying to get to Didcot. It is such a joke! You cannot expect people to work where they live. As a teacher. I cannot get multiple busses and trains to get to work	If you get rid of the LTNS traffic will flow much quicker and people will spend less time in their cars and less pollution. For the people making this decision to actually do a commute during rush hour and see just what it is like when you cannot go a different route.

Survey Response													
I am responding to this survey as	How often do you travel in or around Oxford?	Please tick which of the following free permits and passes you think you may be eligible for	Do you live in, visit a resident by car or commute by car to the proposed central Oxford	Central Oxford residents' permitit is proposed that residents in the central Oxford	Central Oxford permit area commuters' permitit is proposed workers commuting	We are proposing a single charge of £5 to allow cars without a day pass or permit	Do you think that charges should vary, with drivers of longer cars paying more and	Income generated by introducing the proposed temporary congestion charge would be used to cover the set-up and operating costs of the scheme.	If other improvement, please state	Taking into account all the information we have provided about the proposal to	Please explain your answer	Do you have any other comments about the proposal for six temporary congestion charge locations in Oxford that you have not already shared in this survey?	Do you have any suggestions for other ways to reduce traffic and tackle congestion in and around Oxford?
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Positive	Negative	About right	No	Make buses cheaper for all, Make bus services more frequent, Add public cycle parking		Positive	I am hoping it will reduce traffic.	I am concerned this, like the fingers, will increase traffic through Old Marston at peak commuter times.	An aerial egg lift linking Thornhill P&R > Osler Road / JR hospital > Town Centre.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Negative	Too low	Yes	Make Park & Ride buses cheaper, Make buses cheaper for all, Make bus services more frequent		Positive	Could go further, eg restricting hours of access for "other" vehicles (delivery etc) to outside normal peak times		Reduce the amount of parking currently available with a aim to discourage driving into the centre
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Positive	Negative	Too low	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Add new bus routes, Make bus services more frequent, Extend hours of operation for buses, Add public cycle parking		Positive		I think 3 cars for commuting is excessive	restrict larger vehicles such as trucks and vans within certain hours - so not during peak schools hours (7:30-9, and 3:30 to 5). This would make cycling with kids safer and more appealing.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	About right	Not sure	Make buses cheaper for all, Add new bus routes, Add public cycle parking		Very positive	Would expect to see fewer cars crossing the city centre, so buses would be faster/more timely and walking/cycling would be safer and more pleasant	Seems like a good way to test out the traffic filter ideas before going into the trial proper	School term times seem to produce the heaviest traffic, finding better ways for children to get to schools (rather than being driven in and out individually) could make a big difference. A shift away from the near-universal 9-5 working hours could also help soread out "rush hours".
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	Yes			Very negative	I'm an NHS manager, working almost 24/7, working every day after job planned hours from hime, additional commuting time will have neoative imoact on my service		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	Too low	Yes	Add new bus routes, Make bus services more frequent, Add public cycle parking		Very positive	It is currently quicker to cycle in and around the city than to go by bus. The roads should be clearer for people who *need* to use their cars and permit the free flow of traffic. Buses will be quicker, and therefore more appealing to use, and cycling will be safer.	Owing to the timing of sessions, there needs to be provision for access to the ice rink, whether that is by improving bus services or adjusting the congestion charge for users. Otherwise, training would be affected to such an extent that competitive skaters will need to move to other rinks, such as Swindon, which are further away, which will affect the rink's ability to operate and remain competitive	Look to other medieval cities abroad that have put cycling first and see what measures we can adopt. A good example is Uppsala, in Sweden, which is also a medieval university town and is almost entirely car-free in the centre. Cars should be used for getting out of Oxford, and not necessary for getting into or around Oxford.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	There should be no charges at all	Yes	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Negative	I will have to leave my job at the school where I work part time because the most direct route includes one of the charging zones and going the long way would take too long and will use too much petrol. Going there by bus would take ages as there is not a good direct service available.	They are not a good idea because the rich can afford to pay and will continue congesting the road, but those on lower income will struggle.	Removing the LTNs in East Oxford would be a good start. Have more bus routes that cover the entire city and better connection services to the surrounding villages.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	Too high	No	Make buses cheaper for all		Negative	Push traffic onto already busy alternate routes already impacted by LTNs		Use the river to provide alternative transportation into Oxford
an Oxford resident	daily	Taxis and private hire vehicles	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Make BUSES FREE FOR LOCAL PEOPLE BETWEEN WORKING HOURS AND SEE WHAT IMPACT THAT HAS ON TRAFFIC AND SCHOOL RUNS	Very negative	Will hurt people that come to Oxford to work and who live locally .. turning Oxford into a Prison	All the surrounding roads will be impacted massively, there wasn't a congestion problem before that LTNS went in.. SUMMERTOWN IS THE WORST FOR PEOPLE THAT DON'T LIVE LOCALLY	Free bus passes, council has the ability now to run its own bus services due to changes in the law, also bus ticket prices are extortionate for such small journeys and cause issues financially, Park and Ride should be free and buses to and from them should be one pound no more, if you want people to use Oxford and use it services make it cheaper for them to access them.
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Fix the badly managed roads and roundabouts	Very negative	It's literally a money making scheme. Not everyone falls into the same category of 'they should walk, get a bus or cycle' I now live in Abingdon, but I grew up in Cowley, I work in Cowley, my partner works in Cowley, my daughter goes to nursery in Rose Hill, I still have a lot of friends and family in Cowley that I see regularly, usually after work. You have already made that difficult with LTNs, I have to sit in a lot more traffic now than I ever did before. People will not stop driving! We pay for our cars, our insurance, our tax, and you want to charge us more just for the privilege of driving in our own city! There is no bus route that will allow me to go to drop off my daughter at nursery, go to work, then to pick up my daughter, and then to visit my family! And if there was it would probably double my journey time! I cycle to work when I can, but not if I have to do the nursery run. I have never ever had a problem cycling round Oxford! The majority of families and households rely on these cars to go about their daily business! Stop trying to penalise them!	You never spoke about this pre election as you knew you would struggle to get voted in! You have ruined Cowley with your LTNs already! You as a council are not listening to residents. Just look at the petition with over 10,000 signatures against! Look at the comments! Put your congestion charge in areas where you were voted in! Leave Cowley alone! Majority of residents do not want your greedy schemes! You seem to be targeting the poorer areas! If you really want it, then open up some of the LTNs so that the traffic can flow freely!	Open up the LTNs! Simple!
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Extend hours of operation for buses		Very negative	Park & ride free buses (pay to park) No concestion charges at all.		
an Oxford resident	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	No impact	No impact	There should be no charges at all	No	Make Park & Ride parking cheaper, Make buses cheaper for all, Add new bus routes		Very negative	I live in Roger Dudman Way, exactly affected by the Botley construction. When my mum visits, with poor mobility, I normally go get her at the train station or bus station by car, as it's cheaper than a taxi. I will now HAVE to pay to get my mum to my place?? On top of gas and her transport, or a taxi, despite not being able to avoid going into that area. Bus and train stations are there! Picking people from there can't be helped! Specially with low mobility. Are you making people with low mobility pay last because they don't live here or have a disability badge?	I doubt it'll be temporary... Give a 100 passes to ANYONE living in Oxford, within the ringroad, and not specific to their car, as I sometimes use a friend's, because I can't buy my own.	Better parking areas just outside the ringroad, free, and free buses
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice, Blue badge holders	I commute to the central permit area by car	Positive	Very positive	There should be no charges at all	Yes	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make bus services more frequent		Very negative	This proposal will not help with reducing traffic, same as the LTN's. You will simply displace traffic to other already congested areas and make the pollution issue even worse. Please think carefully about what you are doing and stop with this arr car dogma.	No	Stop private school parents dropping off their children in pinch points like Iffley Road - this causes chaos. If you are to implement this then make those who commute to central areas (I am about to start as a family liaison officer at Cherwy School, and I will have to consider giving up the job before I start as I will be visiting vulnerable children in the affected areas and I won't be able to afford it.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Neutral	Neutral	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Add new bus routes, Make bus services more frequent		Neutral	You know as well as me it won't be temporary congestion charge it will be acted on and said it worked well so we will keep it.	Yes don't waste the money and look after the pensioners instead.	More frequent buses.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Negative	Neutral	There should be no charges at all	No	Other	Remove NTLs	Negative	moving the problem from one area to another by pushing traffic onto dual carriage way. This will cause congestion	The areas were not congested like this until the LTNs you are also penalising the public for the over run of the Botley Road works. The train company should be fined not the public. Oxford is a small city that can not take these changes. Use ANPR instead of LTNs then residents don't have to join the que of traffic driving past their street to get to a roundabout to drive up a road to enter their street in another direction.	Use ANPR instead of LTNs so residents don't have to drive past their own street to a roundabout then up another road to access their street from another direction.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice, Blue badge holders	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Neutral	Neutral	Too high	Not sure	Other	To mend potholes and similar repairs	Neutral	It's going to happen regardless of what we say.	No	Make scooter riders, cyclists, and all road users obey the law! At present, it's a free-for-all!
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Negative	Very negative	Too low	Yes	Make Park & Ride buses cheaper, Make buses cheaper for all, Make buses cheaper for young people		Positive	There are too many free passes for Oxford and Oxfordshire residents being offered, I'm not sure this is enough incentive to really change driving behaviour. The price should be more than a return bus journey at minimum.		Please sort out the small bit of road between Kennington and Redbridge which goes from 30mph to 50mph for about 100m before dropping back to 20mph. This causes incredibly dangerous driving as everyone accelerates then decelerates rapidly.
an Oxford resident	less than weekly		I don't	Very negative	Very negative	There should be no charges at all	No	Make buses cheaper for all, Make bus services more frequent, Extend hours of operation for buses		Very negative	We do not want this. You've destroyed the city with your LTNs. This is a ludicrous decision. Working class and low income families are again being penalised. Nobody can afford these extra charges.	Just stop.	Do you even care what the local residents want? It's OK saying get on a bike. How can I carry a weeks worth of shopping on a push bike? How can I travel 6 miles across the city to care for my elderly parents. You are thoughtless. You simply don't care.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper		Very negative	This is another scheme thatll kill the city centre for anyone but tourists.	This survey is loaded. You have to answer the questions on permits based on it being a done deal such as to what to do with the money raised.	Get rid of the LTNs, makes buses cheaper and get rid of Andrew Gant
an Oxford resident	daily		I don't	Very negative	No impact	There should be no charges at all	No	Make buses cheaper for all, Make bus services more frequent		Very negative	I will no longer be able to drive on multiple routes that I currently can.	Charging drivers to use roads that they have already paid high road tax to use is simply wrong.	If you want to encourage people to not use their cars, make the alternatives attractive - don't force people to use them by charging them more if they don't!
a resident of Oxfordshire living outside Oxford	less than weekly		I don't	Neutral	Neutral	Too low	Yes	Make buses cheaper for all		Very positive	There are far too many cars in Oxford, especially on Abingdon Road. Reducing that number will make travel quicker and more pleasant for everyone		Close the Westgate car park! Add side bridges to Folly Bridge for pedestrians and cyclists Remove nsht turns between Donnington Brdge and Abingdon Road.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I commute to the central permit area by car	Positive	Positive	There should be no charges at all	No	Make buses cheaper for all		Very negative	This beautiful city is being destroyed by you know who, there will be no visitors, shoppers, more shops will close and all because of greed. How do you get to the train station without passing thru a £5 zone? Quicker and free parking to drive to Dickot, Witney and better shopping too. I'm sure John Lewis' rental deal once ended means they will also leave Oxford.	Just greed and you know who taking pleasure in destroying our once beautiful historic city. He harps on about cycling - am I going to do this in pouring rain, drizzle, frost - no, I can't arrive at my job looking a mess.	Remove the LTNs that East Oxford residents voted AGAINST as reported in Oxford Mail but he put them in anyway - no democracy. People have died since he put the LTNs in, widely known because of the additional time for emergency services to attend. Note, there are no LTNs in North Oxford, he wouldn't allow it.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	Yes	Make buses cheaper for all, Make bus services more frequent		Very negative	The whole city will suffer as people will stop coming here. The city centre will become a student / tourist centre with no real life. People should not be hindered getting to hospital. Woodstock and Banbury roads will become impassable as everyone is diverted there from Marston Ferry. I agree that commuters should possibly pay but only at peak times. Residents should not have to pay to move around the area and not be trapped in their homes. The nearest bus to me is half a mile away and I have had two knee replacements. People don't have time to walk to bus stops, wait for buses. Not everyone can cycle!	Your stupid policies of building houses on the periphery and keeping sites in the centre of the City for commercial stuff exacerbates commuting. More cheap accessible houses should be built in the City near the jobs!! Also electric cars should be exempt. Traffic is only bad twice a day so keep the charges for those coming in and out and not those who live here.	Target commuters not residents. Build houses close to jobs not stuck out in the green belt. Plan properly. Listen to the residents!
an Oxford resident	daily	Taxis and private hire vehicles	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No			Very negative	No logical explanation, in a financial crisis these charges will derail economic and social stability	Not thought out, no clear purpose	Public consultation, meetings and hearing public views procaitively
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	No impact	Negative	About right	Yes	Extend hours of operation for buses, Add public cycle parking		Positive	I drive into Oxford once per week, but can pick a route that doesn't cross a charging location, so this doesn't affect me greatly. On the odd occasion I need to drive through a charging area I can use one of the Oxfordshire resident permits. I often use the park and ride, or bus on the Abingdon Road. and this scheme should reduce delays on this route.	Locations seem sensible - I am looking forward to the introduction of the eventual traffic filters.	Having a 'time-limit' to the bus charge, like in London, where you can get on multiple buses within a time period (e.g. an hour) for the price of one bus. Some routes require a bus change which makes them disproportionately expensive compared to drivino
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice, Registered car clubs	I don't	Negative	Very negative	Too low	Yes	Make buses cheaper for all, Make buses cheaper for young people, Make bus services more frequent		Positive	Living in South Oxford, I hope that the new congestion charge will reduce traffic in the city centre in general, and on Abingdon Road in particular. I would say "very positive" except that there are so many exemptions that I expect the traffic reduction to be less than it could be. The charge is far too low. At £5/day it is less than a single return bus ticket around the city for one person, let alone tickets for a day. Please make sure that it is cheaper to travel by bus than by car. I'm concerned about the number of exemptions. * 100 days per car, with up to three cars per household, would allow someone 300 days of driving through all the filter locations without ever being charged. This is enough to commute every work day, or to do the entire year's school runs. We need far fewer exemptions than this to change people's behaviour. * Only charging vehicles of type M1 (cars) also creates some perverse incentives. If one wanted to drive around the city for free every day, this could easily be achieved by using a van instead of a car. Worse still, vehicles of type N2, which includes pick up trucks such as the Ford Ranger, are often used as private cars. These vehicles would be allowed to drive through all of the filter locations for free every day. This congestion charge has built in an incentive to replace a car wih what amounts to a monster truck. These vehicles are worse for congestion than cars, due to their size. They're worse for pollution. And they're far worse for pedestrian and cyclist safety.	Please make sure the money raised from the congestion charge is used to encourage people to travel to Oxford by public transport for their entire journey. Currently using the Park and Ride is significantly cheaper than using a bus for a full journey's length. This is the wrong way around; we should be subsidising people to travel the whole distance in by bus rather than to drive to the edge of the city and catch a bus from there. Currently it is cheaper to catch a bus from the park and ride than to leave ones car at home and catch a bus for the full distance. This is a perverse incentive. Please subsidise the ride, rather than subsidising the parking. The workplace parking levy would also help with this. I really cannot understand why people commuting by car to park at city centre employers should be exempted from this charge. We want them to cycle, use the bus, or use the park and ride.	Reduce the amount of parking in the city centre, and make what remains more expensive. If large parts of the centre had no parking available and that was clear to drivers, then that would reduce journeys driven to the centre, and also cruising to look for spaces. The workplace parking levy would also help with this. I really cannot understand why people commuting by car to park at city centre employers should be exempted from this charge. We want them to cycle, use the bus, or use the park and ride.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Very positive	Very positive	Too low	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all		Very positive	Anything that reduces the volume of traffic on Abingdon Road would be welcome.	I would extend the central parking area. The traffic to the Westgate centre makes the lives of those living off Abingdon Road a misery.	Make westgate centre parking more expensive and encourage more park and ride use.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice, Disability benefit claimants, Unpaid carers	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	Not sure	Make buses cheaper for all, Add new bus routes, Make bus services more frequent, Extend hours of operation for buses		Very negative	I have to drive round the whole of oxford just to get to cowley road when I live marston road right near St Clements... this takes the mick and I can't afford petrol ... I need my car to load shoppin with my autistic son which im not entitled to a blue badge	Stop making us pay for things we didnt ask for get rid of LTN and maybe make the streets one way...	One way streets ... please listen to the residents that live here as you are making it lives suicidal
a resident of Oxfordshire living outside Oxford	less than weekly		I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Add new bus routes, Extend hours of operation for buses		Negative		Will make it harder for businesses	
an Oxford resident	weekly	Unpaid carers	I don't	Very negative	Very negative	There should be no charges at all	No	Other	Stop ripping people off, change 20 zones back to 30 and plant more trees not lins	Very negative	Oxford is becoming a no go area for many, the lins and 20 zones have already increased congestion and caused cars to drive more miles than before. Absolutely backwards ideas so far and a war on motorists to Rob more taxes		Remove lins, put 30 zones back in place
a resident of Oxfordshire living outside Oxford	less than weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	No impact	No impact	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Very negative	We will not visit Oxford, we will go to Reading or other towns	Thus should not happen until Botley Road reopened. Very worried about impact on hospital visits/ appointments	More direct bus route into Oxford from Wallingford
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I commute to the central permit area by car	Very positive	Very positive	Too high	Yes	Add new bus routes, Make bus services more frequent		Negative	Elderly with mobility problems; no bus service in Jericho; husband needs trips to JR hosital.	Surely it is the nose-to-tail buses in the High Street that cause the most pollution.	
a resident of Oxfordshire living outside Oxford	weekly		I don't	Very negative	Very negative	Too high	No	Other	There are already too many buses that go into Oxford. Most of these buses only have a handful of passengers. Why not make the park and rides a central bus station. Shuttle buses or more frequent park and ride buses can then take buses into central Oxford	Very negative	Unless you scrap parking charges in central Oxford to mitigate the extra charge I won't be going to Oxford	This whole idea is ludicrous and ill conceived. It is a knee jerk reaction to comments made by Oxford Bus Company that do nothing but benefit the buses. It is unfair and immoral and highlights the inept councillors in charge of our counties roads.	As already said the park and rides should serve as a hub for the buses. There are countless buses going in and out of Oxford all doing the same journey.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Negative	Positive	There should be no charges at all	Not sure	Make buses cheaper for all		Negative	A charge would apply on st Clements which is a regular route I drive. Traffic is dreadful since LTNs, doesn't seem fair to punish residents. It also puts people off visiting us.		Make cycling safer, buses cheaper, but not really. As it is it's very frustrating.
a resident of Oxfordshire living outside Oxford	less than weekly		I don't	Very negative	Very negative	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Make bus services more frequent, Extend hours of operation for buses		Very negative	Oxford is already a very unwelcoming city. The road system from Hythe Bridge Steer to the Westgate already doesn't work. Charge for Thames Street and this blocks off access to the Westgate parking. I pay congestion charge, then expensive parking fees! I would definitely stop coming into Oxford and find a more welcomins city to go to.		
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Negative	Very negative	There should be no charges at all	No	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Negative	I don't think it'll reduce the traffic, just increase Council's income	They're unacceptable while Botley Rd is still closed. I don't see how the traffic on remaining roads will improve with this plan. Bus situation in Oxford is abysmal and caused mostly bv the overrunning rail works.	Reopen Botley Rd or force the National Rail to build temporary overpass for motor traffic to recover West side route to the citv
a resident of Oxfordshire living outside Oxford	less than weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Very negative	No impact	There should be no charges at all	No			Very negative	This would make Oxford a location that I wouldn't choose to visit for retail/leisure purposes. I personally choose to drive as with 2 small children, the buses aren't suitable - either waiting long periods or unable to get on with prams. With other locations in Oxfordshire, I would go elsewhere. The offering in Oxford is pretty poor anyway, so the introduction of this would just make it a waste of money going into Oxford, when I could go elsewhere for a lot cheaper (e.g Banbury/Newbury/Didcot/Reading)		
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice, Blue badge holders	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Negative	Negative	There should be no charges at all	No	Make Park & Ride parking cheaper, Make buses cheaper for all, Add new bus routes		Negative	The existing LTVs cause great difficulties for workers who need to visit and move around Oxford for work, eg those employed in education and health services. Existing bus services are of limited use - there is no guarantee that the new scheme would be accompanied by improved bus services. The proposed scheme would incur costs and complexity for everyone. No figures for estimates around which the effectiveness of the scheme could be judged have been provided		Traffic congestion in and around Oxford is the direct result of planning decisions which result in the building of many thousands of houses and business premises on what was previously agricultural land. The car and commercial vehicle traffic needed to provide services to new developments is an inevitable consequence of those decisions.
an Oxford resident	daily		I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Scrap cycle lanes	Very negative	I have elderly parents living in a zone I would have to pay to get into to visit them!	They are ridiculous	Scrap all LTN's then the traffic would flow just fine like it did for the many years before! this ridiculous traffic mess has only happened since they were introduced! Also make more roads one way to help solve the problem
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Add new bus routes		Very negative	Poor idea that will kill the centre of Oxford.		Make Park and Ride parking free and cheap bus fares to get there and back,
a resident of Oxfordshire living outside Oxford	less than weekly		I don't	Neutral	Neutral	Too low	Yes	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Add public cycle parking		Positive	Oxford is horrible to access because of the traffic, almost all caused by those on the school run, or parking at the westgate.		I would go a step further and prevent any private traffic beyond the park and rides (except for those with accessibility / residential needs)
a resident of Oxfordshire living outside Oxford	daily	School students with special educational needs	I commute to the central permit area by car	Neutral	Positive	There should be no charges at all	No	Make buses cheaper for all, Make bus services more frequent		Negative	In my experience the main daily congestion is around Oxford and not in central Oxford. This charge will only make that worse as it will push people out.	The focus of easing congestion should be on the roads around Oxford and not those in the centre. I do also worry about the impact this charge would have on those visiting the city centre to shop. Also people may reduce train travel if they cannot be as easily dropped off or picked up from the central train station.	The ring roads and A34 are where the traffic is considerably worse. Need to focus more on schemes which could ease that. That would have a much greater benefit.
a resident of Oxfordshire living outside Oxford	weekly		I don't	Very negative	Very negative	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all		Very negative	I will go else where Oxford is becoming a no go zone for shopping due to high price parking. I don't want to use the bus to carry bags of shopping on.	Just a reminder you are a public servant. Your job is to serve the people and do the will of the people not your own agenda. If the public say no to this, and you push it through everyone of you should resign.	You have made it worst with blocking roads.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Positive	Very positive	About right	Yes	Make buses cheaper for all, Add new bus routes, Make bus services more frequent, Extend hours of operation for buses, Add public cycle parking		Very positive			
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Positive	Positive	Too low	Yes	Make Park & Ride parking cheaper, Make buses cheaper for all		Positive			
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Neutral	Neutral	Too high	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Extend hours of operation for buses		Very negative	Because it can be said with 100% certainty that the charge will not be temporary.	If this was being done for genuine reasons i.e. to reduce congestion, as opposed to a mere money making scheme, — and on the basis that it was in fact only a temporary measure— then the honest approach would be to simply use the income to make the park and ride service completely free for the duration of the congestion charge period, including park and ride parking costs.	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very positive	Negative	Too low	Yes	Make buses cheaper for all		Very positive	Our house does not actually run a car, we rely on a car club. Oxford needs to be far less dominated by cars. The Broad is now a wonderful space for people. Very few would argue that it is changed back to a car park. Oxford CC needs to be bold and make changes for everyone's health. Change seems to take far too long. How long have we been waiting for the bus gates?	No	Cheap and frequent buses. So many people say they would take the bus if they were reliable, so they simply add to the traffic that makes them unreliable. Also - why is there no pedestrian crossing on St Giles, anywhere? Whilst it is meant to be a 20 mph road, that is not enforced. A few zebra crossings might help slow the traffic, and help pedestrians. Also (!) the traffic lights at the corner of Parks Road and South Parks Road are a joke for pedestrians. They take forever to change. If the idea is to prioritise vulnerable road users, they should respond almost immediately. Last - in France lights at pedestrian crossings where there are usually a lot of pedestrians change automatically on timers, there is no "beg button". And in some places in Holland they change from pedestrian to car only when they sense a car waiting. How about some of this to prioritise pedestrians?
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice, Emergency service vehicles, Firefighters	I commute to the central permit area by car	Neutral	Positive	There should be no charges at all	Not sure			Negative	I have no choice but to drive to work as there is only 1 bus route which is very infrequent and completely inadequate for me to use	It feels like a knee-jerk reaction. Get the Botley Road open before any more restrictions are brought in PLEASE	Busses that cover more routes not just the most profitable
a resident of Oxfordshire living outside Oxford	daily		I commute to the central permit area by car	No impact	Neutral	There should be no charges at all	Yes	Other	I don't think you should do it at all	Very negative	We often have to use the Marston Ferry Road to get to the hospital		Have an inner ring road and pedestrianise the city centre. The Marston ferry road should be part of that inner ring
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Very positive	Very positive	About right	Not sure	Make buses cheaper for all, Add public cycle parking		Very positive	Very sensible and pragmatic scheme, 100 permits is a good number, income generation for reinvestment is needed. Speedier buses would be super. I drive, cycle, walk and bus around Oxford, with my 3 children and this is a sensible investment for their future and for our city streets.		Fitter lane coming down Rose Hill still doesn't work well and causes a lot of tailback for cars not turning into Between Towns Road. School streets should be more widely implemented, including around private schools, and driving to schools should be disincentivised. More bike parking please. More monitoring of hire scooter parking, as they're currently a massive hinderence to pavement safety. Please can we have policing of car drivers using their phones to text whilst in queues - not only is it prolific and dangerous but their slower reactions to the queues moving slow down the traffic.
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	No impact	No impact	Too low	Yes	Make buses cheaper for young people, Add new bus routes, Make bus services more frequent		Very positive	I mainly cycle to/from Oxford and occasionally use buses in the evenings. Any actions that reduce traffic on my route make me feel safer & reduce exposure to emissions.	Why not offer daily bus passes to city/county residents rather than permits?	Changing behaviour of dyed in the wool drivers is very difficult so focus on the future. Free/very cheap bus travel for u20s Bike loan or hire free/cheap passes for u20s Cycle to school incentives (individual & school)
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Negative	Negative	There should be no charges at all	Yes	Make buses cheaper for all, Make bus services more frequent		Very negative	Traffic is already very bad in Oxford and this will push more traffic onto the ring road, this will affect people travelling to hospitals	Hollow way is not particularly congested in the mornings and will push traffic out onto the ringroad	The train that is planned from Cowley to Oxford is a great idea, if it could run from somewhere like horspath this would be great

Survey Response													
I am responding to this survey as	How often do you travel in or around Oxford?	Please tick which of the following free permits and passes you think you may be eligible for	Do you live in, visit a resident by car or commute by car to the proposed central Oxford	Central Oxford residents' permitIt is proposed that residents in the central Oxford	Central Oxford permit area commuters' permitIt is proposed workers commuting	We are proposing a single charge of £5 to allow cars without a day pass or permit	Do you think that charges should vary, with drivers of larger cars paying more and	Income generated by introducing the proposed temporary congestion charge would be used to cover the set-up and operating costs of the scheme.	If other improvement, please state	Taking into account all the information we have provided about the proposal to	Please explain your answer	Do you have any other comments about the proposal for six temporary congestion charge locations in Oxford that you have not already shared in this survey?	Do you have any suggestions for other ways to reduce traffic and tackle congestion in and around Oxford?
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Positive	Negative	About right	No	Make buses cheaper for all, Make bus services more frequent, Add public cycle parking		Positive	I am hoping it will reduce traffic.	I am concerned this, like the fingers, will increase traffic through Old Marston at peak commuter times.	An aerial egg lift linking Thornhill P&R > Osler Road / JR hospital > Town Centre.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Negative	Too low	Yes	Make Park & Ride buses cheaper, Make buses cheaper for all, Make bus services more frequent		Positive	Could go further, eg restricting hours of access for "other" vehicles (delivery etc) to outside normal peak times		Reduce the amount of parking currently available with a aim to discourage driving into the centre
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Positive	Negative	Too low	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Add new bus routes, Make bus services more frequent, Extend hours of operation for buses, Add public cycle parking		Positive		I think 3 cars for commuting is excessive	restrict larger vehicles such as trucks and vans within certain hours - so not during peak schools hours (7:30-9, and 3:30 to 5). This would make cycling with kids safer and more appealing.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	About right	Not sure	Make buses cheaper for all, Add new bus routes, Add public cycle parking		Very positive	Would expect to see fewer cars crossing the city centre, so buses would be faster/more timely and walking/cycling would be safer and more pleasant	Seems like a good way to test out the traffic filter ideas before going into the trial proper	School term times seem to produce the heaviest traffic, finding better ways for children to get to schools (rather than being driven in and out individually) could make a big difference. A shift away from the near-universal 9-5 working hours could also help soread out "rush hours".
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	Yes			Very negative	I'm an NHS manager, working almost 24/7, working every day after job planned hours from hime, additional commuting time will have neoative imoact on my service		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	Too low	Yes	Add new bus routes, Make bus services more frequent, Add public cycle parking		Very positive	It is currently quicker to cycle in and around the city than to go by bus. The roads should be clearer for people who *need* to use their cars and permit the free flow of traffic. Buses will be quicker, and therefore more appealing to use, and cycling will be safer.	Owing to the timing of sessions, there needs to be provision for access to the ice rink, whether that is by improving bus services or adjusting the congestion charge for users. Otherwise, training would be affected to such an extent that competitive skaters will need to move to other rinks, such as Swindon, which are further away, which will affect the rink's ability to operate and remain competitive.	Look to other medieval cities abroad that have put cycling first and see what measures we can adopt. A good example is Uppsala, in Sweden, which is also a medieval university town and is almost entirely car-free in the centre. Cars should be used for getting out of Oxford, and not necessary for getting into or around Oxford.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	There should be no charges at all	Yes	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Negative	I will have to leave my job at the school where I work part time because the most direct route includes one of the charging zones and going the long way would take too long and will use too much petrol. Going there by bus would take ages as there is not a good direct service available.	They are not a good idea because the rich can afford to pay and will continue congesting the road, but those on lower income will struggle.	Removing the LTNs in East Oxford would be a good start. Have more bus routes that cover the entire city and better connection services to the surrounding villages.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	Too high	No	Make buses cheaper for all		Negative	Push traffic onto already busy alternate routes already impacted by LTNs		Use the river to provide alternative transportation into Oxford
an Oxford resident	daily	Taxis and private hire vehicles	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Make BUSES FREE FOR LOCAL PEOPLE BETWEEN WORKING HOURS AND SEE WHAT IMPACT THAT HAS ON TRAFFIC AND SCHOOL RUNS	Very negative	Will hurt people that come to Oxford to work and who live locally .. turning Oxford into a Prison	All the surrounding roads will be impacted massively, there wasn't a congestion problem before that LTNS went in.. SUMMERTOWN IS THE WORST FOR PEOPLE THAT DON'T LIVE LOCALLY	Free bus passes, council has the ability now to run its own bus services due to changes in the law, also bus ticket prices are extortionate for such small journeys and cause issues financially, Park and Ride should be free and buses to and from them should be one pound no more, if you want people to use Oxford and use it services make it cheaper for them to access them.
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Fix the badly managed roads and roundabouts	Very negative	It's literally a money making scheme. Not everyone falls into the same category of 'they should walk, get a bus or cycle' I now live in Abingdon, but I grew up in Cowley, I work in Cowley, my partner works in Cowley, my daughter goes to nursery in Rose Hill, I still have a lot of friends and family in Cowley that I see regularly, usually after work. You have already made that difficult with LTNs, I have to sit in a lot more traffic now than I ever did before. People will not stop driving! We pay for our cars, our insurance, our tax, and you want to charge us more just for the privilege of driving in our own city! There is no bus route that will allow me to go to drop off my daughter at nursery, go to work, then to pick up my daughter, and then to visit my family! And if there was it would probably double my journey time! I cycle to work when I can, but not if I have to do the nursery run. I have never ever had a problem cycling round Oxford! The majority of families and households rely on these cars to go about their daily business! Stop trying to penalise them!	You never spoke about this pre election as you knew you would struggle to get voted in! You have ruined Cowley with your LTNs already! You as a council are not listening to residents. Just look at the petition with over 10,000 signatures against! Look at the comments! Put your congestion charge in areas where you were voted in! Leave Cowley alone! Majority of residents do not want your greedy schemes! You seem to be targeting the poorer areas! If you really want it, then open up some of the LTNs so that the traffic can flow freely!	Open up the LTNs! Simple!
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Don't do it. Very bad idea. Totally unnecessary in a city this size	Very negative	Though I will charge the extra driving time off against my taxes. It restricts access to the city. I estimate two hours a week extra driving. 100 hours a year @ £100 an hour. Lost tax revenue	I am 100% opposed. Despite the fact I normally cycle into town, Marston Ferry Road and Hollow way are particularly bad	I don't think we should reduce traffic. We should reduce buses. Many are empty. They are subsidised. Congestion is due to people wanting to use the city! Trying to diminish it will harm the economy.
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	No impact	No impact	About right	Not sure	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Negative	I frequently have to drive via St Clements and this will make my commute very tricky. I am not able to get a bus from Abingdon as they no longer run the Brookes to Headington campus route.	See above. Please reinstate the old x13 bus from Abingdon to Oxford Brookes Headington campus to make the commute more feasible by bus.	See above.
a resident of Oxfordshire living outside Oxford	less than weekly		I don't			There should be no charges at all	No			Very negative	It would put off people travelling into Oxford to shop, have dinner.	It is a bad idea and will discourage people from Oxfordshire going to shop/visit the restaurants.	
an Oxford resident	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Very negative	Very negative	There should be no charges at all	Not sure	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all		Very negative		Just pushing traffic on to all ready busy roads .	
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	No impact	No impact	Too high	Yes	Extend hours of operation for buses, Add public cycle parking, Other	Make P&R faster	Negative	Live in Kennington so right next to charge zone, when travelling in to Westgate/Oxpens would have to pay charge. Would only qualify for 25 passes. Bus is currently £4 each return, Westgate parking after 5pm is £4.80.	Include the bordering villages in Oxford passes zone.	Try and figure out how to include bus lanes all the way in. Train line through Littlemore/BBL is a good idea.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	There should be no charges at all	No	Make Park & Ride parking cheaper, Make buses cheaper for all, Make bus services more frequent		Very negative	Sometimes there is a need to travel into Oxford by car as it becomes more convenient than using public transport. Having small children who often struggle to walk the distances when shopping in Oxford having the car close by is a god send. This charge and anticiated difficulty in getting passes due to drivino a lease car makes me concerned.		
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice. Unpaid carers	I don't	Neutral	Positive		Yes	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Neutral	Inconvenient but better air quality and hopefully improved cheaper buses. Pros and cons		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice, Blue badge holders, Community health or care workers who need to visit multiple locations or travel urgently, Frequent hospital patients, Emergency service vehicles, Firefighters, Hearses and funeral cars	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all		Make buses cheaper for all		Very negative	Lost trust in system which put in LTN's against majority of opinions surveyed .. Would like independent survey with open scrutiny of results and recommendations upheld.	It is a strangled hold on city centre !	Park and ride must be free. People will choose it especially with cheaper bus service.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	There should be no charges at all	Yes	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper		Very negative	as resident I should always allowed to go in different part of the city by the more convenient way and with the more convenient mean (car, bike, walk) without limitations imposed on me		- residents should be in the priority groups since forcing them to go the long way would increase traffic -park and ride should be free for visitors that make purchases -Westgate car park should be made more expensive and Westgate should pay for a person who enforces the "car park full" sign and avoid traffic lams that blocks the entire Abingdon road
a business	daily	Personal cars used as goods vehicles for business purposes	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Improving the flow of roads for cars/vens etc , rather than creating pinch points with hairbrained schemes	Very negative	For the last 20 odd years I've been involved in projects as a carpenter that improve and enhance Oxford , heritage work to College's , new school classrooms , affordable homes etc , and in that time it has become harder each year to access and then park at these projects, we carry 100s of kgs of tools and equipment at times , and public transport is not suitable for transport in this case. The building trade does not rely exclusively on vans either so permit would need to reflect this and I'm sure as in the parking system they eventually won't. Giving permits initially to appease certain groups can easily backtracked on , once the scheme is in place. Unfortunately history has told us that when you give up your freedoms , they are never handed back willingly.	If you want Oxford to flow, have a fully pedestrianised central area, no buses, no bikes , no scooters. Maintenance would be completed in this area out of hours and financed to reflect this. Remove LTNs , queues of vehicles chugging out co2 or EVs going flat helps nobody. Introduce one way systems where necessary. Inforce removal of E bikes that hammer along cycle lanes over speed limit endangering cyclists and pedestrians. Enforcement of traffic lights for cyclists (I am one btw). Stop Taxis using Bus lanes , why does paying for a hired car and driver entitle you to hold up public transport. Encourage early/late goods delivery where possible. Remove untravelling/unused vehicles.	All in answer to Q 14
a resident of Oxfordshire living outside Oxford	daily		I commute to the central permit area by car	No impact	No impact	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all		Very negative	I work at the hospital so would have to reroute to be able to get to work or pay to go through the zone. Its very unfair.	Its ridiculous to charge people. Very unfair and will cause more traffic elsewhere because everyone will be using the same roads.	Stop closing off roads elsewhere
a resident of Oxfordshire living outside Oxford	daily		I don't	No impact	No impact	Too low	Yes	Make buses cheaper for young people, Add new bus routes, Make bus services more frequent		Very positive	I dont drive but catch the 400 bus in and out of town most days. Sometimes it can be really slow because of the traffic so hopefully this get better		I like riding my bike but don't feel safe in the centre. I don't ride any further than Headington so a separate cycle lane with no cars all the way into Oxford would mean I don't need to wait for a bus
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all		Very negative	My family and friends will be put off visiting, as I live in central Oxford, 100 permits a year is not enough. I also have a disabled family member who lives in another part of Oxford that will have the congestion charge enforced so visiting her will be more difficult.	Oxford is becoming a no go city for car drivers	Remove the LTNs
an Oxford resident	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Positive	Positive	There should be no charges at all	No	Make buses cheaper for all, Make bus services more frequent, Other	Apply the congestion on weekdays only and limited time	Very negative	With the cost of living crisis, the lower income will be affected more. I live just outside Oxford with limited bus service and I need to os to shoosno in Cowley or meet friends.		Apply congestion charges on peak time only
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Neutral	Negative	There should be no charges at all	No	Make bus services more frequent, Extend hours of operation for buses		Negative			
an Oxford resident	daily	Personal cars used as goods vehicles for business purposes	I commute to the central permit area by car	Very negative	Positive	There should be no charges at all	No	Make buses cheaper for all		Very negative			Remove LTNs and let the traffic flow freely , insist bicycles use cycle routes that are in place .
a resident of Oxfordshire living outside Oxford	less than weekly		I don't	No impact	No impact	There should be no charges at all	No	Other	Narrow hours to 6pm to not deter evening visitors	Negative	Not being able to freely move around and impact on finances as there are already to many LTNs that have a negative impact on the people who live in Oxford unless you can ride a bicycle These trips are already barely viable ,a charge to visit Oxford will be the final straw for me. Theatree and cinima start at 1930 usually. To make it worthwhile an eta by 1800 allows us to get something to eat. I visit Oxford less and less now. Bus from park and ride for an evening in oxford just does not work.	Waste of money , not needed .if you removed the LTNs the traffic would flow freely and not impact the main roads , it seems like Oxford in a dictatorship..	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make buses cheaper for all, Other	Make buses free to everyone	Very negative	I'm living within the city how would I need to pay for congestion charge ? The idea is to avoid congestion's caused by outside cars not residents cars.	Its just easier to go elsewhere for entertainment these days.	Finish the Elynsham park and ride!!
a resident of Oxfordshire living outside Oxford	weekly		I don't							Very negative		This is a bad ideas and it would cause even more congestion as you just push all traffic into the ring road. Why don't you make buses all free to everyone then the traffic would be solved by itself .	Make public transport free
an Oxford resident	daily	Blue badge holders	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Neutral	Negative	There should be no charges at all	No			Very negative	Have to travel daily to central oxford so will cost me to go to work Plus it will put more traffic on Morrell avenue	Waste of time	
an Oxford resident	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice, Personal cars used as goods vehicles for business purposes	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	This is a hideous ideological scheme that promotes free passes to those who live in town with access to public transport yet punishes those without public transport who have to travel into town. Where do you think your food comes from?	Very negative	We have no option other than to drive into town, we car share not to pretend that we're green but because it's common sense, not no mention of that, just should we charge for bigger cars, no doubt excluding overweight EV's which damage the roads but as the smog from their electricity is made elsewhere that doesn't have any impact on your precious city. When we asked the liberal hypocrite of an MP why car sharers or villages JUST outside the city walls weren't going to get the 300 permits as those who lived inside his response was "if you don't like it don't vote for me", Callum Miller is a disgrace!	Consider the people your madcap ideological scheme has an massive impact on that will make little or no material difference to improve journey times, in fact there has been little to no factual evidence to support these plans, just chippy comments about large cars and giving central Oxford residents far too many passes. Logic would give those who need them who have no public transport 100 passes and those with good access in the centre very limited passes as those are without doubt the ones who are driving short distances when they don't need to and unnecessarily clogging up the roads.	Traffic doesn't need reducing, congestion would be solved by opening up the Botley Road and scrapping those pointless cycle and bus lanes that randomly stop. Build bus stops off the road so that all other traffic can pass, especially up the Banbury road from Marston Ferry to the Cutteslowe roundabout. The buses are hardly ever full, put on smaller buses more frequently. Build proper cycle lanes that do not interfere with other road users, the Woodstock road is a disaster trying to walk along as a pedestrian, or drive along. Try listening to your residents, from the many people I have discussed this with it would appear none of you are and sensible ideas based on fact and common sense do not come into play.
an Oxford resident	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Very negative	Very negative	There should be no charges at all	No	Make Park & Ride parking cheaper, Make buses cheaper for all, Make buses cheaper for young people		Very negative	We live in North Oxford. My husband has a degenerative condition which means we have to visit JR every couple of months. Not enough for your proposed changes. My social network and mental health and physical health, will be affected due to not being able to travel down the Marston Ferry Road. This is an awful idea.	You are not listening to the people who put you in power. Your LTNs and travel charges are ill thought out. Your suggested parking in Summertown alone will affect businesses; as it has on the Botley Road.. You price everyone in a lower pay grade than £50,000 out of Oxford. You will have a student strong, but local poor colour in Oxford. Who will pay for your city when local people have been forced away?	Scrap LTNs. Make Cowley Road one way, and Iffley Road one way, (other way).The breath of these roads mean that businesses there will be able increase footfall. Mental health services are there. Oxford residents need to access the city . Or build hospitals and GP surgeries and markets with direct access from the ring roads WITH parking. Ensure access to the ring road is safe, with traffic lights rather than slip roads. It is not safe with 'short' slip roads to access the ring road from points such as; Wolvercote, Kennington, Botley, and Rose Hill, Barton has it right. Ensure any road planning is undertaken by a Driver!! Ensure free flow traffic. Enlarge the a34. This is the spine of the UK and is so often blocked though accidents. Allow the A34 to be accessed to but bypass Oxford. Look at pinch points. Find out why they occur. Fed up of roadworks. Fed up of no coordination or cooperation between services. Make busses accessible by stopping when flagged by anyone. Make more roads a '2 hour' stopping point for cars. It's especially noticeable that the more affluent'North Oxford' is not as affected by proposed congestion charges or however you dress this up, as the other, more regarded as 'poorer', less affluent areas of Oxford. Shame on you.
a resident of Oxfordshire living outside Oxford	daily		I commute to the central permit area by car	Negative	Negative	About right	Yes	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Other	Finish the access road to Eynsham park and ride and get people off the A40, reinstate the Oxford to Witney train line	Very positive	I spend around 10 hours every week commuting by bus due to congestion between Oxford and Eynsham, much of the traffic is going into town and is made up of large single occupancy cars.	To encourage more people to use public transport we need to make space on the roads for a reliable bus service, and i think this scheme will help if done properly. Make the buses/park and ride cheaper than the congestion charges though or there's no incentive for people to change their behaviour - if people are asked to choose between a £6 return on the bus that runs on a schedule, or a £5 charge for the whole day on their own terms, they're going to choose driving every time.	Finish the Eynsham park and ride!!
a member of the public living outside Oxfordshire	weekly		I don't	Neutral	Very negative	Too low	Yes	Make buses cheaper for all, Add new bus routes, Extend hours of operation for buses		Very positive	Cars are a blight on Oxford's roads, causing horrible buses to be stuck in traffic and emitting constant noise and air pollution. Oxford is a walkable city with reasonably reliable public transport. There are few valid reasons to need a car in the centre.		Reduce bike theft and build proper (read: segregated from the road) bike lanes.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I commute to the central permit area by car	Positive	Positive	Too high	No	Make buses cheaper for all, Add new bus routes, Make bus services more frequent, Extend hours of operation for buses		Very negative	My drs is on Holloway and I drive there to Catholic Church and that way for my dentist as don't like driving on a34	Don't agree with occ traffic policies at all LTNs are so wrong and have made the congestion on the roads around Cowley iv lives in Oxford Cowley and ersaler levs for 60 yrs comdete loke now ruined the city I once loved	Open up the LTNs
a resident of Oxfordshire living outside Oxford	less than weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice, Personal cars used as goods vehicles for business purposes	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Improve quality of white lines on roads. Reduce potholes.	Very negative			Only allow Electric vehicles in oxford
a resident of Oxfordshire living outside Oxford	daily		I commute to the central permit area by car	Very positive	Very positive	There should be no charges at all	No	Make Park & Ride buses cheaper, Make buses cheaper for all, Make bus services more frequent		Negative	I don't drive in every day, but usually save my car for days when I need to go somewhere with my children at the end of the day. It's really frustrating that a huge part of Oxford is already pretty hard to drive through, especially when trying to juggle work and family commitments with tight time deadlines. Business in Oxford has already suffered due to the Botley Road mess and things will onlr get worse with more restrictions.	Save the time and effort on this and focus on improving public transport, please.	Cheaper public transport. It's got to cost less than driving, and it really doesn't.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice, Business cars used as goods vehicles	I commute to the central permit area by car	Negative	Neutral	There should be no charges at all	No	Other	Improve roads for people who actually pay toad tax to use them by fixing pot holes. And fining cyclists eho use the road when there is a desiorated cycle lane nect vo them	Very negative	I have family who have medical appointments regularly in te city i drive tjem and bavk to collect them. We just couldn't afford extra costs. Its fine for yhevich but the most vulnerable poor people who just about survive wont cope	Scrap them completely	Sack Andrew gant
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice, Emergency service vehicles, Firefighters, Taxis and private hire vehicles, Hearses and funeral cars	I don't	Negative	Negative	About right	Yes	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Add new bus routes, Make bus services more frequent, Extend hours of operation for buses		Negative	I think that while the system has a significant role in reducing the levels of CO2 I'd say that levels of traffic in the centre of Oxford are low as it is due to pedestrianised areas and bus gates. This proposed emission zone while having a correct reason at the centre, I just feel that I may not be necessary as traffic is relatively low as it is. And so as a result by expanding the zone, there may be no real effect		By connecting up the eynsham park and ride, even if it is connected via bus lane until a later date. By bringing buses into public ownership, like in London, Manchester and the West Yorkshire regions in order to lower fares and increase connectivity due to bus times being centralised. And also by improving the safety of cycle lanes entering the city, as in areas such as the plain this can be a real issue and discourage people from cycling. In reality though, I believe that the council is doing enough as it is, and not much more needs to be improved
a resident of Oxfordshire living outside Oxford	less than weekly	100 day passes for residents in the Oxford permit area, on days of your choice, Blue badge holders, Disabled tax cars, School students with special educational needs, Unpaid carers, Community health or care workers who need to visit multiple locations or travel urgently, Frequent hospital patients, Emergency service vehicles, Firefighters, Hearses and funeral cars	I don't	Positive	Positive	Too low	Yes	Add new bus routes, Make bus services more frequent, Extend hours of operation for buses, Add public cycle parking		Positive	Car use is still too high and makes bus use unreliable	Saturday needs a longer time period. I travel in by bus from Didcot and Abingdon Road is the weak point in the journey	Wider pavements in High Street, stop focusing on the red tourist busesand focus on making the city walkable
a resident of Oxfordshire living outside Oxford	weekly		I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No			Very negative	Get charged enough in the Westgate car park on weekend visit now it will cost more	Why not do something like with the proposed traffic filters where Oxfordshire residents aren't affected not just people who live in the centre	
a resident of Oxfordshire living outside Oxford	weekly	Blue badge holders, Unpaid carers, Frequent hospital patients	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Don't charge and then you won't need cash to run it	Very positive	You are only moving the same amount of traffic from one place to another, it will only cause a jam elsewhere	Do not do it	Sort out the A40,since allowing new builds by wolvercote roundabout you have made it 100 % worse
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice, 25 day passes for residents in the Oxfordshire permit area. on days of your choice	I don't	Neutral	Negative	Too low	Yes	Make Park & Ride buses cheaper, Make buses cheaper for young people, Add public cycle parking		Very positive	There are way too many cars in the city. Any measure to discourage their use is welcome.	Add them to Cowley and iffley Road, too.	Ban school drop off and pick up by car.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice, 25 day passes for residents in the Oxfordshire permit area. on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very positive	No impact	There should be no charges at all	Yes	Make buses cheaper for all, Make buses cheaper for young people, Make bus services more frequent		Negative	Given the location of the proposed gate at St. Clement's this will force the traffic to use other routes causing further congestion. It will be impossible to get from morrel Avenue to if felt road without adding significant time and congestion on other routes.	Reduced / no congestion charge should be introduced for those with electric vehicles to promote the uptake of green vehicles.	Build more affordable housing within central Oxford, have more affordable and regular trains and buses from local Villages.
a resident of Oxfordshire living outside Oxford	less than weekly		I don't	No impact	No impact	There should be no charges at all	No	Other	I don't trust that there will be a reinvestment	Very negative	It is difficult enough to come into Oxford as it is. I actually don't find Oxford welcoming at all and am selling my home to live elsewhere. I come into Oxford 3-4 times a year and if I had to pay a congestion charge I would not come in at all. You are making the city less accessible and more exclusive va inclusive.	See above. Oxford is not a welcoming location.	It's already a terrible place to drive around.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Very positive	Very positive	About right	Yes	Make buses cheaper for all		Very positive			Get rid of Gant. The private schools should have a bus service for their students. No cars should be alowwed for them to be drocoed off. All students should be banned from brinoina their cars whilst studvina in oxford
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Neutral	Neutral	There should be no charges at all	No	Make buses cheaper for all		Very negative	This is not the answer. We need a policy of carrots not the stick. If buses were cheaper people would use public transport.	Offer free parking outside the city and cheap bus fares then it is a much easier choice than trying to find parking.	Offer much cheaper bike hire throughout the city, better bus lanes and free motorcycle and scooter parking.
a member of the public living outside Oxfordshire	weekly		I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make buses cheaper for all, Add new bus routes, Extend hours of operation for buses		Very negative	A congestion charge will not get rid of congestion in Oxford and will not make buses run to time. I worked in Cowley before and immediately after the introduction of the LTNs along the side streets of the Cowley Road - this was the point at which congestion became noticeably worse. To reduce congestion at these points, remove the extremely unpopular LTNs. Furthermore by introducing these schemes, traffic will increase on the A34 ring road, increasing congestion there and pollution for people who live, for example, in Botley. There seems to be no consideration for the people living in these areas which, due to university monopoly in the city centre and high cost of housing, is the majority of people working in the city. There are also issues of buses being out, with no return of these routes being made before the introduction of these charges, for example the 400 bus service is being removed from travelling as far as Harcourt Hill, leaving just one bus service to serve the entirety of the Botley estate. It is manifestly unfair to implement charges before addressing the lack of alternative options.	There has been little consideration for the people who live and work in Oxfordshire. Communities should not have to pay to access, for example, the hospital or their local doctors surgery. Although I no longer live in Oxford I visit regularly as the majority of my family live there, and for them to reach their GP surgery they would be forced to pay the £5 charge since there is no bus route to the surgery and it is a significant walk, particularly when unwell and with the Botley Road works continuing until next year. I sincerely urge you to reconsider this scheme which, quite frankly, appears to be little more than a money making scheme rather than a genuine attempt to improve traffic conditions for the county and actually providing something of benefit to all residents, not just those lucky and affluent enough to live in the city centre.	Abolish the LTNs; re-introduce axed bus routes; ensure there are viable, positive, alternative travel options before punishing the entire county with unfair charges.
an Oxford resident	less than weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very positive	No impact	There should be no charges at all	Yes	Make buses cheaper for young people		Neutral	We the residents already pay the highest council taxes so why this extra charge!		
an Oxford resident	daily		I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make buses cheaper for all, Add new bus routes, Make bus services more frequent, Extend hours of operation for buses		Very negative			
other	daily		I commute to the central permit area by car	Very negative	Very positive	There should be no charges at all	No	Add new bus routes, Make bus services more frequent, Extend hours of operation for buses		Very negative	An unnecessary charge on people who are already struggling.	Please do not implement this charge	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very positive	Positive	Too low	Yes	Make Park & Ride parking cheaper, Make buses cheaper for all, Make buses cheaper for young people		Very positive	We need fewer cars in Oxford as a matter of urgency.	Comms, comms, comms!	Trams, buggies, pedestrianisation from the bottom of the high st through broad st, St Giles, Beaumont st linking to Walton St LTN reinstated.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I commute to the central permit area by car	No impact	Positive	Too high	No	Make buses cheaper for all, Add new bus routes, Make bus services more frequent, Extend hours of operation for buses		Very negative	I have to drive my daughter to nursery on the way to work, which would entail driving through the congestion charge area every work day. However I do not work in central Oxford so do not know if I would be eligible for the permit.	This seems unlikely to actually help traffic, and instead to lock up the ring road making it harder for most Oxford residents to commute.	Start with improving the buses - if it were easy to do the journey by bus, people might be willing to choose that over driving. Starting by making it harder to drive without improving bus services (and just some vague mention that you might use income to improve buses in the future) will just make things harder
a resident of Oxfordshire living outside Oxford	weekly		I don't							Very negative			Get rid of the LTNs and the traffic would return to normal,instead of all the traffic blocking up the main routes in and out of Oxford
an Oxford resident	daily	Blue badge holders	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Neutral	Negative	There should be no charges at all	No			Very negative	Have to travel daily to central oxford so will cost me to go to work Plus it will put more traffic on Morrell avenue	Waste of time	

Survey Response													
I am responding to this survey as	How often do you travel in or around Oxford?	Please tick which of the following free permits and passes you think you may be eligible for	Do you live in, visit a resident by car or commute by car to the proposed central Oxford	Central Oxford residents' permitlt is proposed that residents in the central Oxford	Central Oxford permit area commuters' permitlt is proposed workers commuting	We are proposing a single charge of £5 to allow cars without a day pass or permit	Do you think that charges should vary, with drivers of larger cars paying more and	Income generated by introducing the proposed temporary congestion charge would be used to cover the set-up and operating costs of the scheme.	If other improvement, please state	Taking into account all the information we have provided about the proposal to	Please explain your answer	Do you have any other comments about the proposal for six temporary congestion charge locations in Oxford that you have not already shared in this survey?	Do you have any suggestions for other ways to reduce traffic and tackle congestion in and around Oxford?
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Positive	Negative	About right	No	Make buses cheaper for all, Make bus services more frequent, Add public cycle parking		Positive	I am hoping it will reduce traffic.	I am concerned this, like the fingers, will increase traffic through Old Marston at peak commuter times.	An aerial egg lift linking Thornhill P&R > Osler Road / JR hospital > Town Centre.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Negative	Too low	Yes	Make Park & Ride buses cheaper, Make buses cheaper for all, Make bus services more frequent		Positive	Could go further, eg restricting hours of access for "other" vehicles (delivery etc) to outside normal peak times		Reduce the amount of parking currently available with a aim to discourage driving into the centre
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Positive	Negative	Too low	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Add new bus routes, Make bus services more frequent, Extend hours of operation for buses, Add public cycle parking		Positive		I think 3 cars for commuting is excessive	restrict larger vehicles such as trucks and vans within certain hours - so not during peak schools hours (7:30-9, and 3:30 to 5). This would make cycling with kids safer and more appealing.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	About right	Not sure	Make buses cheaper for all, Add new bus routes, Add public cycle parking		Very positive	Would expect to see fewer cars crossing the city centre, so buses would be faster/more timely and walking/cycling would be safer and more pleasant	Seems like a good way to test out the traffic filter ideas before going into the trial proper	School term times seem to produce the heaviest traffic, finding better ways for children to get to schools (rather than being driven in and out individually) could make a big difference. A shift away from the near-universal 9-5 working hours could also help soread out "rush hours".
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	Yes			Very negative	I'm an NHS manager, working almost 24/7, working every day after job planned hours from hime, additional commuting time will have neoative impact on my service		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	Too low	Yes	Add new bus routes, Make bus services more frequent, Add public cycle parking		Very positive	It is currently quicker to cycle in and around the city than to go by bus. The roads should be clearer for people who *need* to use their cars and permit the free flow of traffic. Buses will be quicker, and therefore more appealing to use, and cycling will be safer.	Owing to the timing of sessions, there needs to be provision for access to the ice rink, whether that is by improving bus services or adjusting the congestion charge for users. Otherwise, training would be affected to such an extent that competitive skaters will need to move to other rinks, such as Swindon, which are further away, which will affect the rink's ability to operate and remain competitive	Look to other medieval cities abroad that have put cycling first and see what measures we can adopt. A good example is Uppsala, in Sweden, which is also a medieval university town and is almost entirely car-free in the centre. Cars should be used for getting out of Oxford, and not necessary for getting into or around Oxford.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	There should be no charges at all	Yes	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Negative	I will have to leave my job at the school where I work part time because the most direct route includes one of the charging zones and going the long way would take too long and will use too much petrol. Going there by bus would take ages as there is not a good direct service available.	They are not a good idea because the rich can afford to pay and will continue congesting the road, but those on lower income will struggle.	Removing the LTNs in East Oxford would be a good start. Have more bus routes that cover the entire city and better connection services to the surrounding villages.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	Too high	No	Make buses cheaper for all		Negative	Push traffic onto already busy alternate routes already impacted by LTNs		Use the river to provide alternative transportation into Oxford
an Oxford resident	daily	Taxis and private hire vehicles	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Make BUSES FREE FOR LOCAL PEOPLE BETWEEN WORKING HOURS AND SEE WHAT IMPACT THAT HAS ON TRAFFIC AND SCHOOL RUNS	Very negative	Will hurt people that come to Oxford to work and who live locally .. turning Oxford into a Prison	All the surrounding roads will be impacted massively, there wasn't a congestion problem before that LTNS went in.. SUMMERTOWN IS THE WORST FOR PEOPLE THAT DON'T LIVE LOCALLY	Free bus passes, council has the ability now to run its own bus services due to changes in the law, also bus ticket prices are extortionate for such small journeys and cause issues financially, Park and Ride should be free and buses to and from them should be one pound no more, if you want people to use Oxford and use it services make it cheaper for them to access them.
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Fix the badly managed roads and roundabouts	Very negative	It's literally a money making scheme. Not everyone falls into the same category of 'they should walk, get a bus or cycle' I now live in Abingdon, but I grew up in Cowley, I work in Cowley, my partner works in Cowley, my daughter goes to nursery in Rose Hill, I still have a lot of friends and family in Cowley that I see regularly, usually after work. You have already made that difficult with LTNs, I have to sit in a lot more traffic now than I ever did before. People will not stop driving! We pay for our cars, our insurance, our tax, and you want to charge us more just for the privilege of driving in our own city! There is no bus route that will allow me to go to drop off my daughter at nursery, go to work, then to pick up my daughter, and then to visit my family! And if there was it would probably double my journey time! I cycle to work when I can, but not if I have to do the nursery run. I have never ever had a problem cycling round Oxford! The majority of families and households rely on these cars to go about their daily business! Stop trying to penalise them!	You never spoke about this pre election as you knew you would struggle to get voted in! You have ruined Cowley with your LTNs already! You as a council are not listening to residents. Just look at the petition with over 10,000 signatures against! Look at the comments! Put your congestion charge in areas where you were voted in! Leave Cowley alone! Majority of residents do not want your greedy schemes! You seem to be targeting the poorer areas! If you really want it, then open up some of the LTNs so that the traffic can flow freely!	Open up the LTNs! Simple!
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Positive	Positive	There should be no charges at all	No	Make buses cheaper for all, Make bus services more frequent		Very negative	As a key worker, i.e. a teacher, I have no option to work from home and must travel during the times that it is proposed that they Marston Ferry Road is closed/restricted unless I want a 12 hour working day. This is unreasonable and undermines all that was said about key workers during the pandemic. Looking just at the end of Marston Ferry Road there are 5 schools and the JR. Using the bus is not any option as they simply are too unreliable to arrive at a consistent time plus they are expensive compared to Europe. I have NOT voted for this approach nor did anyone else as it was NOT visible in any manifesto. C	Reopen the LTNs and this will free up the arterial roads which the bus company's report has clearly suggested. More carrot and less stick will bring about lasting chance to habits. Make it easier to do rather than hold residents and schools hostage. Recruitment will become a major issue in Oxford's key services and this should be considered seriously.	Remove LTNs. Bring back old street lights so it is not so dim for travel when the clocks change. It isn't safe for women e.g Marston chucked path and Marston Ferry Road (hidden from view so not good at night).
an Oxford resident	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Neutral	About right	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Other		Negative			Reduce the LTN's, make roads one way
an Oxford resident	daily		I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Make buses cheaper for young people, Add new bus routes, Make bus services more frequent		Negative	Cant get my son to school or to his childcare with these regulations in place		Remove ltns
other	daily		I commute to the central permit area by car	No impact	Very positive	There should be no charges at all	Not sure	Make bus services more frequent, Extend hours of operation for buses, Other	Introduce discount/free bus travel for those attending events in wry centre	Very negative	My daily commute will be extended by approx 45 minutes per day or c.£200p.month The hours I work mean that i cannot solely rely on public transport and the infrequent park and ride service, coupled with safety concerns on the bus with drunk passengers, getting to bus stops (the Botley station tunnel is horrific at night, the northbound stops on George St by Tesco unsanitary) & how vulnerable i feel at the park and ride car parks late at night, I'd seriously consider changing jobs as the impact on my safety, finances or commute time would be significant and entirely negative	Why 7am to 7pm? The congestion is worst on the edge of Oxford in the morning with traffic on the A34, A44 and A40 as bad as in the city centre. Similarly in the evening. Reducing routes to the station while the Botley Rd is closed has a massive impact too. I will have to make an 8 mile detour to pick my disabled sister up from the station. This also feels like a tax on people who work hours when public transport does not allow them to commute both ways (ie those who start early or late).	Charge coaches to set down/pick up in city centre. Create a one way system across Woodstock and Banbury road. Create one way system around Hythe Bridge, New St and the bottom of George St Change lane ordering on Wolvercote roundabout from Pearmree to put straight ahead traffic in right hand lane. Rebuild train station and create more pleasant pedestrian route into city centre
a resident of Oxfordshire living outside Oxford	daily		I don't	Neutral	Negative	Too high	No	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Positive	I spend far too much time sitting on the bus stuck in traffic in Oxford. We need a way to reduce the traffic.	I think that Network Rail should be paying towards this. Lower the charge for car drivers and make Network Rail pay the rest.	Fine Network Rail until Botley Road reopens
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make buses cheaper for all		Very negative	Very negative.I drive daily on Marston link road at 7am.there is no traffic.yet it will be bus gated.six days a week.not needed	During school holidays they should be switched off as there is very low traffic.Marston congestion charge is not needed six days.Saturday is low traffic.so why is it six days?pushing traffic to ring road will spell disaster for people trying to commute to and from work,one accident or breakdown and it will be oridock	I think you should open ltns temporarily to see if traffic is reduced at choke points.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Very negative	Very negative	There should be no charges at all	No	Make buses cheaper for all		Very negative			
a resident of Oxfordshire living outside Oxford	less than weekly		I don't	No impact	Very positive	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper		Negative	We do not come into Oxfordshire often, the visits are mainly because we do not have any choice due to the state of my wife and I's health but to be treated in the main hospitals of OUHFT.	The three main treatment and A&E departments of OUHFT and Oxford Community Trust are in the six congestion charge locations. As the locations of these healthcare facilities are unlikely to change, why are pensioners and their families not except from these charges when transporting family members to visit or get to the hospital after husband/wife are rushed to hospital. Also if you are not going the charges communters into Oxford - how is this reducing pollution, which is what congestion charges are meant to be doing. The worst pollution is during those commuter times - I know I used to commute into Oxford and the roads are packed with cars but that is not the case between 10am and 3.00pm.	Stop having the vital services such as hospitals in Oxford. Is it really fair anyway to have these facilities landlocked in big cities despite they are local centres of population. Or at least except pensioners and those on benefits from having to pay the congestion charge if visiting hospitals during healthcare emergency and other health care appointments we have no real choice if we need to attend these appointments
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Neutral	Neutral	Too high	Yes	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Negative	It limits freedom of movement and makes it difficult to take my daughter for appointments at the dentist and hospital in Oxford /we would not qualify for a frequent attendens permiti.		Get rid of the LTNs... you've made your own problem.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Positive	Negative	Too low	No	Make Park & Ride buses cheaper, Make buses cheaper for all, Add new bus routes		Neutral			Add Morrell Avenue to the LTNs so that congestion does not get worse. Place a LTN between East Ave and Union Street.
an Oxford resident	daily	Blue badge holders, Disability benefit claimants, Unpaid carers, Frequent hospital patients	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very positive	Positive	There should be no charges at all	No	Other	do you not think people have not got the money for these charges	Very negative	i live in the area im disabled need to go to hospital appointments my family also visit me why should they be charged a congestion charge also depending on who is available to take me also need to be taken shopping it is bad enough for me having to me recovered from cancer oot to have his ooerations other hosoital appointments what dood is 50 oasses	DO YOU EVER LISTEN TO THE PUBLIC WE DONT WANT AND DONT NEED THIS RUBBISH	get rid of ltns
a business	daily	Personal cars used as goods vehicles for business purposes	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Bring in 24 hour free motorcycle parking in Broad Street and free on street car parking in all areas after 1800 weekdays and all day at weekends.	Very negative	It will increase journey times, costs and stress levels.	It is a silly idea and Andrew Gant should have mentioned it in his manifesto before the May Council elections. Had he done so, many would have voted against him. This scheme is unnecessary and undemocratic, a bit like Mr Gant himself.	Remove the LTNs and reopen Botley Railway Bridge.
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	No impact	No impact	There should be no charges at all	No			Very negative	To get to work in a bus out costs minimum 10£ a day as i have to change multiple buses. I will have to leave early and get home late. It's a 12 hour day with my car.. with buses out will oet lonoer. It will add 100£ a month on my bills.	You all should be sacked. I pay taxes to make life easier for myself not to suffer more	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very positive	Very positive	There should be no charges at all	Yes	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Make buses cheaper for young people, Add new bus routes, Make bus services more frequent, Extend hours of operation for buses, Add public cycle parking		Very negative	This is an unjustified additional tax on car users who already pay road tax. I fear OCC have no interest in listening to the consultation results, much like the LTN installation and money would be better spend improving cycle and bus routes.	No, and the St Clements and Marston Ferry Road ones are the most disruptive of all. There should not be vechicle segration between The Swan School and Cherwell School and this is going to damage access for teachers driving in from outside of Oxford.	An access road from the ring road should be provided to the JR. It is completely unjustified that access to such a major hospital runs through inner city roads which potentially could impact people's lives. Money should also be invested into reopening the Cowley/ Littlemore train routes so that easier access can be provided to the city centre and science parks.
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Negative	Very positive	There should be no charges at all	Yes	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all		Very negative	For someone working in central oxford who can't afford to live in oxford and has been priced out within the last four years, this scheme is just another challenge for those who are simply trying to make ends meet and get to work every day. The city feels like it's just for students and the rich, public transport is inefficient unreliable and far too expensive, with the cost of living crisis. Trains are over crowded and unaffordable and my work requires specialist tools which I can't carry on public transport. The congestion charge and traffic filters are threatening my job, my career and my mental health because it is just so stressful wondering what else the council will do to make getting to work harder and more expensive.	Surely the congestion charge will just push more traffic onto the ring road. The park and rides are already pretty much at capacity - how will this be resolved? The trains are well and truly at capacity (the Bicester to oxford train at rush hour is only two carriages and already full) - what do you expect people to do? Don't punish people just simply trying to make a living and working in oxford. If people drive in it's because they have no reliable alternatives.	Charge all the private school parents who block the roads during term time. In half term the roads are quiet and functional , it's not just people taking time off during the holidays. My commute is 3-4 times longer outside of school holidays. Most of the traffic in the rush hour is school drop offs or people who already live within oxford dropping kids at school/nursery in their giant SUV's . The people that can't afford to live in oxford but work there are being targeted and penalised and these are the people who are already struggling to make ends meet, it's cruel. Make the private schools run mini buses, get the Colleges to run shuttles to and from the park and ride. People don't WANT to drive in oxford, they do it because they have to Cyclists would be safer if they didn't go through red lights and used the cycle paths and lanes instead of weaving in and out of cars and pedestrians. Make the buses and trains cheaper with more carriages , stop punishing car drivers , stop targeting people who already can't afford to live in the city they work in. Commuting is already insanely expensive and draining it's a misery - this will just make it worse. Stop staring with people's lives
a resident of Oxfordshire living outside Oxford	daily	Personal cars used as goods vehicles for business purposes	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper		Very negative	We all know you won't Listen to the public.	What's the point !!! You refuse to listen to the public	Bring in by laws to make cyclist wear a helmet and have lights on there bikes
a resident of Oxfordshire living outside Oxford	less than weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Very positive	Very positive	There should be no charges at all	No	Make Park & Ride parking cheaper, Make bus services more frequent, Extend hours of operation for buses		Very negative	If you want to reduce congestion, you need to target times of high congestion to encourage people to adjust their timing. But this is just a scheme to get money from motorists. It will jut mean I don't visit Oxford as often.	The hours of operation need to allow theatre goers to enter the city at a reasonable time , say 6:00pm Access to the Westgat Centre from Abingdon will drive traffic to the Botley Rd which is busier than the Abingdon Rd. This make no sense	A fine of £300 should do Don't bother, you've already made Oxord hard enough to access. I've lived in many cities. You are obsessed with Oxford traffic being bad. It's not, compared to other cities. Heavy traffic is the price you pay for living in a city with a healthy collection of facilities and a sense of life.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice, 25 day passes for residents in the Oxfordshire permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very positive	Very negative	About right	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Add new bus routes, Make bus services more frequent, Extend hours of operation for buses, Add public cycle parking		Very positive	As a resident that cycles everywhere the traffic is horrendous and getting worse. People queue for hours during rush hour through all entries into Oxford rather than getting park and rides. School drop offs are absurd- I can't believe how many people drive their kids to school. The private schools cause huge issues with people driving in to drop kids off, whether they live round the corner or further out. We need to stop cars coming into Oxford in the volumes they currently are so there needs to be a deterrent to driving and the buses have to be more appealing than driving. As a local I have stopped going to food shop as i just can't bear sitting in traffic and now get food delivered. I only use my car to leave oxford.		I think more of Oxford should be pedestrianised. Remove so much parking in the city centre as this just encourages people to drive in. Congestion charges should be throughout all of central Oxford not just certain roads and then increase parking at park and rides to make that the most attractive option for travelling in. People blame the LTNs on traffic but it's the ridiculous volumes of people driving into the city that is causing issues and residents should be able to leave their homes to travel out of Oxford without sitting in traffic for ages.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	About right	Yes	Make Park & Ride buses cheaper, Make buses cheaper for all, Other	Add new bus routes from Park & Ride to cover the East Oxford area, and other underserved areas from these P&R..	Very positive	Anything to incentivise residents of Oxford(shire) to only use their cars when really needed.		'- Please clamp down on school runs, esp. those with only one kid (on board a huge SUV). - It wasn't financially viable at the time, but the Oxford bus company bookable PickMeUp service would be a great addition. It'd be great to find a way to make it work (fund it with the fees collected from those not respecting the filters/bus and taxi lanes/wasteful school runs/etc.)? - Give council ownership of the bus running in Oxford
a resident of Oxfordshire living outside Oxford	less than weekly	Frequent hospital patients	I don't	Negative	Negative	There should be no charges at all	No	Other	You should not charge but if you do it should go to totally Free park and rides and buses	Very negative	We would not easily access hospitals.	This should not go ahead! You have already generated a great number of problems by installing ltns. You have allowed network rail to cause years of chaos by not pinning them down to a proper plan in the first place. You are turning Oxford into a third world city! Years and years of bad planning and knee bending to the universities has caused the existing problems!	Remove all car parking to universities businesses . Shut off all through routes eg, long walk street grange street
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	There should be no charges at all	No	Other		Very negative	Traffic is bad enough due to current LTN policy and closure of Botley Road which has impacted my work considerably. Oxford is now ashno as a result of the council transport strateov.	No	Open the LTN's
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	Too low	Not sure	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make bus services more frequent		Positive	Encouraging people to not drive through Oxford is great. If this really reduces traffic and incentives public transport, it will be a great thing		
a resident of Oxfordshire living outside Oxford	weekly		I don't	Neutral	Neutral	There should be no charges at all	No	Other	Cheaper car parking	Very negative	Another restriction of freedoms imposed by an elected body supposed to serve its residents not constantly gouge them for more and more money.	Education aside, Oxford's history and that of the surrounding county is steeped in automotive production and motorsport. Stop trying to punish or tax people going about their daily lives and stop killing the city centre by discouraging shopping visits.	Remove LTNs and all other restrictions. Stop putting traffic lights on ring road junctions and roundabouts. Let the traffic flow.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice, Blue badge holders, Disability benefit claimants, Disabled tax cars, School students with special educational needs	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very positive	Very negative	There should be no charges at all	Not sure	Other	NO CHARGE AT ALL - THEN THERE WOULD BE NO COSTS!!!	Very negative	Introducing any charge at all on the ownership or use of a private vehicle is a punitive charge which will adversely affect those least able to afford it.	Absolutely shocking example of ideological colonialism	Create enough local school places / invest in the local high street to create local jobs and site local all amenities - libraries, post offices, community centres, health care, leisure facilities, arts facilities, parks, city council customer service, job centres - all within half km square ! tax amazon out of existence / nationalise royal mail - / tax DPD and FED EX and other global delivery services out of existence / Nationalise public transport - create more routes and make them free - / ban commercial public transport services / - create an infrastructure in which people do not NEED to drive - rather than imposing market lead behaviour control punitive cost based systems like an authoritarian fascism - whose only effect is to create adversity towards tackling climate chanae
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No			Very negative	People in Oxford deserve the flexibility to travel whenever and however they want. Busses, cycle roots are but the answer for all. Business are suffering because of the current restrictions please reconsider and make Oxford a great city with freedom not restrictions.		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very positive	No impact	Too high	Yes	Make Park & Ride buses cheaper, Make buses cheaper for all, Extend hours of operation for buses		Positive			
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice, 25 day passes for residents in the Oxfordshire permit area, on days of your choice, Blue badge holders, Disability benefit claimants, Disabled tax cars, School students with special educational needs, Unpaid carers, Community health or care workers who need to visit multiple locations or travel urgently, Frequent hospital patients, Emergency service vehicles, Firefighters, Taxis and private hire vehicles, Registered car clubs, Business cars used as goods vehicles, Personal cars used as goods vehicles for business purposes, Driving instructors, Hearses and funeral cars	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make buses cheaper for all, Add new bus routes		Very negative	I travel to and from work daily and I also own my own business where people come to me and I like in one of the permit areas I WILL LOOSE A LOT OF CUSTOMERS DUE TO THIS!! It's outrageous how selfish the council are! They have no Care for the people it will affect		Scrap the scheme and remove the LTN's as well!
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	There should be no charges at all	Not sure	Make buses cheaper for all, Add new bus routes, Add public cycle parking		Negative	I don't think it will reduce traffic significantly. On hollow way I think it will double traffic for school drop offs at Tyndall on one side of the traffic filter. I don't think the impact on the ring road has been assessed and it segregates areas of the town. No easy routes to nice family areas like Florence park and Hinksey / cutteslowe from many areas of the city. Need parents to do nursery pick up which is 2 miles away and across a traffic filter. No direct bu available and the are in their seventies so not confident to cycle with a 3 year old	I don't think it will reduce traffic as there are so many exceptions.	Improve cycling on roads like Cowley Road and Iffley Road / Marston Road / london Road
a resident of Oxfordshire living outside Oxford	weekly	Firefighters	I commute to the central permit area by car	Positive	Positive	There should be no charges at all	No	Make Park & Ride buses cheaper		Very negative	I am fundamentally opposed to the idea of a congestion charge. It is not needed. What needs to happen is sorting the Botley Rd and OCC stoo interferino		

Survey Response													
I am responding to this survey as	How often do you travel in or around Oxford?	Please tick which of the following free permits and passes you think you may be eligible for	Do you live in, visit a resident by car or commute by car to the proposed central Oxford	Central Oxford residents' permitit is proposed that residents in the central Oxford	Central Oxford permit area commuters' permitit is proposed workers commuting	We are proposing a single charge of £5 to allow cars without a day pass or permit	Do you think that charges should vary, with drivers of larger cars paying more and	Income generated by introducing the proposed temporary congestion charge would be used to cover the set-up and operating costs of the scheme.	If other improvement, please state	Taking into account all the information we have provided about the proposal to	Please explain your answer	Do you have any other comments about the proposal for six temporary congestion charge locations in Oxford that you have not already shared in this survey?	Do you have any suggestions for other ways to reduce traffic and tackle congestion in and around Oxford?
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Positive	Negative	About right	No	Make buses cheaper for all, Make bus services more frequent, Add public cycle parking		Positive	I am hoping it will reduce traffic.	I am concerned this, like the fingers, will increase traffic through Old Marston at peak commuter times.	An aerial egg lift linking Thornhill P&R > Osler Road / JR hospital > Town Centre.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Negative	Too low	Yes	Make Park & Ride buses cheaper, Make buses cheaper for all, Make bus services more frequent		Positive	Could go further, eg restricting hours of access for "other" vehicles (delivery etc) to outside normal peak times		Reduce the amount of parking currently available with a aim to discourage driving into the centre
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Positive	Negative	Too low	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Add new bus routes, Make bus services more frequent, Extend hours of operation for buses, Add public cycle parking		Positive		I think 3 cars for commuting is excessive	restrict larger vehicles such as trucks and vans within certain hours - so not during peak schools hours (7:30-9, and 3:30 to 5). This would make cycling with kids safer and more appealing.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	About right	Not sure	Make buses cheaper for all, Add new bus routes, Add public cycle parking		Very positive	Would expect to see fewer cars crossing the city centre, so buses would be faster/more timely and walking/cycling would be safer and more pleasant	Seems like a good way to test out the traffic filter ideas before going into the trial proper	School term times seem to produce the heaviest traffic, finding better ways for children to get to schools (rather than being driven in and out individually) could make a big difference. A shift away from the near-universal 9-5 working hours could also help soread out "rush hours".
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	Yes			Very negative	I'm an NHS manager, working almost 24/7, working every day after job planned hours from hime, additional commuting time will have neoative imoact on my service		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	Too low	Yes	Add new bus routes, Make bus services more frequent, Add public cycle parking		Very positive	It is currently quicker to cycle in and around the city than to go by bus. The roads should be clearer for people who *need* to use their cars and permit the free flow of traffic. Buses will be quicker, and therefore more appealing to use, and cycling will be safer.	Owing to the timing of sessions, there needs to be provision for access to the ice rink, whether that is by improving bus services or adjusting the congestion charge for users. Otherwise, training would be affected to such an extent that competitive skaters will need to move to other rinks, such as Swindon, which are further away, which will affect the rink's ability to operate and remain competitive	Look to other medieval cities abroad that have put cycling first and see what measures we can adopt. A good example is Uppsala, in Sweden, which is also a medieval university town and is almost entirely car-free in the centre. Cars should be used for getting out of Oxford, and not necessary for getting into or around Oxford.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	There should be no charges at all	Yes	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Negative	I will have to leave my job at the school where I work part time because the most direct route includes one of the charging zones and going the long way would take too long and will use too much petrol. Going there by bus would take ages as there is not a good direct service available.	They are not a good idea because the rich can afford to pay and will continue congesting the road, but those on lower income will struggle.	Removing the LTNs in East Oxford would be a good start. Have more bus routes that cover the entire city and better connection services to the surrounding villages.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	Too high	No	Make buses cheaper for all		Negative	Push traffic onto already busy alternate routes already impacted by LTNs		Use the river to provide alternative transportation into Oxford
an Oxford resident	daily	Taxis and private hire vehicles	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Make BUSES FREE FOR LOCAL PEOPLE BETWEEN WORKING HOURS AND SEE WHAT IMPACT THAT HAS ON TRAFFIC AND SCHOOL RUNS	Very negative	Will hurt people that come to Oxford to work and who live locally .. turning Oxford into a Prison	All the surrounding roads will be impacted massively, there wasn't a congestion problem before that LTNS went in.. SUMMERTOWN IS THE WORST FOR PEOPLE THAT DON'T LIVE LOCALLY	Free bus passes, council has the ability now to run its own bus services due to changes in the law, also bus ticket prices are extortionate for such small journeys and cause issues financially, Park and Ride should be free and buses to and from them should be one pound no more, if you want people to use Oxford and use it services make it cheaper for them to access them.
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Fix the badly managed roads and roundabouts	Very negative	It's literally a money making scheme. Not everyone falls into the same category of 'they should walk, get a bus or cycle' I now live in Abingdon, but I grew up in Cowley, I work in Cowley, my partner works in Cowley, my daughter goes to nursery in Rose Hill, I still have a lot of friends and family in Cowley that I see regularly, usually after work. You have already made that difficult with LTNs, I have to sit in a lot more traffic now than I ever did before. People will not stop driving! We pay for our cars, our insurance, our tax, and you want to charge us more just for the privilege of driving in our own city! There is no bus route that will allow me to go to drop off my daughter at nursery, go to work, then to pick up my daughter, and then to visit my family! And if there was it would probably double my journey time! I cycle to work when I can, but not if I have to do the nursery run. I have never ever had a problem cycling round Oxford! The majority of families and households rely on these cars to go about their daily business! Stop trying to penalise them!	You never spoke about this pre election as you knew you would struggle to get voted in! You have ruined Cowley with your LTNs already! You as a council are not listening to residents. Just look at the petition with over 10,000 signatures against! Look at the comments! Put your congestion charge in areas where you were voted in! Leave Cowley alone! Majority of residents do not want your greedy schemes! You seem to be targeting the poorer areas! If you really want it, then open up some of the LTNs so that the traffic can flow freely!	Open up the LTNs! Simple!
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Very positive	Neutral	About right	Yes	Make Park & Ride parking cheaper, Extend hours of operation for buses		Very positive			
a resident of Oxfordshire living outside Oxford	less than weekly	100 day passes for residents in the Oxford permit area, on days of your choice, Frequent hospital patients, Personal cars used as goods vehicles for business purposes	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	How about finishing the park and ride in west Oxfordshire before planning to charge us more for your and networks rails inability to finish a project	Very negative	If you are planning on giving out so many free passes, who are you exactly trying to prevent from coming into Oxford. The only people I can see paying will be tourists and infrequent visitors from outside of Oxfordshire. You might as well just put a sign up saying tourists not welcome.	Another waste of money caused by social engineering gone mad.	You're doing a grand job. Nobody will want to do business in Oxford anymore, there will be no visitors.
an Oxford resident	daily		I commute to the central permit area by car	Positive	Positive	About right	Not sure	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Neutral	I think Oxford's traffic / congestion problem is quite complicated, and can't be solved just by adding further restrictions. I'm not opposed to congestion charging, but it must facilitate tangible, marked improvements to travel and transport infrastructure.	All of Oxford's main central car parks are within the congestion charge zone. Charging £5 congestion in addition to £10 or £12 or £15 parking is going to be a deterrent to day visitors. Maybe the parking fees should be reduced, or special 'congestion charge included' rates introduced for longer stays. The locations also don't seem to account for some of the worst red zones for peak hours - the congestion caused by school drop-off traffic (e.g. St Clements, Abingdon Road) is the worst in Oxford, and completely unnecessary. This is massively self evident during school holidays, when a bus ride into the city centre takes less than half of the time it takes during term time.	Oxford is a self-titled 'cycling city' with cycling infrastructure so bad that every day somebody gets knocked of a bike. Safe, abundant cycling infrastructure would be a great investment and an appropriate way of using some of the income generated by congestion fees. The congestion charge will be seen by many as purely punitive. This will be exacerbated by only allowing 24hours to pay the fee. Allow three days, and set up an auto-pay account system like TFL does, so that people don't get hit with unreasonable fines.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	There should be no charges at all	No			Very negative			
a resident of Oxfordshire living outside Oxford	daily		I don't	Very positive	Very positive	About right	Yes	Make Park & Ride buses cheaper, Make buses cheaper for all, Make bus services more frequent		Very positive	Anything that reduces cars in the city centre improves air quality and therefore health, as well as general well-being, the walkability of the city and the pleasantness of the city		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	There should be no charges at all	Yes	Make buses cheaper for all, Add new bus routes, Extend hours of operation for buses		Very negative	It will mean having to travel a lot further to take my daughter to nursery at the Jr, this will increase time spent travelling and pollution. I don't have time to wait for a bus to take her there, before I have to drive out of oxford for my place of work. Traffic pollution as a whole has surely increased due to bottlenecks and traffic jams, longer journey times created by the ltns. The traffic filters will worsen this and unfairly charge residents of oxford to use their cars (when many don't have the money or time for other options). It will push more traffic onto the already unbearably busy a34 and create more pollution in bottleneck areas. It is an unfair scheme that penalises residents in an area which is already extremely expensive live in	They are a terrible idea and I am very firmly against them.	Remove or at least reduce the number of ltns.
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	Yes	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Add new bus routes		Very negative	Old and disabled hugely affected.. perhaps you want them all dead?	The biggest impact will be to engender a very hostile angry attitude towards Oxford. Vouncil	Clamp down on crazy high speed Ebikes used by illegals
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice, 25 day passes for residents in the Oxfordshire permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	Not sure	Other	Get rid of the county councillors from the Oxford city	Very negative	First you spent the whopping money to build swanky car park and now charging those same cars who wants to come and park what a scamm	Not single county councillor lives in the Oxford city area who are taking the decision on behalf of people of Oxford city , they are hell bent on killing the soul of this beautiful city	Simply revert back the LTns that will automatically reduced the traffic , create elevated pathways for cyclists and widen the roads
a business	weekly		I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	Not sure	Other		No impact		As the owner of a business in Oxfordshire whose employees travel by private car to the central Oxfordshire area, we will need to ad a surcharge onto our clients fees to visit them. You might as well ust tax central Oxford homeowners more.	
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Positive	Positive	Too low	Not sure	Make buses cheaper for all, Make bus services more frequent, Add public cycle parking		Very positive	We need to make it easier, quicker and safer to get around the city without using private cars. Financial penalties seem one of the best available methods to reduce the use of vehicles to get around.	Must ensure that there are quick and easy alternatives, including prioritising pedestrians, cyclists and busses and not cars at junctions and crossings.	Make pedestrian and cycle crossings take priority over vehicle lanes. Put zebra crossings across the side road at junctions similar to all Eurovean cities. to prioritise pedestrians and cyclists continuing straight ahead.
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	No impact	No impact	Too low	Yes	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Very negative	As a resident of Kidlington who commutes to Milton Park on the A34 everyday, there is major congestion caused by traffic entering Oxford via Woodstock and Banbury Road. This traffic often backs up to kidlington and Yarnton blocking both the kidlington and Peartree roundabouts resulting in 30-40 minutes in traffic from kidlington to the A34. As the Woodstock an Banbury roads are the only roads without a congestion charge this proposed plan will have no effect on reducing congestion through North Oxford to the center and likely increase congestion as more people will use this route to avoid the charge on other roads.	- Make public transport options cheaper and more frequent. Direct bus routes or train routes from all commuter areas in Oxfordshire to the Oxford and Milton Park science parks. Currently the only way to get to these large employers is by car causing serious congestion which will only get worse as new science parks open and new houses are built with no new transport infrastructure - Make designated cycle paths into the city center from all commuter areas outside Oxford e.g kidlington, Yarnton. Making cycling safer for both cyclists and drivers. - Once alternative public transport options are in place then implement congestion zones on all roads that enter the city center.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	There should be no charges at all	No	Make buses cheaper for all, Add new bus routes, Other	Do not have the charges at all.	Very negative	For a resident in Oxford with 4 young children it is essential I can drive around in order to get them to school and me to work. In order to access facilities ie GP surgeries, dentists, childcare, leisure etc. Not being able to do this, or incurring a charge to do these basic daily activities would be extremely detrimental to mine and my children's wellbeing and ability to earn money.	I feel they are unjustified and not necessary. Since the LTN's being implemented traffic conditions have worsened and I see the traffic congestion charge and filters will only add to that in a negative way. I feel these traffic charges will force locals and shoppers out of Oxford to places like Reading, Swindon and Westfield in London as they are cheaper to park and often quicker and easier to access. This will negatively effect businesses in Oxford.	Open the LTN's, they have achieved none of the proposed objectives. Reduce bus ticket prices, they are extortionate for a family. Travelling from within the ring road to town and back is £24! This would no way discourage me from using my car.
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Neutral	Neutral	There should be no charges at all	No	Other	The money should go into ensuring the Botley Road construction is completed.	Very negative	It's adding a burden on the individuals both in task and financial.		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all		Very negative			
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very positive	Very positive	There should be no charges at all	No	Make buses cheaper for all, Add public cycle parking		Very negative	As a local east Oxford resident, there are way too many restrictions as it is. We are struggling to transport our children around the city and I think these changes would only continue to add to the worsening traffic congestion!! Please don't do it. It won't stop people using their cars which I'm assuming is the main point	Consider the impact on the areas surrounding the city centre! The LTNs are already funnelling traffic onto the main roads and the congestion is unbearable. People will pay the charges and continue to drive through them. It's not a long term fix	Please can you give the east Oxford residents a permit to travel through Magdalen Road. This would really help with traffic flow especially on days when there are accidents or road works that are blocking the other roads
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	There should be no charges at all	No	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Very negative	This congestion charge will add significant cost to moving around the city from where I live. All the LTN's have done is pushed traffic out to other areas and benefitted the privileged few in richer housing areas in Oxford. This is very much a charge that will be borne by our much needed hospital workers who already have to tolerate long commuting times that have been created by the LTN's and the council's refusal to just remove them while the Botley Road has been closed (which is a farce in itself). You're looking after the onlieased few at the essense of the local Oxford people. Disacraceful.	Do not impose them.	Remove LTN's to improve the flow of traffic around Oxford to free up the main roads for buses to use more reliably. Not until there are better bus services, covering longer periods of time, should you be installing any measures.
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	Too high	Yes	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Very negative	I travel into Oxford for work and for leisure. The bus routes from west Oxfordshire are unusable from villages and take long routes. They are too hot and too busy and often late. I would no longer visit Oxford for leisure and this would make Oxford only for people who live in the city. Businesses would suffer, offering less variety for shoppers and less reason for me to come into oxford.	This will actively harm Oxford as a destination for local residents already struggling with the cost of living. It will make it only suitable to the wealthy and put undue stress on me as a local when I inevitably have to come into the city. Cycling in takes an hour and a half and cycle routes will not change that. Busses are too unreliable and infrastructure has not been put in place to accomodate. The botley road closure has made the bus service worse and a temporary congestion scheme will not provide enough time/money to improve infrastructure.	Build a bus lane to west Oxfordshire down the A40. Open botley road. Make trains cheaper and build more rail routes into the city.
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	No impact	Positive	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all		Very negative	Living outside the ring road means I'd only get 25 passes consideration should be taken to areas su h as kennington where many people would need to cross the charge locations for work. Also consideration for those whose workplaces don't have parking but need to drive to work.	This and the propised bus gates will push traffic onto already congested main roads eg a34, ring road. It may serve its purpose to ease congestion on some roads but is not solving the problem but pushing it elsewhere. Offering cheaper alternatives such as bus fares and park and ride is more likely to encourage drivers to use alternatives. Risk less people will use town centre due to charges. resulting in loss of jobs and shops.	Seansewer to q12
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't		Very negative	About right	No	Make Park & Ride parking cheaper, Make buses cheaper for vouno people. Add new bus routes		Very positive	It will speed up buses and coaches and reduce pollution		An alternative is to introduce traffic filters in east of city before Botley Road reopens, they don't need to wait until the reopening
a resident of Oxfordshire living outside Oxford	less than weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	No impact	No impact	There should be no charges at all	No	Other	When you have a child that needs to go to the hospital every few months I do not want to be using a bus. None of these options will help me.	Very negative	Poorly children and worn out mum's can't cope with bits rides. We need the 'luxury' of driving without being stuck on the bypass.	I think it's ridiculous but I suspect my thoughts won't count or matter.	
a resident of Oxfordshire living outside Oxford	less than weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice, Frequent hospital patients				There should be no charges at all	No	Make Park & Ride parking cheaper, Make buses cheaper for all, Add new bus routes		Very negative	Your reason for doing this scheme is to make traffic congestion less so buses can operate better, but your low traffic areas are the real reason for all the congestion in first place. Beino anti car in Oxford City is aoing to kill all business and make everybody poorer	One day the the people of Oxford will realise that they need all forms of transport to get around in the city, older people cant always walk long distances or ride a bike and if they live outside Oxford in villages buses are not plentiful and regular so they use a car.	Get rid of a lot of low traffic areas and allow the traffic to flow again.
an Oxford resident	daily		I don't	Very negative	No impact	There should be no charges at all	No	Add new bus routes, Make bus services more frequent, Extend hours of operation for buses		Very negative		With all the extra Road closure with the LTNS where I can I use public transport. Do you not think that if domestic one doesn't need to use their car they don't. With work general life sometimes it's not possible to use public transport	Remove the LTNS and not to charge for these roads
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	Negative	Too low	Yes	Make buses cheaper for all, Make bus services more frequent, Extend hours of operation for buses		Very positive	Less congestion would make public transport more convenient to use.		Increase the price of parking in the Westgate. Charge companies and the university colleges for any parking they provide for commuters.
a resident of Oxfordshire living outside Oxford	less than weekly		I don't	Very negative	Neutral	There should be no charges at all	No	Make Park & Ride parking cheaper, Make buses cheaper for all, Make bus services more frequent		Very negative		I am concerned about children especially girls travelling on public transport to and from schools. Parents should be able to drop them off. My daughter had a bad exserience on a bus with a man making her very uncomfortable.	Remove on road parking completely. Move the bus terminal out of the city. Get rid of big buses and replace with a monorail. Make the cithe a sindle one wav circular track.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Very negative	Very negative	There should be no charges at all	Not sure	Make buses cheaper for all, Add new bus routes, Make bus services more frequent	I live in Oxford, so Park and Ride is not an option for me. Marston Road has got terrible bus service, we are not connected to Summertown and by implementing traffic filter or conestion charge on Marston Ferry Road, you limit my kids access to swimming lessons (via bus from Ferry Road or Ferry Pool), art classes (Art 4U), karate classes (Tiger Martial Art), mathnesium or French lessons in Alliance Francaise (Polsted Road). Those who are rich and can afford to live in Summertown, Jericho etc would have no issues, but others, who are not so rich, are not permitted to arrange extra tuition for their kids. Once again Concillors are not thinking about people, just about rich and privileged.	Those who are rich and live in Central Oxford permit area would have free access through all congestion charge and their children will have 50 free permits to visit these hyper-priveledged people. Why should I pay conistion charge to drive on Marston Ferry Road? That is my connection to Summertown, no bus from Marston Road to Summertown. Bus X3 is twice per hour but it doesn't take me to Ferry pool. Bus 14 is even worse, it doesnt stop anyway near me and quite unreliable.	Open up the LTNs! Simple!
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Very negative	Positive	There should be no charges at all	Not sure	Add new bus routes, Make bus services more frequent, Extend hours of operation for buses	Being 1 mile outside Oxford in south Oxfordshire, our bus service is appalling, leaving us with little alternative but to drive into Oxford. More charges would deter me from going into Oxford even less than I do now, which could impact on local businesses.	Very negative	If you were serious about reducing car use, you wouldn't have let the Westgate car park been built. Even using the Redbridge P&R this Saturday, buses didn't turn up, ran very late, meaning it would have worked out quicker to drive and almost the same cost to park. When popping in as a local resident to attend appointments, shop for essentials and meet friends/family, Oxford is fast becomine the last place I want to visit as its lust is too difficult already to aet into the centre.	More buses from surrounding area, running more frequently and over a longer time i.e in the evenings. Make them small, frequent and cheap and people will use them. At the moment they are infrequent, unreliable and expensive if you're a family. It's cheaper to park still.
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Negative	Very negative	Too high	Not sure	Make Park & Ride parking cheaper, Make buses cheaper for all, Make bus services more frequent		Very negative	I earn a low wage supporting disabled people. This will make me seek work elsewhere.	I live in Oxfordshire with a limited bus service. I earn a relatively low wage supporting other people. These proposals and the subsequent bollards will force me to look elsewhere for work, or to seek early retirement. Their impact might well be my economic inactivity.	1. Provide more park and ride, e.g in East Oxford. 2. Require private schools to provide shared transport for pupils. See Cowley Place between 8:00am and 9:00am for example. 3. Increase the frequency of buses from towns and villages outside Oxford. 3 buses an hour should be the minimum from all towns and villages with 10,000 residents or more. 4. Remember that Oxford is a County Town. It should serve the County and reap the economic benefits by doing so.
an Oxford resident	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice, Unpaid carers	I commute to the central permit area by car	Very positive	Very positive	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Make bus services more frequent, Extend hours of operation for buses		Very negative	Frankly, introducing six temporary congestion charge points in Oxford is like pouring vinegar on an open wound for people like me. Oxford is already a nightmare to drive around — the existing LTN schemes have forced most of the traffic onto the Ring Road, turning what used to be a 20-minute journey into a daily exercise in patience and fuel wastage. Now add a congestion charge on top of that, and you've created a system that penalises the people who have the least choice in how they travel. I'm a full-time unpaid carer for my 92-year-old father-in-law. We're a one-income household, already stretched to the limit. The idea that we might be charged £5 just to go about essential daily tasks — things that public transport simply cannot accommodate — is not just unhelpful, it's punishing. I'm not driving into town for leisure. I'm doing the heavy lifting of care work that the system doesn't pay for, and now may be charged for doing so. And let's be real: there is a cost of living crisis. £5 a day might sound small in a policy meeting, but it adds up fast for families already forced to make impossible choices between fuel, food, and heating. So what's the overall impact? Greater stress, greater financial strain, more barriers to caregiving, and a system that feels increasingly out of touch with the realities of the people it's meant to serve.	Temporary schemes like this are short-sighted. They disrupt lives and drain finances without offering any certainty or real, lasting improvements. And let's be honest: the supposed benefits that get talked up in these proposals — cleaner air, reduced congestion, improved health — rarely trickle down to the people like me who shoulder the biggest burdens. We're not seeing better buses or more accessible alternatives. We're just seeing higher costs and longer travel times.	Yes — before introducing more charges or restrictions, the Council should take a step back and properly model the system as a whole. Right now, decisions feel piecemeal — as if we're applying sticking plasters without diagnosing the underlying issues. A comprehensive, evidence-based approach is badly needed. That means undertaking proper traffic flow modelling across the city — looking at when and where congestion actually occurs, what journeys people are making, and why. It also means being willing to revisit and potentially remove some of the existing LTNs if the data shows they're causing more harm than good. We need a joined-up plan, not more layers of isolated measures. Instead of punishing those who are already struggling — carers, low-income families, key workers — let's look at solutions that are fairer and more sustainable in the long term. That could include: Investing in reliable, affordable, and accessible public transport, especially in the outer areas and for people with mobility needs. Improving park and ride systems and encouraging their use through subsidies or incentives. Targeted traffic management based on real-time data, rather than blanket charges. Supporting active travel with infrastructure that makes walking and cycling genuinely safe and practical — not just symbolic. And critically, engaging local communities before implementing changes, to understand lived experiences, not just theoretical outcomes. Oxford needs a system designed with intention — not a patchwork of reactive policies. If the Council really wants to reduce traffic and improve air quality, it must start with honest analysis, inclusive design, and long-term thinking.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Negative	Very negative	There should be no charges at all	Not sure	Make buses cheaper for all, Add new bus routes, Make bus services more frequent, Add public cycle parking		Very negative	The fact that the public transport in Oxford is very expensive, unreliable and very poor connecting important areas of the city, makes this proposal very bad for general people. Normal commute and drop off and pick up from schools and nursery will be incredible stressful, very likely the traffic is going to be even worse adding more time and cost to population. I also completely disagree with motorbikes not paying the charge, they also pollute and contribute to traffic.		Public transport should be way more frequent and cheaper. As a family of 4 it is cheaper to pay westgate car park than going to the city centre by bus. Also cycle lanes should be safer around Oxford. Finally the Oxford Science Park should be much better communicated, there is a goods train going near by so I don't see why people couldn't use it as well. I have many colleagues coming from London o a daily basis by train and taking a taxi due to how enriable the buses are and how badly communicated is
a resident of Oxfordshire living outside Oxford	daily	100 day passes for residents in the Oxford permit area, on days of your choice, 25 day passes for residents in the Oxfordshire permit area, on days of your choice, Blue badge holders, Disability benefit claimants, Disabled tax cars, School students with special educational needs, Unpaid carers, Community health or care workers who need to visit multiple locations or travel urgently, Frequent hospital patients, Emergency service vehicles, Firefighters, Taxis and private hire vehicles, Registered car clubs, Business cars used as goods vehicles, Personal cars used as goods vehicles for business purposes, Driving instructors, Hearses and funeral cars	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all		Very negative			Build new roads! Stop building more houses in oxfordshire! Remove LTNs
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all		Very negative			
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Very negative	No impact	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all		Very negative	Getting around Oxford has already gone from fair to rubbish, with the introduction of LTNs. This is just rubbing our noses in it. Oxford is becomine a no-go zone now.	I already try and shop elsewhere now due to the current road management, and this is another nail in the coffin for trade.	Remove the LTNs, as they funnel all the traffic into one area with the buses.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't			Too low	Yes	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Negative	It will banish poor people from the road and have no impact on rich people.	A fine equal to the raised charge should be imposed on the people responsible for the botley road closure. They caused this after all Tourist coaches also need to be charged Havina a charae on the road many people take to the ir hosoital is not fair	Charge tourist coaches A charge for all non resident vehicles coming into Oxford Charges need to be high enough to be a deterrent Ban bikes from the roads where there is a cycle oath
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Negative	Negative	There should be no charges at all	No	Make buses cheaper for all, Make bus services more frequent		Very negative			

Survey Response													
I am responding to this survey as	How often do you travel in or around Oxford?	Please tick which of the following free permits and passes you think you may be eligible for	Do you live in, visit a resident by car or commute by car to the proposed central Oxford	Central Oxford residents' permitit is proposed that residents in the central Oxford	Central Oxford permit area commuters' permitit is proposed workers commuting	We are proposing a single charge of £5 to allow cars without a day pass or permit	Do you think that charges should vary, with drivers of larger cars paying more and	Income generated by introducing the proposed temporary congestion charge would be used to cover the set-up and operating costs of the scheme.	If other improvement, please state	Taking into account all the information we have provided about the proposal to	Please explain your answer	Do you have any other comments about the proposal for six temporary congestion charge locations in Oxford that you have not already shared in this survey?	Do you have any suggestions for other ways to reduce traffic and tackle congestion in and around Oxford?
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Positive	Negative	About right	No	Make buses cheaper for all, Make bus services more frequent, Add public cycle parking		Positive	I am hoping it will reduce traffic.	I am concerned this, like the fingers, will increase traffic through Old Marston at peak commuter times.	An aerial egg lift linking Thornhill P&R > Osler Road / JR hospital > Town Centre.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Negative	Too low	Yes	Make Park & Ride buses cheaper, Make buses cheaper for all, Make bus services more frequent		Positive	Could go further, eg restricting hours of access for "other" vehicles (delivery etc) to outside normal peak times		Reduce the amount of parking currently available with a aim to discourage driving into the centre
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Positive	Negative	Too low	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Add new bus routes, Make bus services more frequent, Extend hours of operation for buses, Add public cycle parking		Positive		I think 3 cars for commuting is excessive	restrict larger vehicles such as trucks and vans within certain hours - so not during peak schools hours (7:30-9, and 3:30 to 5). This would make cycling with kids safer and more appealing.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	About right	Not sure	Make buses cheaper for all, Add new bus routes, Add public cycle parking		Very positive	Would expect to see fewer cars crossing the city centre, so buses would be faster/more timely and walking/cycling would be safer and more pleasant		School term times seem to produce the heaviest traffic, finding better ways for children to get to schools (rather than being driven in and out individually) could make a big difference. A shift away from the near-universal 9-5 working hours could also help soread out "rush hours".
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	Yes			Very negative	I'm an NHS manager, working almost 24/7, working every day after job planned hours from hime, additional commuting time will have neoative imoact on my service		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	Too low	Yes	Add new bus routes, Make bus services more frequent, Add public cycle parking		Very positive	It is currently quicker to cycle in and around the city than to go by bus. The roads should be clearer for people who *need* to use their cars and permit the free flow of traffic. Buses will be quicker, and therefore more appealing to use, and cycling will be safer.	Owing to the timing of sessions, there needs to be provision for access to the ice rink, whether that is by improving bus services or adjusting the congestion charge for users. Otherwise, training would be affected to such an extent that competitive skaters will need to move to other rinks, such as Swindon, which are further away, which will affect the rink's ability to operate and remain competitive	Look to other medieval cities abroad that have put cycling first and see what measures we can adopt. A good example is Uppsala, in Sweden, which is also a medieval university town and is almost entirely car-free in the centre. Cars should be used for getting out of Oxford, and not necessary for getting into or around Oxford.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	There should be no charges at all	Yes	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Negative	I will have to leave my job at the school where I work part time because the most direct route includes one of the charging zones and going the long way would take too long and will use too much petrol. Going there by bus would take ages as there is not a good direct service available.	They are not a good idea because the rich can afford to pay and will continue congesting the road, but those on lower income will struggle.	Removing the LTNs in East Oxford would be a good start. Have more bus routes that cover the entire city and better connection services to the surrounding villages.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	Too high	No	Make buses cheaper for all		Negative	Push traffic onto already busy alternate routes already impacted by LTNs		Use the river to provide alternative transportation into Oxford
an Oxford resident	daily	Taxis and private hire vehicles	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Make BUSES FREE FOR LOCAL PEOPLE BETWEEN WORKING HOURS AND SEE WHAT IMPACT THAT HAS ON TRAFFIC AND SCHOOL RUNS	Very negative	Will hurt people that come to Oxford to work and who live locally .. turning Oxford into a Prison	All the surrounding roads will be impacted massively, there wasn't a congestion problem before that LTNS went in.. SUMMERTOWN IS THE WORST FOR PEOPLE THAT DON'T LIVE LOCALLY	Free bus passes, council has the ability now to run its own bus services due to changes in the law, also bus ticket prices are extortionate for such small journeys and cause issues financially, Park and Ride should be free and buses to and from them should be one pound no more, if you want people to use Oxford and use it services make it cheaper for them to access them.
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Fix the badly managed roads and roundabouts	Very negative	It's literally a money making scheme. Not everyone falls into the same category of 'they should walk, get a bus or cycle' I now live in Abingdon, but I grew up in Cowley, I work in Cowley, my partner works in Cowley, my daughter goes to nursery in Rose Hill, I still have a lot of friends and family in Cowley that I see regularly, usually after work. You have already made that difficult with LTNs, I have to sit in a lot more traffic now than I ever did before. People will not stop driving! We pay for our cars, our insurance, our tax, and you want to charge us more just for the privilege of driving in our own city! There is no bus route that will allow me to go to drop off my daughter at nursery, go to work, then to pick up my daughter, and then to visit my family! And if there was it would probably double my journey time! I cycle to work when I can, but not if I have to do the nursery run. I have never ever had a problem cycling round Oxford! The majority of families and households rely on these cars to go about their daily business! Stop trying to penalise them!	You never spoke about this pre election as you knew you would struggle to get voted in! You have ruined Cowley with your LTNs already! You as a council are not listening to residents. Just look at the petition with over 10,000 signatures against! Look at the comments! Put your congestion charge in areas where you were voted in! Leave Cowley alone! Majority of residents do not want your greedy schemes! You seem to be targeting the poorer areas! If you really want it, then open up some of the LTNs so that the traffic can flow freely!	Open up the LTNs! Simple!
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Very negative	Negative	Too high	Not sure	Make Park & Ride parking cheaper, Make buses cheaper for all, Make bus services more frequent		Negative	I support students. I would leave this city.	1. Six is too many. It will stifle productivity of this city. 2. There is too much of an imbalance between residents and commuters It is not a choice to commute - many of us cannot afford to live inside Oxford.	1. You would have a more positive impact on health and the environment is EVs were except - it would definitely persuade more people around the county to convert, with immediate benefit of the health of all in our towns. 2. You should think more creatively about how to reduce the number of vans/trunks/delivery/commerce vehicles - a blanket exemption is frankly ridiculous. 3. Longer term, I think you should plan on building FREE park-and-cycle locations, under 2 miles from carfax, with safe dedicated cycle paths. There is no point if they charge, and there is no point putting them out on the ring road. The route from Redbridge is not adequate and too far from major employment sites eg South Parks Road. 4. The road closures between Iffley Rd and Cowley Rd have not worked - they have increased traffic congestion by lengthening journeys, they have made the Plain a death trap due to massively increased usage, and they are damaging businesses. You could at least open two roads between Iffley Rd and Cowley Rd, one in each direction.
a resident of Oxfordshire living outside Oxford	less than weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	No impact	No impact	There should be no charges at all	No	Other	Park and ride should be free for both parking and riding.	No impact	I will still drive into Oxford and pay relevant congestion charge and parking fee so will make no impact for myself or other family members.	Oxford's congestion is down to poor traffic management and the council not understanding how road systems work. Traffic will be pushed to outer roads causing concestion for even more residents.	Free dedicated bus service from all park and ride locations where the bus has priority over all other traffic. Reduce size of cycle lanes for quicker bus travel.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice, Blue badge holders, School students with special educational needs, Unpaid carers	I commute to the central permit area by car	Very negative	Very positive	There should be no charges at all	No	Other	Get rid of the LTN's to allow traffic to flow more freely. We don't need more buses- they are frequent and are never full.	Very negative	This impacts my daily life with my children and also helping my elderly neighbours. It makes getting to the train station impossible. It will kill businesses in the area, which includes my business. Why should residents be punished and made miserable with all the council tax they pay.	Why isn't North Oxford affected by this? So the rich get richer? I hope all the traffic clogs your arterial road into Oxford. The fact that you are closing off Headington to Oxford is ridiculous as it's the access road to London.	Open your LTN's , reduce the frequency of some buses, open buses to other areas that need it. Reduce bus fare and park and ride fares. You have bottlenecked St Clements with your LTN's to a ridiculous point. You have made this mess, and making another one won't fix the problem but fill your council with more of our hard earned money in a cost of living crises that you will just waste again on another silly money making scheme. Also- where was this information at election time? Seems pretty well thought out to be done after elections. I am a hardworking Oxford resident with a business in Oxford and I will never vote for this council. the best cotion is to leave Oxford at this point. you have made this city a mess.
an Oxford resident	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Positive	Positive	About right	Not sure	Make Park & Ride parking cheaper, Make buses cheaper for all, Make bus services more frequent		Neutral	I think I will be entitled to permits as a resident of Oxfordshire, however 25 passes annually for residents of Sandford on Thames and Kennington, seems low. Consider a mid point for residents of areas immediately adjacent to the Oxford City Council boundaries.		
an Oxford resident	daily		I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Get rid of the ltns and any cameras, to put the roads back to how they were pre covid. Life has got worse ever since they were put on. Traffic is so much worse, pollution has massively increased where we live. Council only help themselves and their friend	Very negative	Oxford is a terrible place to live and has got worse and worse. Traffic is terrible because of the LTNs, journeys have got longer but the lying council make out pollution hasnt increased. I live right by the ring road where traffic has increased tenfold, but according to the council there has been no increase of pollution. Maybe check in the areas that arent ltns and actually see how your terrible traffic ideas have actually affected people. With these new traffic regulations coming in, the ring road will be worse and have even more traffic. At what point will this council actually check areas like Iffiemore for pollution? I live by the bridge and i know for a fact the pollution is terrible because of the dirt and filth that appears on the outside of all my windows. We are breathing this in. Thank you for killing my 5yr old with your inept traffic ideas.	Pollution is already terrible because the ri g road is so busy and lots of stationary cars causing more pollution. Maybe actually sort out the ring road before you kill us all from the pollution.	Open the ltns. Stop the charges. Use the money to actually make the ring road a viable choice, where there is no stationary traffic, roundabouts are a big issue in Iffiemore as theres no other way for traffic to go, so it has become a pollution hotspot tuat the council ignores.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice, Registered car clubs	I don't	Neutral	Very negative	Too low	Yes	Add new bus routes, Make bus services more frequent, Extend hours of operation for buses, Add public cycle parking		Very positive	Congestion is terrible and charges are an effective way to reduce it	Make it permanent	Better cycling infrastructure
an Oxford resident	daily		I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	Too high	No	Make buses cheaper for all, Add new bus routes		Very negative	I'm concerned how to take my Children to school, as I have three children at different school locations. Also the bus fare is not affordable for families, most recently I paid over £10 return for a day for me and my three children- I cannot afford this daily. I also work full time and after dropping the three children off to school at various locations, I then travel to work by car. Once I finish work I then collect the kids and drive to there out of school activities. The implementation of the changes in Holloway will affect us as a family, and our quality of life. 100 passes for my household is not enough, especially daily school drop offs around Oxford.	I feel that residents living in the area should be given unlimited use of the roads, i.e Holloway.	More safer cycling routes for children… cheaper buses fare as it present it's not affordable.
a resident of Oxfordshire living outside Oxford	daily	Blue badge holders	I commute to the central permit area by car	No impact	Neutral	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all		Neutral	Unsure how the blue badge permits would work		
a member of the public living outside Oxfordshire	less than weekly		I live in the central Oxford permit area, or visit a resident of the central permit area by car	Positive	No impact	About right	No	Make bus services more frequent, Add public cycle parking		Neutral	I don't understand from the information presented how this will affect students and parents who need to move their children & possessions in and out of central Oxford colleges. This is already a nightmare and I would like to understand how your plans will affect this termly process.		
a resident of Oxfordshire living outside Oxford	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very positive	There should be no charges at all	Yes	Make buses cheaper for all		Very negative	Extremely negative, the rising costs have meant that I cannot afford to live in oxford and now I will struggle to complete my daily commute to a job that is specialist to the oxford town. I simply do not have the extra money to commute into oxford for my role	Overall negative feelings to the proposal.	Most of the traffic is generated from large expensive cars channeling their children to private schools. This charge you have proposed is not enough to affect these people but have a heavy impact on the everyday people trying to provide a service to oxford and who are already struggling too much to live centrally. Put more engagements into the private schools to educate them on the negative impact their parents are having on the area when dropping them off in a 4x4. Traffic is much quieter in half term, maybe think about having school buses just for students to be picked up. Consideration for more pedestrian crossing that go over the road such as bridges and underpasses, then reduce the amount of lunk crossings that increase traffic flow.
a resident of Oxfordshire living outside Oxford	less than weekly		I commute to the central permit area by car	No impact	No impact	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all		Very negative	People are struggling financially as it is so this is ridiculous! Oxford hate cars and will drive people and business away!	Ridiculous	
an Oxford resident	less than weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't		Positive		Yes	Make Park & Ride parking cheaper, Make buses cheaper for all, Other	Remove the LTNs				Remove the LTNs so cars can move through the small roads, but make it harder for them to use the main routes, keeping those for buses, HGVs and bicycles
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Very negative	Very negative	There should be no charges at all	No	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Very negative	You should not fix the mess you have allowed in Bottles road by charging us all. You should accept the delay on the traffic filters just like the people in Mobley road have accepted that horrendous project. how am I supposed to get to work on Bicester everyday with 100 day pass? What do I do the rest of the days?	By blocking Marston ferry road (B4495) you will only be making the traffic on the A40 worst.	We need proper cycle lanes and cheaper buses.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Negative	Negative	Too low	No	Make buses cheaper for all, Add public cycle parking		Negative	I see no benefit when taxis, vehicle delivery drivers and everything from cars are exempt. Charges should apply to all vehicles except public transport, emergency vehicles, disabled transport & health care workers. Why are business vehicles exempt from the charge? They are entering the area for profit or business benefit, the business should be aware and make necessary plans or adjustments to accommodate the charges.	Cycling is neither safer or more attractive.	If you have to introduce traffic filters apply charges to taxis & personal delivery vehicles I.e amazon vans. To significantly reduce traffic and use cameras to fine vehicles causing traffic hold ups from poorly parked/ stopped taxis and vans which cause delays
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Neutral	Neutral	About right	Yes	Make buses cheaper for all, Make bus services more frequent, Extend hours of operation for buses		Very positive	I use the bus more frequently to visit Oxford than I use my car. Anything that deters people from filling the roads up with their cars gets my vote	I would be in favour of extending the scheme to cover a larger area of Oxford	Increase car parking charges
a resident of Oxfordshire living outside Oxford	daily		I don't	Very negative	Very negative	There should be no charges at all	No	Other	There should be no congestion charge at all to raise money! Learn from other counties on how to budget better	Very negative	It will kill off all businesses in Oxford, people are already going elsewhere to shop	It should not happen end of story	Yes, make bus travel free if you pay for parking! Like so many other cities do
a resident of Oxfordshire living outside Oxford	daily	Community health or care workers who need to visit multiple locations or travel urgently	I commute to the central permit area by car	Neutral	Neutral	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Add public cycle parking		Neutral	I manage a team of nurses who work in Cowley place, if we are not all issued free permits I will loose my staff. thanks OCC		M Scrap the idea. this is people's livelihoods you are messing with!
a resident of Oxfordshire living outside Oxford	less than weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Neutral	Neutral	There should be no charges at all	No	Other	Fix potholes, remove inappropriate 20mph speed limit signs on many roads.	Negative	I live just inside oxfordshire, sometimes get a lift with someone who lives in Northamptonshire who wouldn't have a permit so have to pay. The only place I'm likely to visit is the hospitals and wouldn't have gone anywhere near Botley road even if it was open. It seems to me some of the charging locations are irrelevant to Botley road blockage and just an excuse to charge, particularly the one at Marston which midnt affect me.	If the problem is caused by network rail, it's them that should pay, not car drivers.	Make the use of the park and ride not time limited so I can park there and get the bus to Heathrow when I go away, rather than having to drive to Heathrow and park there. Build a better bypass so when I'm coming from the south up the A34 I can completely bypass Oxford traffic, even more necessary for those on the a40.
a resident of Oxfordshire living outside Oxford	weekly		I don't	Very negative	Very negative	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make bus services more frequent		Very negative	There should be no charge as this results of the inability and incompentence to manage the Botley road project, and little trust in the council of this being a temporary measure. In all probability this will be permanent as the council continues its anti car asenda		Cheaper parking charges and increase park and ride to attract better use of the service.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	Yes	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make bus services more frequent		Very negative	People who have no choice but to drive to their daily jobs should not have to pay to go their jobs		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice, Business cars used as goods vehicles, Personal cars used as goods vehicles for business purposes	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Reopen the train line to Witney.	Very negative	It's a slap in the face to local constituents and the working man.	Listen to your local working class constituents not just your middle class yuppies and champagne socialist students who barely spend 6 months of the year actually living in the city.	Widen the A40, Reinstate the Witney to Oxford train line, Remove all LTNs and prioritise road vehicles through the city, introduce a bicycle licence and educate correct rd usage. Ban cyclists in bus lanes, Redesign the ring road to incorporate flyovers and underpasses as so to not impede traffic flow, add direct access to the John Radcliffe from the ring road.
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice. Unwell carers	I don't	Neutral	Neutral	There should be no charges at all	No	Make Park & Ride parking cheaper		Very negative	Increased traffic congestion on other routes.	Ridiculous idea from an incompetent council	Maybe build a park and ride near Eynsham. Oh.. wait a minute.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Negative	Too low	Yes	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all		Positive	I hope it will reduce the traffic, so on the rare occasions I need to drive it will not take ages to get there.	The 100 and 25 free passes should be apply automatically if car drives thorough the gate. That way it will reduce the web traffic and eliminate fees in case someone forgot to get permit for a day.	Reduce or eliminate car drops for schools. Especially the private ones. Trafficking drops significantly when they holiday starts. Provide a school bus so people don't need use they car. There is lots of people who choose to use car even if they have better way of oetting to school. makina that less convenient would force them to use bikes.
a resident of Oxfordshire living outside Oxford	weekly		I don't	Very negative	Very negative	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make bus services more frequent		Very negative	It's a further anti-motorist measure and is in effect another tax on driving	It is a very bad idea to add to a list of bad ideas. LTNs, 20mph limits are destroying Oxfordshire businesses.	Make Abingdon Road and Iffley Road one way working in opposite directions. The width released can allow proper cycle lanes and bus stops.
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	No impact	Neutral	About right	Yes	Make Park & Ride buses cheaper, Make buses cheaper for all, Add new bus routes		Very positive	In theory, it should encourage people to use the park & ride sites and this reduce congestion in the city centre. This would increase the speed and efficiency of buses, which is a daily issue for myself.	I'm worried there are too many exemptions and too many ways to work around the charge (e.g. use vans instead of cars).	Please do something about the parking and congestion on Cowley Road from The Plain to Manzil Way. Both legal and illegal parking make getting buses through there a challenge, there needs to be a lot less parking on this busy bus route. The main issue in the city centre is actually the Westgate car park, which consistently brings the city to a half every weekend and bank holiday. There needs to be active management of the queue for the car park, specifically, telling waiting cars to go elsewhere rather than wait for the car park. These waiting cars are what bring Abingdon Road, Thames Street and Hythe Bridge Street to a halt. Perhaps better promotion of the combined bus+parking tickets which are excellent value and already cheaper than using the car park at Westgate. Lastly, please take the 'Monday-Saturday' sign down from outside Oxford Parkway on the main road. The park & ride operates daily and this false signage probably discourages some users.
a resident of Oxfordshire living outside Oxford	weekly		I don't	Very negative	Negative	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all		Very negative	It's a bad idea. Cambridge tried to introduce a congestion charge and it was quickly scrapped. You are forgetting the people who need to be able to help pick up family members from the train station or drop off at hospital appointments - people who are not classed in your categories of being exempt from the charge but who this policy would have a massive impact on - not just the cost but the added admin burden of remembering to log on and pay the charge or the upset when they forget. I have an autoimmune disease but it's not bad enough to be classed as disabled but I have regular hospital appointments but not regular enough to probably qualify for a free pass so now on top of managing my condition and health appointments prescriptions etc i would have additional burden of having to pay a charge for a city which is the lifeblood of the area....	Don't do it.	The problem is the private schools. I commute into Oxford on the park and ride and traffic is SO much better when the private schools are on holiday. You want to reduce the traffic then stop the private school parents driving in their massive cars with 1 kid in the front seat.
an Oxford resident	daily	Blue badge holders, Disability benefit claimants, Disabled taxi cars	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper		Very negative	We build the west gate to attract visitors to Oxford and now charging them to come into Oxford will force more people out.... Your killing our city slowly	It's disgusting all about money money money, greedy fat cats	Make park and ride free completely and the buses into town, people will use them, and get rid of the lens and bus gates and let our city breath again
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Negative	Too low	Yes	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Add public cycle parking		Very positive	Oxford needs far fewer cars, then cycling and walking will be safer and buses faster.	No	Tax workplace parking spaces
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Very negative	Positive	There should be no charges at all	Yes	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Very negative	100 passes is not enough, traffic will just be diverted to the already congested ring road and A34		
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make bus services more frequent		Very negative			
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Very positive	Neutral	About right	Yes	Make Park & Ride buses cheaper, Make buses cheaper for all, Make buses cheaper for young people		Very positive	Less cars, safer for active travel		
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Make bus services more frequent, Extend hours of operation for buses, Add public cycle parking		Very negative	This is pushing all the traffic into roads that do not have the infrastructure to cope with the level of traffic already. I also have to work on a Friday until 5 and then get my daughter to swimming at ferry pool by 5.30. This will not be possible to do if I have to be on the ring road there for you you are penalising her as we will need to stop the swimming lesson or find alternative at another council own. This is a scam to make money for a council that has water money all over the city	Stop these stupid idea ran by people who actually don't live in the area you are a joke of a council. You will lose people working in this city	One way system
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	About right	No	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Very positive	There are too many cars currently traversing oxford, it makes cycling dangerous and buses slow. anything to reduce this is a good thing	No	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	There should be no charges at all	Yes	Make Park & Ride parking cheaper, Make buses cheaper for all, Add public cycle parking		Very negative	Whilst I understand traffic is high this scheme will impact those living further out of Oxford (usually lower economic areas) disproportionally. Those that live more central have more passes and are likely to have higher incomes to pay the charge. The bus network os not reliable enough and the cycle routes are not safe enough (pornholes etc.)	I am a cyclist and driver, so am not anti car or anti bike. Adding this scheme on top of the low traffic neighbourhoods will just make the few routes into town much worse. I sant see any value of pushing cars onto an already too busy ring road. Many will need to drive further which will increase pollution. This scheme will impact the lower economic area working person tge worst. Those who can afford the fee will just pay it and keep driving through the filters or purchase an exempt vehicle. East Oxford is already pushed down less roads ans that hasn't worked, so why add another scheme. But realistically like the tin consultation you have probably already made your decision and this is all a tick box.	Get rid of the LTNs so that the main routes into town are no longer as congested. Reduce the bus fairs ans park ans ride prices ans people may be more willing to use them. Look at affordable ways to introduce transport from the outer points of the city, as these are the people that will be most impacted. And resurface cycle lanes so that it is safe. Headington Hill cycle path has the tarmac finish in thr middle of the lane meaning it is at different levels and unsafe.
an Oxford resident	less than weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Neutral	There should be no charges at all	No	Other	Make parking or the bus journey from park and ride free	Negative	From my experience the council is not very good at implementing online permit systems. The one for visitors parking that residents can use is poor and didn't work well. It discriminates those who are unable to use technology for whatever reason. It causes unnecessary stress.	I believe it will have a negative impact upon how visitors feel about Oxford. Whenever I travel to cities with restricted areas I usually feel stressed and it takes the enjoyment out of being there. Quick visits that go through any of these routes undermine the wellbeing of oecole.	Make buses cheaper and more frequent.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Positive	No impact	There should be no charges at all	No	Extend hours of operation for buses		Very negative			
an Oxford resident	daily		I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Don't have this in place. We don't need it.	Very negative	I work all over Oxford. I cannot pay this charge daily.	Stop it!	Take out the LTNs.
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Neutral	Negative	There should be no charges at all	Not sure	Make buses cheaper for all, Add new bus routes, Extend hours of operation for buses		Neutral	From my personal experience, school traffic (particularly private schools) is the main cause of congestion. You can see the traffic drastically decreasing during school holidays. I don't understand how the congestion charge could help, seeing as a lot of traffic takes place in summertown and headington. I think schools should be encouraged to provide appropriate transportation for students. Furthermore, buses and the park and rides are expensive and there are barely any bus routes that allow north to south and east to west transport across Oxford	Na	Buses need to be cheaper. Definitely improve the cycle paths, which are often overgrown with weeds and have very uneven paving
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	Not sure	Other	Create a useful connection 24/7 between parking and JR for staff	Very negative	This will worsen traffic for those who commute to work at JR. Who do you think looks after the patients?!	A terrible idea driven by ideology not putting the interests of the people you are meant to serve first!	The biggest issue in Oxford is hospital staff and they are completely ignored. If you actually cared about improving things you would make a useful public transport scheme like a tram or a subway not just harping on about buses.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make Park & Ride parking cheaper, Make buses cheaper for all, Extend hours of operation for buses		Very negative	There should be no LTN and no Traffic filters. I'm looking after elderly lady who needs regular travels in Oxford.	There should be no LTN no Traffic filters!!!	Make buss rides cheaper,that everyone could afford it!
a resident of Oxfordshire living outside Oxford	daily		I don't	Negative	Positive	Too high	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for young people		Neutral	Most of the traffic issues are from temporary roadworks. This isn't fixing the issues. To sort air pollution you need to tackle the more pollutino cars	The camera on Thames Street will increase the cost of parking in the Westgate. The bus is impractical for families with small children. People will set sick of the extra cost and shoo elsewhere.	Utilise the rivers more to transport goods

Survey Response													
I am responding to this survey as	How often do you travel in or around Oxford?	Please tick which of the following free permits and passes you think you may be eligible for	Do you live in, visit a resident by car or commute by car to the proposed central Oxford	Central Oxford residents' permitit is proposed that residents in the central Oxford	Central Oxford permit area commuters' permitit is proposed workers commuting	We are proposing a single charge of £5 to allow cars without a day pass or permit	Do you think that charges should vary, with drivers of larger cars paying more and	Income generated by introducing the proposed temporary congestion charge would be used to cover the set-up and operating costs of the scheme.	If other improvement, please state	Taking into account all the information we have provided about the proposal to	Please explain your answer	Do you have any other comments about the proposal for six temporary congestion charge locations in Oxford that you have not already shared in this survey?	Do you have any suggestions for other ways to reduce traffic and tackle congestion in and around Oxford?
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Positive	Negative	About right	No	Make buses cheaper for all, Make bus services more frequent, Add public cycle parking		Positive	I am hoping it will reduce traffic.	I am concerned this, like the fingers, will increase traffic through Old Marston at peak commuter times.	An aerial egg lift linking Thornhill P&R > Osler Road / JR hospital > Town Centre.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Negative	Too low	Yes	Make Park & Ride buses cheaper, Make buses cheaper for all, Make bus services more frequent		Positive	Could go further, eg restricting hours of access for "other" vehicles (delivery etc) to outside normal peak times		Reduce the amount of parking currently available with a aim to discourage driving into the centre
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Positive	Negative	Too low	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Add new bus routes, Make bus services more frequent, Extend hours of operation for buses, Add public cycle parking		Positive		I think 3 cars for commuting is excessive	restrict larger vehicles such as trucks and vans within certain hours - so not during peak schools hours (7:30-9, and 3:30 to 5). This would make cycling with kids safer and more appealing.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	About right	Not sure	Make buses cheaper for all, Add new bus routes, Add public cycle parking		Very positive	Would expect to see fewer cars crossing the city centre, so buses would be faster/more timely and walking/cycling would be safer and more pleasant		School term times seem to produce the heaviest traffic, finding better ways for children to get to schools (rather than being driven in and out individually) could make a big difference. A shift away from the near-universal 9-5 working hours could also help soread out "rush hours".
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on davs of vour choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	Yes			Very negative	I'm an NHS manager, working almost 24/7, working every day after job planned hours from hime, additional commuting time will have neoative impact on my service		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	Too low	Yes	Add new bus routes, Make bus services more frequent, Add public cycle parking		Very positive	It is currently quicker to cycle in and around the city than to go by bus. The roads should be clearer for people who *need* to use their cars and permit the free flow of traffic. Buses will be quicker, and therefore more appealing to use, and cycling will be safer.	Owing to the timing of sessions, there needs to be provision for access to the ice rink, whether that is by improving bus services or adjusting the congestion charge for users. Otherwise, training would be affected to such an extent that competitive skaters will need to move to other rinks, such as Swindon, which are further away, which will affect the rink's ability to operate and remain competitive	Look to other medieval cities abroad that have put cycling first and see what measures we can adopt. A good example is Uppsala, in Sweden, which is also a medieval university town and is almost entirely car-free in the centre. Cars should be used for getting out of Oxford, and not necessary for getting into or around Oxford.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	There should be no charges at all	Yes	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Negative	I will have to leave my job at the school where I work part time because the most direct route includes one of the charging zones and going the long way would take too long and will use too much petrol. Going there by bus would take ages as there is not a good direct service available.	They are not a good idea because the rich can afford to pay and will continue congesting the road, but those on lower income will struggle.	Removing the LTNs in East Oxford would be a good start. Have more bus routes that cover the entire city and better connection services to the surrounding villages.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	Too high	No	Make buses cheaper for all		Negative	Push traffic onto already busy alternate routes already impacted by LTNs		Use the river to provide alternative transportation into Oxford
an Oxford resident	daily	Taxis and private hire vehicles	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Make BUSES FREE FOR LOCAL PEOPLE BETWEEN WORKING HOURS AND SEE WHAT IMPACT THAT HAS ON TRAFFIC AND SCHOOL RUNS	Very negative	Will hurt people that come to Oxford to work and who live locally .. turning Oxford into a Prison	All the surrounding roads will be impacted massively, there wasn't a congestion problem before that LTNS went in... SUMMERTOWN IS THE WORST FOR PEOPLE THAT DON'T LIVE LOCALLY	Free bus passes, council has the ability now to run its own bus services due to changes in the law, also bus ticket prices are extortionate for such small journeys and cause issues financially, Park and Ride should be free and buses to and from them should be one pound no more, if you want people to use Oxford and use it services make it cheaper for them to access them.
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Fix the badly managed roads and roundabouts	Very negative	It's literally a money making scheme. Not everyone falls into the same category of 'they should walk, get a bus or cycle' I now live in Abingdon, but I grew up in Cowley, I work in Cowley, my partner works in Cowley, my daughter goes to nursery in Rose Hill, I still have a lot of friends and family in Cowley that I see regularly, usually after work. You have already made that difficult with LTNs, I have to sit in a lot more traffic now than I ever did before. People will not stop driving! We pay for our cars, our insurance, our tax, and you want to charge us more just for the privilege of driving in our own city! There is no bus route that will allow me to go to drop off my daughter at nursery, go to work, then to pick up my daughter, and then to visit my family! And if there was it would probably double my journey time! I cycle to work when I can, but not if I have to do the nursery run. I have never ever had a problem cycling round Oxford! The majority of families and households rely on these cars to go about their daily business! Stop trying to penalise them!	You never spoke about this pre election as you knew you would struggle to get voted in! You have ruined Cowley with your LTNs already! You as a council are not listening to residents. Just look at the petition with over 10,000 signatures against! Look at the comments! Put your congestion charge in areas where you were voted in! Leave Cowley alone! Majority of residents do not want your greedy schemes! You seem to be targeting the poorer areas! If you really want it, then open up some of the LTNs so that the traffic can flow freely!	Open up the LTNs! Simple!
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	No impact	Positive	There should be no charges at all	Yes	Make Park & Ride parking cheaper		Very negative	This is a ridiculous plan to punish car users yet again for travelling into and around Oxford. You've raised the prices of the park and ride and made using buses more expensive. And yet National Rail has crippled the city by closing one of the main arterial routes into the city. Rather than punish them, you again go after our users. Instead of implementing a congestion charge, why don't you fine National Rail for their incompetence and inability to complete a major infrastructure project. A fine for every day they fail to open would quickly galvanise NR management to actual get the road reopened and the money could be used to fund transport infrastructure as well a provide compensation to the business affected by the road closure. Stop punishing hard working individuals yet again and go after the actual problem that is National Rails incompetence.	Traffic is awful, but that is not because of car users. It's the incompetence of Oxford City Council to actually plan for car users to access the city. I've lived in and around the city for almost 20 years and have lost count at the money wasted changing the junction by Worcester Street car park. And yet the council blames car users, not city planners. If you want people to ditch their cars then make the Park and Rides free again and reduce the prices of P&R buses. Penalise National Rail for their incompetence in the Botley Road fiasco and focus on getting the road opened so traffic doesn't have to just travel down the Abingdon Road and onto St Giles. And while your at it, get rid of the LTNs! They are single handily the worst thing the council has introduced (well, so far, the CC would be a very close second!)	Get the Botley Road reopened and remove the LTNs. Understand that cars aren't going away and focus on improving the infrastructure like fixing pot holes rather than punishing hard working individuals! You're literally killing the city centre with these ludicrous ideas! No wonder locals don't go shopping in Oxford any more and go to Reading, Swindon or Bicester
an Oxford resident	daily	Blue badge holders, Disability benefit claimants, Disabled tax cars	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very positive	Very positive	There should be no charges at all	No	Make buses cheaper for young people, Add new bus routes		Very negative		Whoever came up with this idea needs to give their head a wobble, it has got to be the stupidest thing I've ever heard of, the tlns were bad enough ,and the effects they have had on the local community has been disastrous and the amount of accidents we'll. I have no words....	REMOVE THE LTN'S, THEY ARE THE CAUSE OF ALL THE CONGESTION
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Negative	Negative	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Make buses cheaper for young people, Add new bus routes, Make bus services more frequent, Extend hours of operation for buses		Very negative	What is needed is for the County Council to stop engineering traffic jams & lift the LTNs & improve the roads ie pot holes & dangerous iron works !	Stupid idea kicking people while they're already down isn't clever. People will resort to more crime as their incomes are driven down.	Remove LTNs simple !
a resident of Oxfordshire living outside Oxford	daily	Blue badge holders, Community health or care workers who need to visit multiple locations or travel urgently, Emergency service vehicles, Firefighters, Taxis and private hire vehicles, Hearses and funeral cars	I don't	Very positive	Very positive	About right	Yes	Make Park & Ride parking cheaper, Make buses cheaper for all, Add public cycle parking		Very positive	Far too many lazy people drive cars (by themselves) into the city centre everyday, often taking advantage of exclusive College/Departmental or private school parking. This might help curb this. But if you worked with the university and schools to create special buses and encourage them to restrict this parking, it would have a greater impact	The wording of many of the above questions is so poor much of it doesn't make sense. Also, I cycle to work. Every day I cycle past hundreds of single occupancy cars sitting in their own traffic. This is nuts. If people either shared or took buses our congestion problem would be solved overnight. This is the real problem. The congestion charge will be deeply unpopular and hard to manage. You have to win the argument that sitting on gridlock every day just because you can't be bothered to act responsibly or think about your commute (hiding behind claims about freedom of movement etc) is not on	See above. Get uni and schools on board to create real change. Outside of university and private school terms there is no congestion so it's clear they are who you need to reach out too
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	Too low	Yes	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Make bus services more frequent, Extend hours of operation for buses, Add public cycle parking		Very positive	Congestion is at extreme levels in Oxford. Oxford needs to deter people from driving on narrow Oxford streets. However, care needs to be taken to make sure people who definitely need to drive i.e. care workers, NHS staff etc.	I am fully supportive of this. However as mentioned above, driving is necessary for some residents who have essential work - NHS etc. who should be given special access pass.	Primary traffic issues in Oxford seem to be caused by parents dropping kids off at schools like Magdalen College School which causes major traffic issues on St. Clements and other arterial roads. OCC needs to work with Magdalen College School and other facilities in Oxford to come up with a solution to this issue.
an Oxford resident	daily		I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make buses cheaper for all, Make bus services more frequent		Very negative	You are simply making things worse for the ordinary residents who are already struggling to make ends meet.		Open up All the lins.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Positive	Negative	Too low	Yes	Make buses cheaper for all, Make bus services more frequent, Add public cycle parking		Very positive	Oxford is too congested with cars at the moment. I think that this is a positive step. It has been introduced successfully in London. There are however a lot of excecitons where people don't have to pay the charge.		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Free buses for all children in education	Very negative	Shouldn't happen at all	Cycle brains trying to push this through	Cheaper buses, would get people out of cars and using the bus
a member of the public living outside Oxfordshire	less than weekly		I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Neutral	There should be no charges at all	No	Make buses cheaper for all		Very negative			
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	No impact	No impact	About right	No	Make Park & Ride parking cheaper, Make bus services more frequent, Add public cycle parking		Neutral	As someone outside Oxford it will be annoying to have to get permits but they would cover our general usage.	I think it is unhelpful having the Thames street gate as a congestion charging point - it means that with Botley road closed visitors the the west gate (which does have suitable parking) would have to pay the charge on top of expensive parking as no alternative would exist. This should be avoided as likely to have negative impacts	More properly designed and segregated bike lanes including Eynsham to Botley road via Farmoor
a resident of Oxfordshire living outside Oxford	less than weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Neutral	Neutral	There should be no charges at all	No			Very negative	This is simply an unjustified tax to repair your council budget. It will have detrimental effect on the shops and restaurants in the city.		Improve the lane distribution at the junction at the Westgate entrance. A lot of congestion is simply because the left turn into Westgate holds the traffic back. There is space to redesign it. Invest in road infrastructure - that's how it's done in cycling friendly Denmark. Netherlands and Poland. Simply fishtino vehicular transport is not the solution.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Positive	There should be no charges at all	No	Other	Remove the hated LTN'S and stop persecuting the people of East Oxford.	Very negative	We might as well be living in a communist country thanks to Gant and his Lib Dem cronies who between them couldn't run a p..up in a brewery	stop robbing decent people	Get rid of LTN'S Sick of cyclists getting their own way and not paying a penny for using the roads.They don't obey the rules riding on pavements and going through red lights.Totally oblivious of their surroundings so pedestrians are not safe.
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Very negative	Very positive	There should be no charges at all	No	Other	I don't see why this needs to be done at all. It's not an issue for other cities.	Very negative	Other than London, no other cities in the UK need a scheme like this. Westgate carpark is already expensive enough, and to bring in these charges would mean that I would seek to socialise elsewhere.		Hurry up the Botley road work. Don't punish residents
an Oxford resident	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	No impact	No impact	Too low	Yes	Make Park & Ride buses cheaper, Make buses cheaper for all, Add new bus routes		Neutral	Negative as I may occasionally have to pay the charge as a driver, but positive as traffic should be reduced reducing pollution and increasins safety for me as a pedestrian	It is a shame that so many are opposed to attempts to reduce congestion in Oxford. I applaud the councils efforts to make Oxford a pleasant place to live and visit	More pedestrian zones in the city centre
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	Negative	There should be no charges at all	No	Make buses cheaper for all, Add new bus routes, Make bus services more frequent, Extend hours of operation for buses		Very negative	We struggle to get out of our road already! If all traffic is diverted our way that's going to be impossible, if there's an accident our alternative route is through a charge location which is not fair either! I pay road tax to use roads and am being stopped totally awfull	Unfortunately for us we have to drive out of the city to use a park n ride which is pointless! Our one and only local bus barely runs every half hour, hourly in evenings/weekends and is expensive! City routes should not be the capped fair as that's not fair... we pay same price going 10 mins as someone coming from Bicester for example how is that encouraging. I have to go through a gate twice a day to provide grandparents care is that going to be recognised?	and chicanes to slow some traffic especially in rat run areas rather than gate them off and also force residents to divert! (Some of these diversions will change a 10 mins drive to a hour plus one... increasing fuel consumption and emissions and forcing more cars on an already busy road, that don't make sense.. Stop endless traffic lights as honestly when lights are out at some junctions there's no jams/tailbacks! Maybe do a dedicated shuttle for hospital staff from park n rides in line with shift times to cut down drivers! Put 20mph zones in realistic places as some speed limits cause more problems than necessary!
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	Too low	Yes	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all		Very negative	I live in a road which has an exit into Hollow Way and as I live less than 50 yards from Hollow Way this is the route I take. Hollow way is not an excessively busy road but does get busy at school times. It is The Slade and Oxford Rd which cause the traffic issues and as they can't really be targeted it seems Hollow Way is the easy target. Also why should a resident who lives in a road off of Hollow Way get the same number of permits as someone living the other side of the city?	It feels like a way to generate income from the residents of the city. There are many improvements that can be made but little effort seems to go into trying. Buses need to be cheaper and more reliable, stop allowing family homes to be turned into HMOs which inevitably mean more cars in the residential areas. The vast increase in cars is somewhat down to the allowing of so many family homes being turned into large HMOs. There is no joined up thinking. There is also the issue with any free land in this area being turned into student accommodation. They are not supposed to have cars but many do	See point 12. Also look at schools and where families live. A lot of parents drive their children to school when they could walk.
a resident of Oxfordshire living outside Oxford	less than weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Negative	Negative	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all		Very negative	Congestion charges should not be place until there is much better county wide public transport, like trams or every village trains		Open up the LTNs. Provide actual usable transport like trains
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	Positive	Too low	Yes	Add public cycle parking		Very positive	Oxford is, due to its size, an ideal town to enjoy cycling or walking, with public transport available for those who can't cycle/walk. Currently the traffic is such that public transport is not reliable. creating a vicious circle	The sooner this is in place, the better. And please make a priority to fix the Botley road mess	Better bike paths, they are not great everywhere
a resident of Oxfordshire living outside Oxford	daily		I commute to the central permit area by car	Very negative	Very positive	There should be no charges at all	No	Make buses cheaper for all		Very negative	Just another way to discriminate against people who cannot use public transport into the city and have to use their own car		Stop building so many houses/ flats
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Neutral	Negative	There should be no charges at all	No	Make Park & Ride parking cheaper		Very negative			
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Negative	Positive	There should be no charges at all	No	Make Park & Ride parking cheaper		Negative			
an Oxford resident	weekly		I don't	No impact	No impact	There should be no charges at all	Not sure	Other	Free bus travel and free park and ride	Very negative	Oxon Botley road and allow oxford residents the freedom of their town	It's a ridiculous idea. as are the other traffic restrictions.	Oxen botley road, make more parkino soace. reduce cost of parkins. free bus and train travel
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I commute to the central permit area by car	Neutral	Neutral	Too high	Not sure	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Add new bus routes, Make bus services more frequent, Extend hours of operation for buses		Neutral	The issue once again, like the LTNs is class. Those who have property in the most expensive area will have unlimited access, those is cheaper areas - less access. That should be considered. I think having a charge to get to Westgate is an issue for Business too. Having the charge be income based rather than car size would be useful. Let's face it, Oxford is blissful to drive in when private schools are on holiday, that's a big issue. This might help but need to fully listen and respond to local communities rather than force things.	See above - class issues and Westgate concern.	I'm an unpaid carer for my partner, will be applying for a blue badge soon. It's a bit sad to not be entitled and be penalized for living with them. As a disabled person also, conserving energy in ways such as driving so then I can better look after her. However I do think the 100 passes is a good number of passes. I'd be concerned if we moved out into the 25 passes, perhaps 50 would work better. Still doesn't feel safe enough to cycle for me, the hire bikes and scooters are impacting accessibility of pavements for wheelchair users which needs to be sorted. Hoping this would increase bus services. Also new bus lines would make a difference- being able to get around easier with less switching - as a disabled person would be very useful.
a resident of Oxfordshire living outside Oxford	less than weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice. Frequent hospital patients	I commute to the central permit area by car		No impact	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all		Negative	I will no longer shop in Oxford. Carrying shopping on a crowded bus would be very difficult.	It's bad enough and parking expensive when attending hospitals as it is. This will cause unnecessary stress to patients and visitors.	Out of town retail parks. Out of town outpatient deoartments.
a resident of Oxfordshire living outside Oxford	less than weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	No impact	Neutral	Too high	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Add new bus routes		Very negative		The wider area should be given more permits	
a resident of Oxfordshire living outside Oxford	less than weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't			There should be no charges at all	No	Make buses cheaper for all, Make bus services more frequent, Extend hours of operation for buses		Very negative	I live in a town where our local bank is shutting and the only option is to go into the city centre which I will need to do at least once a month. P&R buses are quite often rammed which is not only dangerous but if you can't provide a seat for someone then why should they pay the same amount as someone who has a seat, more buses should be run to prevent this happening. You have to be given a seat in a plane but you are forcing people to use buses when there isn't enough seats for them.OR pay at least £10 to visit the city including car park parking but the services aren't sufficient to get people in. Why include the access road to the multi storey car park in the zone? I live in Wootton and getting a bus that runs only once an hour from my village it's just ridiculous and on top of that I physically can't make the walk from where buses drop off on the Botley Road now but I am not considered disabled. When you have more empty shops in the centre because people stop visiting you'll then be regretting this half brained idea		
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Very negative	Positive	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all		Very negative	Having to travel into Oxford for work with tools, Safety equipment and a laptop the bus is impractical especially with having to travel out of Oxford for other work in the same day. Those costs would be passed onto clients including DCC who I do inspections for, if they or you do not cover the costs those inssections would not be carried out.	Is likely to cause people to leave where they work within the City as costs will reduce income.	Average speed cameras to slow the traffic within and prevent the caterpillar effect. Barrier bike lanes to prevent cyclists swerving into traffic. Allow motorcycles to use bus lanes, would likely see an uptake of motorcycles which would allow easier flow of traffic.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Very negative	Neutral	There should be no charges at all	No	Make buses cheaper for all, Add new bus routes, Extend hours of operation for buses		Very negative	All of the traffic that will be avoiding St Clements will congest further the Cowley and Iffley Roads which are already congested due to the LTNs	I feel that my personal freedom to move around the city where I live is being eroded. I do not want the bus filters either. Why are there no LTNs in North Oxford? I suspect because the wealthiest will put up more of a fight for their freedom. I regret voting Lib Dem.	More varied bus routes e.g. resumption of the 3A bus route to the station and eventually over to Botley as the 4A used to do. Also a bus from east Cosford to Jericho.
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Negative	Negative	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Very negative	Residents are already struggling with the cost of living and businesses are already struggling for various reasons, including because of the tlns. If you add this burden as well, businesses will start to close meaning less revenue in tax, etc. These schemes always expand in cost and scope. The plans to reduce traffic are clearly not working, the tlns have just moved traffic from one area to another. Until the proper infrastructure is in place none of these plans will work.		Put cycle lanes separate from bus lanes to enable speedier bus journeys, have enforcement against cyclists and e-bike/scooter users for the safety of pedestrians, reduce bus fares in and around Oxfordshire and increase bus services. Road surfacing should also be a priority.
a resident of Oxfordshire living outside Oxford	less than weekly		I don't	No impact	Very negative	There should be no charges at all	No	Make Park & Ride parking cheaper, Make buses cheaper for all, Make buses cheaper for young people, Add new bus routes, Make bus services more frequent, Extend hours of operation for buses		Very negative	As a single mum of 3 I have to attend my sons orthodontist in Oxford every 8 weeks and occasionally drop my older daughter i. Oxford for college if there is a problem with the public bus. (this happens alot) I think it's really unfair to have you pay to come all the way into Oxford for these quick trips. The park in Oxford is already way over priced. The reason I have to drive in and not get the bus is because public transport is so poor. I also have to leave work then pick my kids up to drop them. I don't have the time to get so many different buses.	Yes it's really unfair on us. U have already messed up all the traffic by introducing the stupid 20mph rubbish. The roads are a state. Push bikes can go faster on the roads then we can and we pay to drive on the roads. Oxfordshire council is a joke.	Build more roads. Fix the roads we have. Stop reducing speed to 20 from 30. This is making g the conjunction so bad.
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	No impact	Very negative	There should be no charges at all	Not sure	Make Park & Ride parking cheaper		Very negative			The congestion in Oxford has only gotten worse since the LTN's have been introduced. Sure they have made a benefit to the people living in those areas, but it has made a negative impact with more cars stuck in traffic on other streets. If a single road has road works, then it is absolute chaos for the whole area. This idea will only help push all cars out of the city and into the ring road which is already a nightmare aswell.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Very negative	Very negative	There should be no charges at all	No	Other	Don't charge people it's another tax	Very negative	The reason we have congestion on these routes is the undemocratic introduction of LTNs	Don't do it it's wrong rethink LTNs	Put traffic lights on the plain the constant flow of cyclists slows down traffic from St Clements, Cowley Rd and Iffley Rd. Just sit there between 15:30 and 19:00
a resident of Oxfordshire living outside Oxford	weekly		I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Neutral	There should be no charges at all	Yes	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make bus services more frequent		Very negative	My wife and I visit our daughter's family regularly in Central North Oxford. This would now be costly and inconvenient.	These congestion charges will only displace traffic to other busy roads around Oxford e.g. Ring Road/A34	Before introducing these schemes there must be viable alternatives for people to use. Not enough thought has been put into this.
an Oxford resident	daily		I don't	Neutral	Positive	There should be no charges at all	No	Make Park & Ride buses cheaper, Make buses cheaper for all, Other	Remove LTN's	Negative	I have family members that visit elderly family in city centre to and from work and care for them driving daily is essential to every day life for some people		Remove LTN's
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Very negative	No impact	There should be no charges at all	Yes	Make buses cheaper for all, Add new bus routes, Make bus services more frequent, Extend hours of operation for buses, Add public cycle parking		Very negative	I don't see how this will improve congestion and/or add any money beyond operating the scheme itself	For the filters Mon-Sat, there is no commuters congestion on Saturday, just parents trying to make it on time with one child going to ballet and another one to a football match. No reason not to make it Mon-Fri.	Ask residents of Oxford The cycling paths are not built in a smart way, the buses are expensive and not reliable. Of course people are resorting to cars. Introduce smaller buses to go frequently around neighborhoods, make it cheaper. More shelters bike parking, investstate thoroughly bike theft, more lothtino in the winter to make it safer.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Negative	No impact	Too high	Yes	Make buses cheaper for all, Make bus services more frequent, Add public cycle parking		Negative	I visit friends who aren't very mobile to take them out.	Marston Ferry link road is not central Oxford!	Reduce the number of cars dropping off children at schools, particularly those driving in from outside Oxford.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Residents shouldn't have to pay. We're serving this city and they're stealing the little we earn.	Very negative	If you charge residents, I'll have to apply for benefits. It's not worth working. Why rob us? This is robbery.	stop robbing the residents	I work in maintenance, so I'm not going to take the bus to work. Sometimes I have to carry tools.
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Very negative	Very negative	There should be no charges at all	No	Other	No charge at all!!	Very negative	I live in Kidlington and my child attends nursery ON Marston Ferry Road. It is not safe for me to catch a bus at 6am to get my child to nursery; I would then also not make it to work in time following drop off. You are punishing me as a hard working person with this charge. A cost of £25 per week would make me rethink my ability to work full time - this has repercussions as I am a tax payer who is also supporting a local business by putting my child into local childcare. I feel so emotional with this potential charge. The petition has gained over 10,000 signatures as at the time of writing. Please hear us.	The charge in itself is wrong - but the locations picked are even worse. Marston Ferry Road is not busy at those times - this would push traffic towards headington and the ring road. This would be unbearable for hard working hospital workers.	Get rid of the LTNS. implementing this caused the traffic problems we have today.
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Very negative	Having to drop child off to family for childcare then use my car to work for local authority I would not qualify for any support through this scheme I would be penalised	Genuinely awful the East of the city is already so inaccessible the services aren't fit to cope and you are further disadvantaging the most disadvantaged people	Get rid of LTNs
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very positive	Neutral	There should be no charges at all	No	Other	There should be no charge	Neutral			Oxford residents should not only get 100 day passes for the bus gates when they come in. 100 days is not enough as this does not even cover commuting to a standard 5 day a week job. Oxford residents should be able to drive down these roads 365 days a year with no charge. It is a disgrace that residents will be charged for using the roads where they live on top of other charges like stupidly expensive parking permits. If you want to introduce a limit for non-residents/ commuters for the bus gates then fair enough that would be a good plan but it's time to stop adding yet more traffic charges for residents of the city who already pay very expensive council tax only to be told by the council that they cannot use the roads where they live without charge
a resident of Oxfordshire living outside Oxford	weekly		I don't	Very negative	Very negative	There should be no charges at all	No	Other	Not to make the changes in the first place	Very negative	As a tradesman I wouldn't be able to take on any work in the permit only areas. This also includes visiting trade shops for supplies		Opening botley road sooner like it was suppose to be
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Negative	Negative	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Make buses cheaper for young people, Add new bus routes, Make bus services more frequent, Extend hours of operation for buses		Very negative	You don't yet have the public transportation infrastructure in place to implement your scheme. It will cause financial distress to businesses and the lower income community.	This is a town, not a city like Amsterdam or Paris. It's important to remember we are not able to mimic what they do, as great as it might be.	Please put pedestrians first. Cyclists are for the most part a single demographic - not always but often they are white and middle/upper class. The council members who want more cycling are of the same demographic and are not representing everyone who lives in Oxford.

Survey Response													
I am responding to this survey as	How often do you travel in or around Oxford?	Please tick which of the following free permits and passes you think you may be eligible for	Do you live in, visit a resident by car or commute by car to the proposed central Oxford	Central Oxford residents' permitIt is proposed that residents in the central Oxford	Central Oxford permit area commuters' permitIt is proposed workers commuting	We are proposing a single charge of £5 to allow cars without a day pass or permit	Do you think that charges should vary, with drivers of larger cars paying more and	Income generated by introducing the proposed temporary congestion charge would be used to cover the set-up and operating costs of the scheme.	If other improvement, please state	Taking into account all the information we have provided about the proposal to	Please explain your answer	Do you have any other comments about the proposal for six temporary congestion charge locations in Oxford that you have not already shared in this survey?	Do you have any suggestions for other ways to reduce traffic and tackle congestion in and around Oxford?
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Positive	Negative	About right	No	Make buses cheaper for all, Make bus services more frequent, Add public cycle parking		Positive	I am hoping it will reduce traffic.	I am concerned this, like the fingers, will increase traffic through Old Marston at peak commuter times.	An aerial egg lift linking Thornhill P&R > Osler Road / JR hospital > Town Centre.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Negative	Too low	Yes	Make Park & Ride buses cheaper, Make buses cheaper for all, Make bus services more frequent		Positive	Could go further, eg restricting hours of access for "other" vehicles (delivery etc) to outside normal peak times		Reduce the amount of parking currently available with a aim to discourage driving into the centre
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Positive	Negative	Too low	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Add new bus routes, Make bus services more frequent, Extend hours of operation for buses, Add public cycle parking		Positive		I think 3 cars for commuting is excessive	restrict larger vehicles such as trucks and vans within certain hours - so not during peak schools hours (7:30-9, and 3:30 to 5). This would make cycling with kids safer and more appealing.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	About right	Not sure	Make buses cheaper for all, Add new bus routes, Add public cycle parking		Very positive	Would expect to see fewer cars crossing the city centre, so buses would be faster/more timely and walking/cycling would be safer and more pleasant	Seems like a good way to test out the traffic filter ideas before going into the trial proper	School term times seem to produce the heaviest traffic, finding better ways for children to get to schools (rather than being driven in and out individually) could make a big difference. A shift away from the near-universal 9-5 working hours could also help soread out "rush hours".
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	Yes			Very negative	I'm an NHS manager, working almost 24/7, working every day after job planned hours from hime, additional commuting time will have neoative impact on my service		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	Too low	Yes	Add new bus routes, Make bus services more frequent, Add public cycle parking		Very positive	It is currently quicker to cycle in and around the city than to go by bus. The roads should be clearer for people who *need* to use their cars and permit the free flow of traffic. Buses will be quicker, and therefore more appealing to use, and cycling will be safer.	Owing to the timing of sessions, there needs to be provision for access to the ice rink, whether that is by improving bus services or adjusting the congestion charge for users. Otherwise, training would be affected to such an extent that competitive skaters will need to move to other rinks, such as Swindon, which are further away, which will affect the rink's ability to operate and remain competitive	Look to other medieval cities abroad that have put cycling first and see what measures we can adopt. A good example is Uppsala, in Sweden, which is also a medieval university town and is almost entirely car-free in the centre. Cars should be used for getting out of Oxford, and not necessary for getting into or around Oxford.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	There should be no charges at all	Yes	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Negative	I will have to leave my job at the school where I work part time because the most direct route includes one of the charging zones and going the long way would take too long and will use too much petrol. Going there by bus would take ages as there is not a good direct service available.	They are not a good idea because the rich can afford to pay and will continue congesting the road, but those on lower income will struggle.	Removing the LTNs in East Oxford would be a good start. Have more bus routes that cover the entire city and better connection services to the surrounding villages.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	Too high	No	Make buses cheaper for all		Negative	Push traffic onto already busy alternate routes already impacted by LTNs		Use the river to provide alternative transportation into Oxford
an Oxford resident	daily	Taxis and private hire vehicles	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Make BUSES FREE FOR LOCAL PEOPLE BETWEEN WORKING HOURS AND SEE WHAT IMPACT THAT HAS ON TRAFFIC AND SCHOOL RUNS	Very negative	Will hurt people that come to Oxford to work and who live locally .. turning Oxford into a Prison	All the surrounding roads will be impacted massively, there wasn't a congestion problem before that LTNS went in.. SUMMERTOWN IS THE WORST FOR PEOPLE THAT DON'T LIVE LOCALLY	Free bus passes, council has the ability now to run its own bus services due to changes in the law, also bus ticket prices are extortionate for such small journeys and cause issues financially, Park and Ride should be free and buses to and from them should be one pound no more, if you want people to use Oxford and use it services make it cheaper for them to access them.
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Fix the badly managed roads and roundabouts	Very negative	It's literally a money making scheme. Not everyone falls into the same category of 'they should walk, get a bus or cycle' I now live in Abingdon, but I grew up in Cowley, I work in Cowley, my partner works in Cowley, my daughter goes to nursery in Rose Hill, I still have a lot of friends and family in Cowley that I see regularly, usually after work. You have already made that difficult with LTNs, I have to sit in a lot more traffic now than I ever did before. People will not stop driving! We pay for our cars, our insurance, our tax, and you want to charge us more just for the privilege of driving in our own city! There is no bus route that will allow me to go to drop off my daughter at nursery, go to work, then to pick up my daughter, and then to visit my family! And if there was it would probably double my journey time! I cycle to work when I can, but not if I have to do the nursery run. I have never ever had a problem cycling round Oxford! The majority of families and households rely on these cars to go about their daily business! Stop trains to penalise them!	You never spoke about this pre election as you knew you would struggle to get voted in! You have ruined Cowley with your LTNs already! You as a council are not listening to residents. Just look at the petition with over 10,000 signatures against! Look at the comments! Put your congestion charge in areas where you were voted in! Leave Cowley alone! Majority of residents do not want your greedy schemes! You seem to be targeting the poorer areas! If you really want it, then open up some of the LTNs so that the traffic can flow freely!	Open up the LTNs! Simple!
an Oxford resident	weekly	Blue badge holders	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative		There should be no charges at all	No	Make buses cheaper for all, Make bus services more frequent, Extend hours of operation for buses		Very negative	Can't afford charge		Open LTN, takes longer to get from office to work at the Cowley centre, twice the mileage twice the time
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	Negative	Too low	Yes	Make buses cheaper for all, Make bus services more frequent, Add public cycle parking		Positive	Reducing cars in the city centre is necessary but these measures don't go far enough and there are too many exemptions and passes available		Better and safer cycle routes
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	About right	Yes	Make buses cheaper for all		Neutral		The Ring Road is already congested and your congestion charge plan is going to make it even more congested. Also Marston Ferry Road has the only proper cycle path in the whole of Oxford. It should not be included in the congestion charge plan and the future bus gate system.	Cheaper bus services.
a resident of Oxfordshire living outside Oxford	weekly	Taxis and private hire vehicles	I don't	No impact	Neutral	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all		Very negative	It will make life more intolerable for residents and businesses in Oxford, who already struggle because of LTN's The ring road is unable to cope.		Remove the LTN's
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice, Community health or care workers who need to visit multiple locations or travel urgently	I don't	No impact	No impact	There should be no charges at all	No	Make Park & Ride buses cheaper, Make buses cheaper for all, Add new bus routes		Very negative	Having to commute to drop children at childcare before working in healthcare daily, with no public transport options available - this will likely increase commuting time as more traffic on ring road or cost us financially.	I think it is extremely unfair especially on those just outside the city.	Remove the LTNs. Create more bus routes with cheaper prices and free transport for children like in London.
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Negative	Positive	There should be no charges at all	No	Make buses cheaper for all, Make buses cheaper for young people, Add new bus routes		Very negative	We live in Islip and regularly come into Oxford for shopping and for children's clubs (e.g. swimming). It is not always possible to make these journeys by public transport - the trains are too infrequent from Islip to Oxford - and the extra cost of the congestion charge would discourage us from doing so. We would be quite isolated without easy access into the city.	These will result in those roads which are not part of the congestion charge zone (e.g Banbury and Woodstock Road) becoming increasingly congested.	The starting point needs to be improving public transport. When there is a system that means that we don't need to rely on cars to get around - and that those of us living outside the city have an easy and quick route in - then start to consider things like congestion zones. Otherwise we simply won't come into Oxford - we'll give our custom to other towns instead.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	About right	Yes	Make buses cheaper for all, Make bus services more frequent, Add public cycle parking		Positive	Hollow way is a quagmire at the best of times, causing the roundabout with Horspath Driffway to clog up often going in front of the fire station. Restricting movements on Hollow way will make that roundabout flow more freely. Marston Ferry road, however, flows freely enough that it doesn't need it	Always huge congestion on St Clements, with limited bus and bike options. Currently the bike infrastructure from Old Road towards the city on St Clements is poor and discourages cycling.	
an Oxford resident	daily	Community health or care workers who need to visit multiple locations or travel urgently, Frequent hospital patients	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Add new bus routes, Make bus services more frequent, Extend hours of operation for buses		Very negative	I manage a service that requires access to residents living in the chargeable area. If they had to go from one service user to another without using the chargeable area it would reduce the number of service users they could see daily	I am totally against it. It will make travelling in Oxford so difficult that it will impact on everyone. I have a bus pass but would rather travel to Witney to shop than go into Oxford City centre, which is dying. Its a disgrace	How is walking and cycling easier if you live beyond the Plain and St Giles which are flat. I live at the top of headington Hill. How am I at my late sisters supposed to make more use of walking and cycling carrying shopping or grandchildren. Get rid of the LTNs. Improve the parkride services
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	About right	Yes	Make buses cheaper for all, Add new bus routes, Add public cycle parking		Positive		The train station - Churchill hospital route is difficult to get to by bus, and there is not exception for dropping people off at the train station.	Have more buses that run radially without the need to go into central Oxford
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Very positive	Positive	Too low	Yes	Make buses cheaper for all, Add new bus routes, Add public cycle parking		Very positive			
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Positive	No impact	There should be no charges at all	Not sure	Make buses cheaper for all, Add public cycle parking		Negative	I need my car more than 100 times. So I don't think it is justified that I will be punished when living in Oxford. I don't have a choice but to travel through those routes for some of my business. Permits should cover at least each working day of the year as employers expected people to show up to work. Plus, I need permits for visitors.	Repeat: I need my car more than 100 times. So I don't think it is justified that I will be punished when living in Oxford. I don't have a choice but to travel through those routes for some of my business. Permits should cover at least each working day of the year as employers expected people to show up to work. Plus, I need permits for visitors which will hopefully be given (as stated in your message). Also add lavbavs for buses. Thev stop the traffic and make it worse.	Laybays for busses. Open the side streets between Iffley and Cowley but make the main streets one directional. Then introduce a bus lane in the freed up lane. This will make busses faster than cars and offer an alternative to driving. Right now there is no point in taking the bus.
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Negative	Negative	There should be no charges at all	No	Other	Reinvest into roads	Very negative	My daughter is at school and will need to pick up and drop off when the school bus is not used, for example when music lessons, sports clubs etc are needed after school. The council is not well managing the roads around the city or working to provide useful alternatives in terms of additional capacity. When living in a city all of the network of city streets are needed to share the traffic load, the congestion and pollution are factually going down not up and all of the problems are caused by other vehicles	Not needed and unacceptable	Remove LTNs, use all of the available network.
a resident of Oxfordshire living outside Oxford	less than weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	No impact	No impact	There should be no charges at all	No			Negative	This will put people off visiting Oxford for purposes that they cannot use buses. It's also forces lone women to use public transport when they might not feel safe. I.e when coming into oxford for the theatre etc. before 7pm.	I believe that most people use the bus if they can and that those driving in usually have good reason.	Cheaper train travel
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	No impact	Very positive	There should be no charges at all	No	Make Park & Ride parking cheaper, Add new bus routes, Make bus services more frequent		Very negative	My time distance and cost will at least double regardless of whether I continue to drive or switch to park and ride	This will just move the congestion to the ring road making it even worse, and the rich living in Oxford getting about easier	Make all private school use park and ride locations and put buses on for the kids
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Negative	Too low	Yes	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Add new bus routes		Very positive	I support efforts to control the number of private car journeys in urban area. Oxford is over congested and unpleasant to live in because of the volume of cars.	Please do more to improve cycle routes. I live fairly centrally but am not on a bus route. Cycling feels dangerous as cycle routes are poorly linked and not safe	As above. Better cycle routes - protected from the traffic where possible. More secure cycle parking in central Oxford. There simply isn't enough at the moment. Pedestrianise queen street - the buses are huge and overwhelm the street.
an Oxford resident	daily		I don't	Very negative	Very negative	There should be no charges at all	Yes	Make Park & Ride parking cheaper, Make buses cheaper for all, Extend hours of operation for buses		Very negative			Term time traffic is the most problematic. Could school buses run from the park and ride in addition to the village buses.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice, 25 day passes for residents in the Oxfordshire permit area, on days of your choice, Blue badge holders, Disability benefit claimants, Community health or care workers who need to visit multiple locations or travel urgently, Frequent hospital patients, Emergency service vehicles, Firefighters, Registered car clubs, Business cars used as goods vehicles, Personal cars used as goods vehicles, Fire fighters, Ambulance drivers, Police officers, Prison officers, Military personnel, Vehicles for business purposes, Driving instructors, Hearses and funeral cars	I don't	Positive	Neutral	About right	Yes	Make buses cheaper for all, Make buses cheaper for young people, Add public cycle parking		Positive	A gate at the bottom of the Abingdon road would be better for me, but this is good		Enforce the school streets
a resident of Oxfordshire living outside Oxford	weekly	Business cars used as goods vehicles	I commute to the central permit area by car	Negative	Negative	There should be no charges at all	No	Other	Maintaining the road to a standard would be beneficial. We seem to get taxed and charged more and more with no real benefit. You'll just relocate the problem to surrounding areas. History will tell you that in most cases. Businesses are being destroyed	Very negative	As noted businesses will suffer and you'll just move the majority of these vehicles to other areas.	I suspect when the majority don't support this, the council will do it anyway.	With limited funds the councils have nationwide, the current road network which cannot cope with the traffic flow. The simplest answer always seems to be, charge people to enter and try to limit the vehicles entering. But as noted the problem will just move elsewhere. People won't want to go into Oxford. Buses are only any good if going to or nearby to the destination. This is often not the case. Buses are not the be all to end all. And charging people to make journeys which in many cases cannot be travelled in any other way, is not ideal. I understand theres heavy traffic but charging people more and more in most cases, will not solve the problem on a wider scale.
an Oxford resident	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Neutral	Neutral	There should be no charges at all	No	Other	Fix the pot holes that are destroying the roads In central oxford. Why are we having to pay for roads that are not fit for purpose and cause damages to cars	Very negative	Don't agree that we should be charged further for driving in oxford when we already pay road tax for the broken roads that are in and around oxford.	No	Get rid of the horrid LTNS and other ridiculous schemes that make it insufferable to get around oxford. Some times it is far easier for people to drive their own cars than use public transport or cycle.
a resident of Oxfordshire living outside Oxford	daily		I commute to the central permit area by car	Very negative	Positive	There should be no charges at all	No	Make bus services more frequent, Extend hours of operation for buses, Other		Very negative	I don't have an alternative but to drive, Oxford public transport is not good enough, nor public transport to Oxford	The proposal should be abolished	The east west rail
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice, School students with special educational needs	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very positive	Neutral	About right	Yes	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for young people, Add new bus routes, Make bus services more frequent, Extend hours of operation for buses, Add public cycle parking		Negative	If this proposal genuinely allows Oxford residents to travel in their own Vity without charges and there is investment in the public transport infrastructure of Oxford without damaging people's health and wellbeing then I am behind it, but I cannot see that until proposals are properly drawn up.	I am very concerned as I am a single mother of a son with ADHD who requires routine. I have to be at work at a specific time after dropping my son off at school and cannot afford to get the bus or rely on the timings I also work in Reading twice a week and need to drop my son off in Jericho from my home on Banbury Road drive to Reading. I need reassurance that I can get to work. If lose my job I will lose my mortgage and home and my son's security. I cannot agree to something that puts my families security at risk with no profit it will help the environment. Sorry but that is the way it has to be.	Can we get a tram service? Can we make buses actually affordable and routes properly joined up and on time? The bus companies run this city and cars are the only viable way to get from one side to the other. I have daily and fiends in Cowely but live on Banbury Road but cant get there any other au but by car
an Oxford resident	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Positive	Very positive	There should be no charges at all	No	Make buses cheaper for all, Make bus services more frequent, Add new bus routes, Make bus services more frequent, Extend hours of operation for buses		Negative	Oxfordshire city council has already lost the trust of the public by the extended closure of the botley bridge due to failing roadworks and the public are now being charged to drive though an already frustrating situation	The commuter passes & residents permits will soothe sore and infuriating congestion charge- one that will no doubt segregate the community. Not to mention the divide of income between family's living in marston & summertown+ two neighbourhoods that are in catchment for the Cherwell school and will now be adding futher deprecation to those accessing school via parents care through the marston ferry road.	School passes for marston ferry road to access Cherwell school
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice, 25 day passes for residents in the Oxfordshire permit area. on days of your choice	I don't	Very negative	Very negative	There should be no charges at all	No	Other	This is a ridiculous idea, putting charges on arterial roads into the city is even more stupid than the backfiring LTNs in Cowley	Very negative	It will cause chaos for students and parents in particular, as well as many members of staff who work for the universities, and in businesses within the city	This should NOT be done. It will not aid congestion, disproportionately impact lower income families far more than more wealthy individuals, and in general cause far more trouble than it is worth. Particularly, it serves as a scheme to obtain more money from students and their families when movino in and out at the start and end of terms.	Take out the LTNs in Cowley. Open Botley Road, subsidise train and oxford tube travel
a resident of Oxfordshire living outside Oxford	less than weekly		I don't	Very positive	Very positive	About right	Yes	Make buses cheaper for young people, Add new bus routes, Add public cycle parking		Very positive	I would like to ride a bike safer in Oxford		More full partitioned cycle lanes
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	No impact	Very positive	There should be no charges at all	Yes			Very negative			
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice, 25 day passes for residents in the Oxfordshire permit area, on days of your choice, Blue badge holders, Disability benefit claimants, Disabled tax cars, School students with special educational needs, Unpaid carers, Community health or care workers who need to visit multiple locations or travel urgently, Frequent hospital patients, Emergency service vehicles, Firefighters, Taxis and private hire vehicles, Registered car clubs, Business cars used as goods vehicles, Personal cars used as goods vehicles for business purposes, Driving instructors, Hearses and funeral cars	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very positive	Very positive	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all		Very negative	I work for a funeral company also Oxford coroners service met the police at Boundary Brook the other wk during school finishing time for a coroners to take to the John Radcliffe hospital for a postmortem & the following week your trying to bll us for driving to the address at that time of day does this explain my answer for you		Yes get rid of all the LTN
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make bus services more frequent		Very negative	As a parent of a young child the charges would isolate me from my wider family who would be less likely to visit. Local services are already poor for young children and the charge would seriously make me consider relocating. I work as a teacher in a local school and schemes like these are driving colleagues out of the schools in Oxford.	Penalising people for using cars is not an affective deterrent.	Traffic and congestion is caused by a lack of affordable housing. Workers are pushed out of Oxford and forced to commute in from more affordable areas. Heavy handed traffic control measures will force more people to leave jobs in the city.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	Yes	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all		Very negative	he proposed temporary congestion charge in Oxford would have a significantly negative impact on me and the people I represent. While the stated goals—reducing traffic, improving bus services, and cutting pollution—are commendable, the reality is that this scheme places an unfair financial and logistical burden on everyday residents, workers, and small businesses. Many people rely on their cars not out of choice, but necessity—whether for shift work, caring responsibilities, or accessing services not easily reached by public transport. A £5 daily charge, even if labelled "temporary," adds up quickly and risks deepening inequality by making city access a privilege for those who can afford it. Moreover, the timing feels rushed and poorly co-ordinated. With the Botley Road closure already causing disruption, layering on a congestion charge without fully functioning alternatives—like reliable, affordable public transport—feels punitive rather than progressive.	This proposal risks isolating communities, harming local businesses, and disproportionately affecting those who are already struggling. It's not the right solution, and certainly not at the right time.	Free park and ride, free buses or very cheap and private schools should have their buses or use public buses
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all				Very negative	It will make it very difficult to travel about. I have an elderly father whose mobility relies on being able to drive to access places. This presents more barriers to him, just in the presence of an idea. It is his last years of life and the proposal of this will limit him. We operate a business and traveling through parts of Oxford can be done by bike some of the time but not all the time as it means transporting services and goods. I also requires tradespeople to want to support us. This presents a challenge to them which we see us either paying increased prices or being turned down by tradespeople not wanting to work for us.	If the aim of the charges is to suppress congestion at peak times I don't understand why any charges should be levied to people who are travel at other times of the day. It seems ridiculous to prevent parts of society who rely on transport to be able to live their lives (young and old) and businesses trying to make a living. I understand that we must be environmentally conscious. I have worked in the environmental sector for over 30 years but the approach adopted here does not support social or economic benefits. I therefore cannot support.	Make and maintain safe cycle paths and for pavements for pedestrians. You have just made the top of the Woodstock road more dangerous by swapping lanes. There are many points such as opposite st Edwards where cyclists are now directed off the cycle path into oncoming traffic. Focus and encourage less commenting during busy times. This will reduce congestion and travel times for those that must. Summer holidays alleviate traffic significantly, working with schools particularly the private schools in North Oxford to encourage pupil bus travel would make a significant difference. Finish a couple of projects properly rather than starting new ones. Open up the botley road, and invest in doing that rather than frivolous exercises such as the £3.2m spent on the Woodstock road replacing the junctions with paving and adding green spaces. Finish the Eynsham park and ride rather than doing the same. Do better traffic modelling, as we understand none was done in the design of the bus lane swap for the Woodstock road. Also it's apparent whoever your current contractors are, are not improving the layouts of roads to ease the flow of traffic, only making them harder to naqivage and slowing free movement. Examples include the Wolvercote roundabout from both pear tree and Witney where the replacement layouts are poorly designed and a step backwards from the previous work.
a resident of Oxfordshire living outside Oxford	daily	Business cars used as goods vehicles	I commute to the central permit area by car	Neutral	Very positive	There should be no charges at all	Not sure	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Add public cycle parking		Very negative	I need to visit clients by car, and collect items from them in Oxford, on a daily basis.	This will be the death of many businesses in the city	Not introducing LTN's/bus gates which force everyone onto a few main routes, which will cause utter chaos
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice, 25 day passes for residents in the Oxfordshire permit area. on days of your choice	I commute to the central permit area by car	Very negative	Negative	There should be no charges at all	No	Make buses cheaper for all, Make buses cheaper for young people, Make bus services more frequent		Very negative	I don't see the need of paying this charge. It's unfair on Oxford residents.		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	About right	No	Make buses cheaper for all, Make bus services more frequent, Add public cycle parking		Very positive	Will reduce traffic so more pleasant, easier to cycle and hopefully cheaper and quicker buses	The priority must be to reduce cost of bus transport. It is mad that to get a bus from Headington into Oxford is almost £3. . decide will it take the bus unless it becomes sianificantly cheaper.	I think a congestion charge is much better than the bus gates since it will generate income which will allow for cheaper buses
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice, Unpaid carers	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Add new bus routes		Very negative			Get rid of the LTNs, it was never an issue before.
a resident of Oxfordshire living outside Oxford	daily		I commute to the central permit area by car		Very positive	There should be no charges at all	No			Very negative	I work in the nursery on Marston ferry road and have to commute to work each day, also the families that use our setting will need access to get their child/children to nursery there are all under 5 years old	Although workers and regular uses of the business free access	Open the LTN's these are what has caused the traffic!
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	About right	Yes	Make Park & Ride buses cheaper, Add new bus routes, Add public cycle parking		Neutral	I don't need to drive through town. So a charge won't impact me. But I do want congestion to decrease so that it becomes safer to cycle and walk and buses don't get stuck in queues. I'm not sure this will reduce congestion. There are so many exemptions. It will be an interesting experiment. Hopefully a year is long enough.	Please could you monitor Iffley Road and Cowley Road? To see how much the traffic increases because all parents driving their kids to Magdalen College School will have to use one of those roads. That is what causes most conaestion on iffley road at the moment.	Charge tourist coaches for travelling into Oxford. Or only allow them to drop passengers off at the Park and Ride. They are a danger to cyclists and pedestrians when they park on Magdalen Bridge and elsewhere. They also add to the congestion.
a member of the public living outside Oxfordshire	less than weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice, Unpaid carers	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Positive	Neutral	About right	No	Make buses cheaper for all, Make buses cheaper for young people, Add public cycle parking		Positive	People do need to stop driving, and need to accept that they "are" traffic. My parents live in one of the LTNs and I am having to visit from Yorkshire at short notice - I would get the train but it is £176 and takes longer. Their street is a much more pleasant place to live but I do need to be able to drive to them as a carer.		I might consider using the park and ride but am not sure if cars can be left overnight

Survey Response													
I am responding to this survey as	How often do you travel in or around Oxford?	Please tick which of the following free permits and passes you think you may be eligible for	Do you live in, visit a resident by car or commute by car to the proposed central Oxford	Central Oxford residents' permitIt is proposed that residents in the central Oxford	Central Oxford permit area commuters' permitIt is proposed workers commuting	We are proposing a single charge of £5 to allow cars without a day pass or permit	Do you think that charges should vary, with drivers of larger cars paying more and	Income generated by introducing the proposed temporary congestion charge would be used to cover the set-up and operating costs of the scheme.	If other improvement, please state	Taking into account all the information we have provided about the proposal to	Please explain your answer	Do you have any other comments about the proposal for six temporary congestion charge locations in Oxford that you have not already shared in this survey?	Do you have any suggestions for other ways to reduce traffic and tackle congestion in and around Oxford?
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Positive	Negative	About right	No	Make buses cheaper for all, Make bus services more frequent, Add public cycle parking		Positive	I am hoping it will reduce traffic.	I am concerned this, like the fingers, will increase traffic through Old Marston at peak commuter times.	An aerial egg lift linking Thornhill P&R > Osler Road / JR hospital > Town Centre.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Negative	Too low	Yes	Make Park & Ride buses cheaper, Make buses cheaper for all, Make bus services more frequent		Positive	Could go further, eg restricting hours of access for "other" vehicles (delivery etc) to outside normal peak times		Reduce the amount of parking currently available with a aim to discourage driving into the centre
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Positive	Negative	Too low	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Add new bus routes, Make bus services more frequent, Extend hours of operation for buses, Add public cycle parking		Positive		I think 3 cars for commuting is excessive	restrict larger vehicles such as trucks and vans within certain hours - so not during peak schools hours (7:30-9, and 3:30 to 5). This would make cycling with kids safer and more appealing.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	About right	Not sure	Make buses cheaper for all, Add new bus routes, Add public cycle parking		Very positive	Would expect to see fewer cars crossing the city centre, so buses would be faster/more timely and walking/cycling would be safer and more pleasant		School term times seem to produce the heaviest traffic, finding better ways for children to get to schools (rather than being driven in and out individually) could make a big difference. A shift away from the near-universal 9-5 working hours could also help soread out "rush hours".
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on davs of vour choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	Yes			Very negative	I'm an NHS manager, working almost 24/7, working every day after job planned hours from hime, additional commuting time will have neoative impact on my service		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	Too low	Yes	Add new bus routes, Make bus services more frequent, Add public cycle parking		Very positive	It is currently quicker to cycle in and around the city than to go by bus. The roads should be clearer for people who *need* to use their cars and permit the free flow of traffic. Buses will be quicker, and therefore more appealing to use, and cycling will be safer.	Owing to the timing of sessions, there needs to be provision for access to the ice rink, whether that is by improving bus services or adjusting the congestion charge for users. Otherwise, training would be affected to such an extent that competitive skaters will need to move to other rinks, such as Swindon, which are further away, which will affect the rink's ability to operate and remain competitive.	Look to other medieval cities abroad that have put cycling first and see what measures we can adopt. A good example is Uppsala, in Sweden, which is also a medieval university town and is almost entirely car-free in the centre. Cars should be used for getting out of Oxford, and not necessary for getting into or around Oxford.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	There should be no charges at all	Yes	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Negative	I will have to leave my job at the school where I work part time because the most direct route includes one of the charging zones and going the long way would take too long and will use too much petrol. Going there by bus would take ages as there is not a good direct service available.	They are not a good idea because the rich can afford to pay and will continue congesting the road, but those on lower income will struggle.	Removing the LTNs in East Oxford would be a good start. Have more bus routes that cover the entire city and better connection services to the surrounding villages.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	Too high	No	Make buses cheaper for all		Negative	Push traffic onto already busy alternate routes already impacted by LTNs		Use the river to provide alternative transportation into Oxford
an Oxford resident	daily	Taxis and private hire vehicles	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Make BUSES FREE FOR LOCAL PEOPLE BETWEEN WORKING HOURS AND SEE WHAT IMPACT THAT HAS ON TRAFFIC AND SCHOOL RUNS	Very negative	Will hurt people that come to Oxford to work and who live locally .. turning Oxford into a Prison	All the surrounding roads will be impacted massively, there wasn't a congestion problem before that LTNS went in.. SUMMERTOWN IS THE WORST FOR PEOPLE THAT DON'T LIVE LOCALLY	Free bus passes, council has the ability now to run its own bus services due to changes in the law, also bus ticket prices are extortionate for such small journeys and cause issues financially, Park and Ride should be free and buses to and from them should be one pound no more, if you want people to use Oxford and use it services make it cheaper for them to access them.
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Fix the badly managed roads and roundabouts	Very negative	It's literally a money making scheme. Not everyone falls into the same category of 'they should walk, get a bus or cycle' I now live in Abingdon, but I grew up in Cowley, I work in Cowley, my partner works in Cowley, my daughter goes to nursery in Rose Hill, I still have a lot of friends and family in Cowley that I see regularly, usually after work. You have already made that difficult with LTNs, I have to sit in a lot more traffic now than I ever did before. People will not stop driving! We pay for our cars, our insurance, our tax, and you want to charge us more just for the privilege of driving in our own city! There is no bus route that will allow me to go to drop off my daughter at nursery, go to work, then to pick up my daughter, and then to visit my family! And if there was it would probably double my journey time! I cycle to work when I can, but not if I have to do the nursery run. I have never ever had a problem cycling round Oxford! The majority of families and households rely on these cars to go about their daily business! Stop trying to penalise them!	You never spoke about this pre election as you knew you would struggle to get voted in! You have ruined Cowley with your LTNs already! You as a council are not listening to residents. Just look at the petition with over 10,000 signatures against! Look at the comments! Put your congestion charge in areas where you were voted in! Leave Cowley alone! Majority of residents do not want your greedy schemes! You seem to be targeting the poorer areas! If you really want it, then open up some of the LTNs so that the traffic can flow freely!	Open up the LTNs! Simple!
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	There should be no charges at all	No	Make Park & Ride buses cheaper, Make buses cheaper for all, Other	Introduce more dedicated cycling lanes (especially on Abingdon Road)	Very negative	This proposal will make it very hard for family and friends to visit, and I am concerned that it will leave me and my husband isolated. We chose to live in Headington so that we could walk and cycle to work, but we are now being penalised as it will be very difficult for family and friends to visit us, who cannot reach us without driving. We would like to see free guest passes for all Oxford residents, not just those in a small section of Oxford.	I am concerned that these proposals will further clog up the ring road, which is already struggling to sustain current levels of traffic and frequently jams. Increasing traffic on the ring road in its current state is not a viable solution. I am concerned that these proposals will prevent people from accessing places of worship on Sunday morning - many people travel from further afield to churches in the city centre. I am concerned that areas like Kennington and Radley - which are in practice part of the suburb of Oxford are being cut off by the boundary between "Oxford" and "Oxfordshire". As a former resident of Kennington my whole life was in Oxford - my work, my church and my friends - and this is true for many other people. I am concerned about colleagues who do shift work in the centre of Oxford, who have to drive into the city during restricted hours so that they have a car with them to drive home at midnight, when they finish work. There are many people who do not feel safe travelling home alone at this time who need to drive, but crucially they need to drive into the city earlier in the day before their shift starts.	Yes! restricting the roads that cars can drive on we no reouce congesion. Congesson we ony reauce when car drivers have a viable alternative that allows them to make the same journey as quicky and cheaply as driving. There are several ways to do this: 1. Work with the schools to introduce dedicated school buses. There should be enough school buses to provide transport for all pupil journeys and schools should be incentivised to get their students to use them. Otherwise pupils will continue to be brought to school by car. Eg, if schools can prove that 90% pupil journeys are made sustainably (by walking, cycling or by bus/public transport) the council could cover the cost of the required buses. If schools don't meet their quota, then they could be required to pay for the cost of the buses. (Traffic is noticeably lighter out of term time, so providing alternative school transport is key to tackling Oxford's congestion issue.) 2. Make buses free at the point of use for all Oxfordshire residents. As already provided for the elderly, introduce free bus passes for all Oxfordshire residents. These should be funded via council tax. That way, all Oxfordshire residents would pay for the bus services, incentivising them to use the bus. The bus will never be faster or more convenient than driving, so the only way people will feel it is worth taking the bus is if it is free. Moreover, those who are taking longer journeys, requiring more than one bus, will no longer be penalised by having to buy multiple tickets. Park and ride parking should also be free. 3. Invest in dedicated bike lanes. They are worth the money, and residents of Oxford want them. They save lives, prevent accidents, and ensure that cyclists feel safe on the road. The scariest part about cycling in Oxford is not the cars on the road, but the lack of protected space for bikes, especially on roads like Abingdon Road. It is possible to have a cycling city in a historic area - the Dutch have proved this in Amsterdam - but we need to up our game. 4. Open Littlemore station (if you can). 5. Regulate the taxis. Ensure that they are not cruising around Oxford's streets empty, but are only making journeys when necessary. 6. Ask people travelling in Oxford to (voluntarily) record all their journeys for a fortnight, and use this data to inform planning for public transport - rather than designing a bus system on guesswork.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	Yes	Make Park & Ride parking cheaper, Make buses cheaper for all, Make bus services more frequent		Very negative			
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice, 25 day passes for residents in the Oxfordshire permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very positive	Very positive	Too low	Yes	Make buses cheaper for all, Add public cycle parking		Very positive	The options for increase traffic demand to the city are: (1) increase the number of roads or (2) decrease the number of drivers. No one wants (1) in Oxford and it's not even possible in most areas. We need to reduce the number of cars and invest more in transportation that scales better.		
a resident of Oxfordshire living outside Oxford	less than weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice, Community health or care workers who need to visit multiple locations or travel urgently	I commute to the central permit area by car	No impact	No impact	There should be no charges at all	No	Make Park & Ride parking cheaper		Very negative	I am a mobile podiatrist who visits diamond court summertown going through marston ferry road all my patients are over 90 years old I go every 7 weeks These old people do not have computers to give me there passes you suggested.I cannot change my hours you are penalising old people and stopping me from attending. I have heavy bags for my equipment.I cannot go on a bus	I would like a pass for 25 times a year then I would be able to continue offering a service to these clients otherwise I shall stop going into summertown	
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	No impact	Very negative	There should be no charges at all	No			Very negative			
a resident of Oxfordshire living outside Oxford	daily	Personal cars used as goods vehicles for business purposes	I commute to the central permit area by car	Very negative	Positive	There should be no charges at all	No	Make Park & Ride parking cheaper		Very negative	People will visit less , businesses and companies will leave , jobs will go, just for yet another vanity project	Just another money grabbing scheme dreamt up by an uncaring irresponsible council , who have respect for residents of Oxford and the county	Remove the lins , make buses a lot cheaper and better more efficient by keeping the traffic flowing rather than keep it in queues
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice, Blue badge holders	I don't	Very negative	Neutral	There should be no charges at all		Make Park & Ride buses cheaper		Very negative	Experience with LTNs has shown that traffic is squeezed elsewhere, causing severe queueing and pollution. People will not stop using their cars. If things are made difficult for drivers by blocking areas of the city they will always find alternative routes. It has been the excess of (often empty) buses causing pollution. Now many routes are electric this in turn has increased bus fares for residents. Come on - you can get across London for £1.75 and someone unable to walk from Blackbird Leys to Cowley centre pays £3! How is this a sustainable option when trying to encourage the use of public transport?	How is Hollow Way part of the city centre?	Reliable and affordable public transport. The cost at present is ridiculous. This is the obvious cause of people being discouraged from using this as alternative to driving.
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Neutral	Positive	Too high	Yes	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all		Negative	More money people will have to spend out when money is already tight	It is no more than a restriction of movement and money grab from a dictatorship	Open up the LTN's that have caused the problem in the first place
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Neutral	Positive	There should be no charges at all	Yes	Add new bus routes, Make bus services more frequent		Very negative	Going to push more traffic into the Banbury / Woodstock road area, which is already heavily congested from Kidlington all the way into the city. It takes up to an hour to travel 3 miles to my sons nursery already and limiting access through the only remaining routes into the city is going to only increase traffic in this area further.	No	Put more bus route options in place, put in fast routes for frequent commuter hot spots. Open a station at the Cowley Line. Improve the Banbury Road / A40 roundabout for traffic crossing from Kidlington to the city and back. If you are going to put in a conestion charge including Banbury Road.
other	daily		I commute to the central permit area by car	Very negative	Negative	There should be no charges at all	No	Other	Shouldn't be charging ridiculous amount during a cost of living crisis	Very negative	People are struggling to make ends meet		Have another access point to hospital to divide traffic flow
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Very positive	There should be no charges at all	Yes	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Very negative	This will add costs to owning a car and make it more difficult for people to commute to work in Oxford every day.		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	Yes	Make buses cheaper for all		Very negative	Just another money making scam	Scrap the lot it's all false information	Get rid of the LTN's
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	There should be no charges at all	No	Make Park & Ride parking cheaper, Make buses cheaper for all, Make buses cheaper for young people, Make bus services more frequent, Extend hours of operation for buses		Very negative	I live in Horseman Close. Marsh Lane is already very congested and it can only get worse with Marston Ferry Road subject to congestion charge. Generally ring road will be even more congested. Businesses will suffer as people will shop elsewhere. All		Make Lln roads one way allowing through traffic. Pollution is just being moved to different places
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Very negative	Very negative	Too high	Not sure	Make buses cheaper for all, Make bus services more frequent, Extend hours of operation for buses		Very negative			
a resident of Oxfordshire living outside Oxford	less than weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Neutral	Neutral	There should be no charges at all	No	Other	Help those with low incomes pay the congestion charge	Very negative		It does not make Oxford very welcoming, it seems that the city don't want people to enter	A lot of the time Oxford doesn't have a traffic problem, encourage business to use flexible working.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very positive	Very negative	About right	Not sure	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper		Positive	Living in central Oxford (Iffley Rd close to the Plain), the current situation is having a very negative impact. The air quality monitor inside my house shows illegal levels of pollutants, and the dirt on the windows and front of house accurate weekly (whereas it used to take several months). Solving this issue is important, and shouldn't wait for the Botley Road to reopen. My only concern is allowing commuters access to the same scheme, the point of which ought to be moving those coming into Oxford for any reason on to public transport. Commuters out to pay the congestion charge as they would in any other major city.	Adding the Iffley or Cowley Rd near the Plain ought to be considered. The current proposal creates a rat run up one street and down the other for one parent one child school commuters.	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Positive	Positive	About right	Not sure	Make buses cheaper for all, Make buses cheaper for young people, Make bus services more frequent		Very positive	If it helps make bus journeys quicker, serves to reduce pollution and makes junctions and streets safer for pedestrians and cyclists by reducing conestion then I am all in favour.	No	Not off the top of my head. I feel so positive about what the Council is trying to achieve here: this is such important work
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	Not sure	Add public cycle parking		Very negative	It leads to congestion in other places		Open Botly Road and
a member of the public living outside Oxfordshire	weekly		I don't	No impact	No impact	There should be no charges at all	No	Other	Money should go into paying for the relocation of the ice rink to a location unaffected by this charges and future travel restrictions.	Very negative	The increases the cost to access the ice rink. Teams travel from long distances to use the rink park and ride buses are unsuitable to be carrying ice hockey equipment.		
a resident of Oxfordshire living outside Oxford	daily		I commute to the central permit area by car	Negative	Neutral	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all		Very negative	Getting rid of the LTN would improve traffic not this.	LTN are the route of the traffic chaos in oxford. Admit that and take them away instead.	Put the LTN's in areas such a ox2 where the rich live, they would be reversed and removed within weeks. Problems with traffic solved
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Very positive	Negative	About right	Yes	Make buses cheaper for all, Make bus services more frequent, Add public cycle parking		Positive	There need to be more locations		
a member of the public living outside Oxfordshire	daily		I commute to the central permit area by car	Neutral	Positive	There should be no charges at all	No	Make bus services more frequent, Extend hours of operation for buses		Very negative	This is a discriminating proposal led by people who are privileged and fortunate to be able to afford living within Oxford. They don't understand that driving to and within Oxford is not a choice for working people.	Oxford does not have proper public transport, e.g., like London and should tax people before having proper public transport	Open Botley road, support East-West Rail, congestion is not really that bad.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Negative	Very negative	There should be no charges at all	No	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Very negative	You haven't taken into account faith groups and what they need to do and how they operate 24/7, and Oxford Mutual Aid deliveries. You haven't got cross-Oxford buses and you're 'ableist', no thought at all about people who can't walk far, and why should people have to pay more to get to different places in Oxford?	Not thought through proposals as usual, lots of NIMBY councillors or councillors who don't live in Oxford behind these proposals. You're not going to help congestion, just push it into particular roads, and you haven't thought through people needing to come in for work and to the hospitals. Buses don't work for everyone, nor cycling. And when will you understand that Oxford is built on steep hills. We're not all rich, we can't afford this, and stop putting the woes of the Botley Road onto the ordinary people of Oxford, you messed us the neoshitlions.	Improve the bus services, including cheaper fares. Put in cross-Oxford buses, I can't get to North Oxford by bus from here without walking and paying for additional buses. But understand the needs of those using the hospitals, buses don't always work.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I commute to the central permit area by car	No impact	No impact	There should be no charges at all	No	Make buses cheaper for all, Make bus services more frequent		Very negative	The charge will impact cost of living without improving quality of life. I don't think is fair to charge people for going to the hosoital. but if I need to. I will have to pay and this is not accetable	You should first increase the frequency of buses and reduce the price of the tickets	Reduce the price of the bus fares
a resident of Oxfordshire living outside Oxford	weekly		I commute to the central permit area by car	No impact	Positive	There should be no charges at all	Not sure	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Very negative			
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice, Disability benefit claimants	I don't	No impact	No impact	There should be no charges at all	Not sure	Add new bus routes		Very negative	We are oxford residents. We shouldn't need to pay to move about our city. You could ask visitors to pay but not residents.	I think it is a disrespectful idea. Residents should not need to pay. Movement and parking around the city should be primarily for residents, then for visitors who work here and lastly for visitors. Already residents need to pay for a permit to park outside their house. Now they need to pay to drive around their city. I think the congestion charge (if you are adamant about implementing it) could be only for peak hours and not during midday and weekends	1) elevate the Marston cycle path so it doesn't flood and force cyclists into the city. 2) open many access ways into the city instead if pushing everyone through a few entries/exits. 3) make it mandatory that road works occur at night and not during the day. 4) expand the frequency and reliability of buses. 5) have buses that connect neighbourhoods like summertown to headington (not JR) through Marston. 6) expand roads and make internal bus stops (not on the road) at expense of verges.
a resident of Oxfordshire living outside Oxford	weekly		I don't	Neutral	Neutral	About right	Yes	Make bus services more frequent, Extend hours of operation for buses, Add public cycle parking		Neutral	It will move more traffic into my village	It will and is moving more traffic into my village increasing the traffic and pollution substantially	Give the surrounding villages the same bus gates as residents are being afforded with in Oxford
a member of the public living outside Oxfordshire	less than weekly		I don't	Negative	No impact	There should be no charges at all	No	Make Park & Ride parking cheaper, Make buses cheaper for all, Extend hours of operation for buses		Negative	Congestion charging will create a zone that people will not want to visit if commuting from areas where public transit is either difficult or significantly more expensive. Oxford is a staple city of the UK and should be accessible to all. It is stated that it will be a temporary charge but this will most likely not be the case.	Reducing the cost of the park and bus into the city and advertise this service to local car rental companies and maybe a PSA for UK residents who have not heard of this method of visiting UK cities.	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No			Very negative		Yes whyyy you taking more money of us poor people let us go whatever freely we pay sooo much for road tax,mot ,car insurance etc... you already cause so much traffic with LTNs and now you want this	Yessss Take LTNs off that's the only way to reduce traffic !!!!!!!!! You know you need to take those LTNs off to reduce the traffic!!!!
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Negative	Negative	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all		Very negative	I live on Hollow Way within 50 metres of the charging gates, this is going to be a huge inconvenience to us as we have to take the children to nursery. It has not been possible to get nursery places nearby as they are full. The one we did find shutdown. It will also be an inconvenience to my family and the childrens grandparents who visit regularly, but live outside Oxfordshire. They will be forced to come from Cowley and go all the way up Hollow Way to get to us.	Living very close to a charging gate is going to mean we end up driving further to avoid it. The uncertainty is effecting house prices. The Hollow Way gate should be scrapped.	Make buses affordable.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	no charges, ved should be used for road upgrades	Very negative	no streets shoulb be blocked by ltns or road charging	no charging	open all blocked roads and let traffic move freely
an Oxford resident	daily		I don't	Very negative	Very negative	There should be no charges at all	No	Make buses cheaper for all, Make bus services more frequent, Extend hours of operation for buses		Very negative			
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make bus services more frequent		Very negative	I am extremely worried about how my elderly parents will manage this. You've only just switched to the online permits system and they are struggling to access that - you did it without any support available to them. They will end up isolated and disadvantaged- it's like elderly discrimination at this point.	Don't do it	Stop digging up the roads - particularly all at once. Make the bus lane between the Kidlington roundabout and the oxford parkway park and ride so that those driving to the park and ride can drive in it too.
a resident of Oxfordshire living outside Oxford	daily		I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Direct and dedicated bus route from a new park and ride at Barton Park to the JR hospital for staff and patients which would run every 15 mins	Very negative	Charging commuters and visitors will not help	Better and more frequent buses	Take all diagnostic test appointments and services away from the JR to a new dedicated site north of the JR
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Very positive	Negative	Too high	Yes	Make buses cheaper for all, Make bus services more frequent		Very negative	It will make travelling to other parts of Oxford more problematic for me.	Introducing sticks with no carrots is another indication that the council does not seek the best interest of it's residents, and is hell bent on fighting cars w/o improving overall experience of travel. The permanent LTNs in Cowley serve as another prime example of that.	Remove Cowley LTNs and allow only residents of Oxford to go through them. Introduce bus lanes wherever possible, including bus lanes on major roads during rush hour with exemption only to carers or vital workers requiring the service. Reduce bus rates and ensure tickets are respected by all companies to improve service and affordability. Reduce bus prices on major roads during rush hours. Think out of the box!
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	Negative	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Add new bus routes, Make bus services more frequent, Extend hours of operation for buses		Very negative	My alternative route is where your diverting the traffic too!	Don't do them	Stop private school traffic maybe give them school buses or shuttle buses that parents can put their kids on/off at park and rides !! Traffic is so much quieter when school is out!!!!
a resident of Oxfordshire living outside Oxford	less than weekly		I don't	Very positive	Very positive	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Make buses cheaper for young people, Make bus services more frequent, Extend hours of operation for buses		Negative	I don't feel anyone should have to pay to reach their destination if it never would have been paid for previously.		
an Oxford resident	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't			About right	Yes	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Positive	If it reduces traffic it benefits usxall in so many ways		Increase the size of the central ZEZ significantly
a resident of Oxfordshire living outside Oxford	less than weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice, Personal cars used as goods vehicles for business purposes	I commute to the central permit area by car	Very negative	Very positive	There should be no charges at all	No	Make buses cheaper for all, Make bus services more frequent, Extend hours of operation for buses		Negative	This is a poor attempt to make more money; this will not help me to get to Oxford quickly when I need to go and visit the places in which I will be working	Abandon them	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make Park & Ride parking cheaper, Make buses cheaper for all, Extend hours of operation for buses		Very negative			
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	Neutral	About right	Yes	Make buses cheaper for all, Make buses cheaper for young people, Extend hours of operation for buses		Very positive	I live on the Iffley Road and I am very supportive of initiative to discourage car use in the City and to encourage use of public transport, walking and cycling.		Create a separated cycle lane on the Iffley Road. Free parking at Park & Ride
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I commute to the central permit area by car	Neutral	Neutral	Too high	Yes	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Very negative	Bus service is still really infrequent and unreliable. Fix the buses first then do this.	The wealthy residents of North Oxford and Oxfordshire villages will, as ever, be fine. This will hit the poor and marginalised yet again	More buses. Buses that work. Less roadworks. More awareness of when roadworks are happening in one part of town to avoid compounding the misery. More awareness of not everywhere being cyclable or walkable, and not everyone being able to walk, cycle or drive and therefore needing to use a bus. No "bus gates on all roads into the city except for the North Oxford route in", no private schools allowed to plop on the centre of town with buses/drop off. Trams.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	I won't pay everyday two buses with my kids to bring them to the nursery and school	Very negative	It would be very expensive to bring children to nursery and school	No	No

Survey Response													
I am responding to this survey as	How often do you travel in or around Oxford?	Please tick which of the following free permits and passes you think you may be eligible for	Do you live in, visit a resident by car or commute by car to the proposed central Oxford	Central Oxford residents' permitIt is proposed that residents in the central Oxford	Central Oxford permit area commuters' permitIt is proposed workers commuting	We are proposing a single charge of £5 to allow cars without a day pass or permit	Do you think that charges should vary, with drivers of larger cars paying more and	Income generated by introducing the proposed temporary congestion charge would be used to cover the set-up and operating costs of the scheme.	If other improvement, please state	Taking into account all the information we have provided about the proposal to	Please explain your answer	Do you have any other comments about the proposal for six temporary congestion charge locations in Oxford that you have not already shared in this survey?	Do you have any suggestions for other ways to reduce traffic and tackle congestion in and around Oxford?
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Positive	Negative	About right	No	Make buses cheaper for all, Make bus services more frequent, Add public cycle parking		Positive	I am hoping it will reduce traffic.	I am concerned this, like the fingers, will increase traffic through Old Marston at peak commuter times.	An aerial egg lift linking Thornhill P&R > Osler Road / JR hospital > Town Centre.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Negative	Too low	Yes	Make Park & Ride buses cheaper, Make buses cheaper for all, Make bus services more frequent		Positive	Could go further, eg restricting hours of access for "other" vehicles (delivery etc) to outside normal peak times		Reduce the amount of parking currently available with a aim to discourage driving into the centre
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Positive	Negative	Too low	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Add new bus routes, Make bus services more frequent, Extend hours of operation for buses, Add public cycle parking		Positive		I think 3 cars for commuting is excessive	restrict larger vehicles such as trucks and vans within certain hours - so not during peak schools hours (7:30-9, and 3:30 to 5). This would make cycling with kids safer and more appealing.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	About right	Not sure	Make buses cheaper for all, Add new bus routes, Add public cycle parking		Very positive	Would expect to see fewer cars crossing the city centre, so buses would be faster/more timely and walking/cycling would be safer and more pleasant	Seems like a good way to test out the traffic filter ideas before going into the trial proper	School term times seem to produce the heaviest traffic, finding better ways for children to get to schools (rather than being driven in and out individually) could make a big difference. A shift away from the near-universal 9-5 working hours could also help soread out "rush hours".
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	Yes			Very negative	I'm an NHS manager, working almost 24/7, working every day after job planned hours from hime, additional commuting time will have neoative impact on my service		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	Too low	Yes	Add new bus routes, Make bus services more frequent, Add public cycle parking		Very positive	It is currently quicker to cycle in and around the city than to go by bus. The roads should be clearer for people who *need* to use their cars and permit the free flow of traffic. Buses will be quicker, and therefore more appealing to use, and cycling will be safer.	Owing to the timing of sessions, there needs to be provision for access to the ice rink, whether that is by improving bus services or adjusting the congestion charge for users. Otherwise, training would be affected to such an extent that competitive skaters will need to move to other rinks, such as Swindon, which are further away, which will affect the rink's ability to operate and remain competitive	Look to other medieval cities abroad that have put cycling first and see what measures we can adopt. A good example is Uppsala, in Sweden, which is also a medieval university town and is almost entirely car-free in the centre. Cars should be used for getting out of Oxford, and not necessary for getting into or around Oxford.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	There should be no charges at all	Yes	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Negative	I will have to leave my job at the school where I work part time because the most direct route includes one of the charging zones and going the long way would take too long and will use too much petrol. Going there by bus would take ages as there is not a good direct service available.	They are not a good idea because the rich can afford to pay and will continue congesting the road, but those on lower income will struggle.	Removing the LTNs in East Oxford would be a good start. Have more bus routes that cover the entire city and better connection services to the surrounding villages.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	Too high	No	Make buses cheaper for all		Negative	Push traffic onto already busy alternate routes already impacted by LTNs		Use the river to provide alternative transportation into Oxford
an Oxford resident	daily	Taxis and private hire vehicles	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Make BUSES FREE FOR LOCAL PEOPLE BETWEEN WORKING HOURS AND SEE WHAT IMPACT THAT HAS ON TRAFFIC AND SCHOOL RUNS	Very negative	Will hurt people that come to Oxford to work and who live locally .. turning Oxford into a Prison	All the surrounding roads will be impacted massively, there wasn't a congestion problem before that LTNS went in.. SUMMERTOWN IS THE WORST FOR PEOPLE THAT DON'T LIVE LOCALLY	Free bus passes, council has the ability now to run its own bus services due to changes in the law, also bus ticket prices are extortionate for such small journeys and cause issues financially, Park and Ride should be free and buses to and from them should be one pound no more, if you want people to use Oxford and use it services make it cheaper for them to access them.
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Fix the badly managed roads and roundabouts	Very negative	It's literally a money making scheme. Not everyone falls into the same category of 'they should walk, get a bus or cycle' I now live in Abingdon, but I grew up in Cowley, I work in Cowley, my partner works in Cowley, my daughter goes to nursery in Rose Hill, I still have a lot of friends and family in Cowley that I see regularly, usually after work. You have already made that difficult with LTNs, I have to sit in a lot more traffic now than I ever did before. People will not stop driving! We pay for our cars, our insurance, our tax, and you want to charge us more just for the privilege of driving in our own city! There is no bus route that will allow me to go to drop off my daughter at nursery, go to work, then to pick up my daughter, and then to visit my family! And if there was it would probably double my journey time! I cycle to work when I can, but not if I have to do the nursery run. I have never ever had a problem cycling round Oxford! The majority of families and households rely on these cars to go about their daily business! Stop trying to penalise them!	You never spoke about this pre election as you knew you would struggle to get voted in! You have ruined Cowley with your LTNs already! You as a council are not listening to residents. Just look at the petition with over 10,000 signatures against! Look at the comments! Put your congestion charge in areas where you were voted in! Leave Cowley alone! Majority of residents do not want your greedy schemes! You seem to be targeting the poorer areas! If you really want it, then open up some of the LTNs so that the traffic can flow freely!	Open up the LTNs! Simple!
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	No impact	No impact	There should be no charges at all	No	Make Park & Ride parking cheaper, Make bus services more frequent		Very negative			
a member of the public living outside Oxfordshire	daily		I commute to the central permit area by car	Neutral	Positive	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all		Very negative	I work in Oxford and commute here daily. This would become extremely costly for me to get to work	I don't see why those earning an honest living should be charged to use roads when we already pay car tax and council tax. We are being penalised for the Botley Road closure which has gone way over schedule that is not our fault. It was supposed to take a year and we're nearly up to 3 years. The reason for the congestion in Oxford is due to the council and national rail and the works being done not down to those who drive. Some of us live hand to mouth and having to pay fees to get to work could push people over the edge. It is already hard enough living in Oxfordshire in a cost of living crisis and this is being added.	
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Neutral	About right	Yes	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all		Very negative	Living in Cumnor we are severely affected by the closure of the Botley Road at the station. We volunteer in the city on a weekly basis and we are unable to easily get to the city centre if we have anything to carry home. We volunteer weekly at the Oxford gatehouse and this is also very complicated without using a car. I agree with the desire to reduce traffic in Oxford. I have lived here since 1989. However there HAS to be a consideration for all of us that live on the other side of the railway bridge and cannot set into the city centre easily.	Please see above comment you must consider all those who cannot get a bus into the city centre without using a car.	Bus priority where there is only one lane
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Negative	Negative	There should be no charges at all	No	Add new bus routes, Make bus services more frequent, Extend hours of operation for buses		Very negative	The present intransigence of the county council is making Oxford a no go area for many people. Certainly shopping in the city centre will be damaged and for people needing to visit the hospitals it just adds to the stress. I don't expect my comments will be read as the county council do not listen to the residents!		Remove the LTNs - not everybody can cycle or walk. A lot of OAPs cannot get to a bus stop, get on a bus or have a service they can use. I lived on the Cowley Road for the first 25 years of my life - the county council has ruined it.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Very positive	Very positive	Too low	No	Add new bus routes, Make bus services more frequent, Add public cycle parking		Very positive	Reduced traffic for those who really can't travel by other means.		
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Neutral	Neutral	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make bus services more frequent		Very negative	I regularly drive into Summertown from Charlton on Otmoor for work and children activities. If it is going to cost an extra £5 per day I will look at work and leisure options outside of Summertown and Oxford.	Why do they need to be on Marston Ferry Road and Hollow Way if the aim is reduce congestion in the central area? Marston Ferry Road is a vital link between Marston and Summertown. Also, why is there no exception or at least reduction for electric vehicles?	More frequent bus services. Easier access to park and ride sites.
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Positive	Positive	Too low	No	Make buses cheaper for all, Add new bus routes, Extend hours of operation for buses		Very positive	It will hopefully make people think twice before using the car	They should add one on the Abingdon Road and The Plain	Add extra benefits to the better points app for those using options other than car. Add a monthly option to the mybus Oxfordshire pass and add extra charging locations to reduce traffic on Abingdon Road. They should also encourage use of the Park & Ride by offering free parking and charging bus fare only and work with vix and lime to offer lower prices on the use of e-bikes & e-scooters.
an Oxford resident	daily	Disability benefit claimants, School students with special educational needs	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all		Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all		Very negative		Make your money another way. We are run by halt wits. Put lin filters and restrictions in North Oxford...oh wait, that where the rich live who run the city and would sue the council into bankruptcy if you tried it!!!!	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very positive	Very positive	There should be no charges at all	Yes	Make buses cheaper for all, Make bus services more frequent, Extend hours of operation for buses		Very negative	It would mean I would potentially not be able to continue working at the local SEMH school, as I wouldn't be able to do school drop offs (Headington) and get back down to summertown for work on time.	The cause of the traffic are the private schools. Once they break up, the traffic runs far more freely. It's about penalising those who work and need to drive around.	Get a filter on the traffic lights on the Marston Ferry Road into summertown during the morning rush hour, that will help clear the road. The traffic on the Marston Ferry Road, isn't actually bad. It takes about 20 minutes to get from the JR to summertown at 8:00 in the morning. That for rush hour. isn't a stupid amount of travel time.
an Oxford resident	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Reduce car parking costs	Very negative		This is legalised theft	
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very positive	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Make bus services more frequent, Extend hours of operation for buses, Add public cycle parking		Very negative	This is extremely restrictive. The vast majority of workers in Oxford do not live in the centre of the city. They commute in from outside and have to fit family commitments around this. Charging them to even get to their place of work, because of a catastrophically run rail enslect zone wrong, is punitive and unfair.	Yes, I do. Why not fine Network Rail for its mismanagement of the railway bridge? Use that money to introduce proper cycle lanes and safety features, rather than punishing drivers.	Make the Banbury Road one direction and the Woodstock Road the other.
a member of the public living outside Oxfordshire	daily		I commute to the central permit area by car	No impact	Very positive	Too high	Yes	Make Park & Ride parking cheaper		Negative	I will be charged to commute to work every day. I would park in a park and ride car park but the parking cost would still have a negative effect land wouldn't offset the inconvenience of cycling - car/cluarly in bad weather		
a resident of Oxfordshire living outside Oxford	less than weekly		I don't	Neutral	Neutral	About right	No	Make buses cheaper for all		Neutral			
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Very negative	Very negative	There should be no charges at all	No	Add public cycle parking		Very negative	The congestion charge will channel even more traffic down Woodstock and Banbury Rd - this is highly undesirable. In addition, as a long term resident, and council tax payer I'm fed up with being penalised, when travelling in my own city, whilst non-residents 'in any vehicle which is not a car' can travel freely - buses, vans, lorries etc. If you intend to cut congestion these vehicles should be included and reduced. In addition no effort is being made to put proper, safe, dedicated cycle lanes in place on Banbury and Woodstock roads. Cycling in Oxford is highly dangerous. I've cycled for 40 years but don't feel safe doing so in Oxford. In addition, traffic speeds on Banbury are not properly enforced, after the speed camera coming towards Summertown. Traffic is much too fast here. The junction at Marston Ferry Rd and Banbury is highly dangerous for pedestrians walking into Oxford - why is this not being addressed? Lastly, for cyclists, the surface of Banbury Rd is very very dangerous - ridded with holes and bumps. Why can't you address some of these fundamentals before this scheme?	The electrification of city buses is very welcome, but far too many buses remain which are not electrified - including tourist coaches. Why on earth are you not focusing on managing these very large dangerous vehicles better? Electrification should become mandatory, and charging to manage the number of large vehicles should be applied to coaches!	Surely it's time for a bipass to eliminate the congestion from the A40, A34 junction filtering everything around 2 roundabouts at the top of Woodstock and Banbury Roads? The volume of traffic through North Oxford, which is passing through, at these roundabouts is unsustainable. And isn't it time for a tramway into Oxford, from the northern quarter? Eliminate all the buses entirely?
an Oxford resident	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	No impact	No impact	There should be no charges at all	No	Add new bus routes		Very negative	You are killing shops and businesses in Oxford. The bus system is unreliable and park and ride costly.		Improve bus services and make park and ride shuttles free and more frequent
an Oxford resident	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Negative	Very negative	There should be no charges at all	Yes	Make buses cheaper for all		Very negative	Awful. Can't believe you are thinking of getting public to pay for poor project management of the Botley roadworks The council should be holding these people accountable and not punishing travelers around Oxford You are making Oxford terrible Poor choice Lift up the Ib's in the city to keep traffic moving You are causing so many hottle necks and making being miserable	Shocking and disgusting Think again Think smarter around how to tackle the traffic Maybe incentivise people for using the bus or cycle instead of cars	Make it more attractive to use public transport Making it easy to travel Cycle lines and bus lanes are awful - look at the Woodstock road dor example like a rollercoaster going down there
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very positive	No impact	About right	Yes	Make buses cheaper for all		No impact	I rarely, if ever, use my car to drive around central Oxford. Mainly because I try to minimise my carbon footprint as much as possible. I walk or go by bus. So I am very unlikely to drive through any of the areas where a congestion charge is proposed.	Anything that encourages people to stop driving their cars has my vote. Too many unnecessary journeys are made, causing our traffic problems.	I use the buses frequently as I have a senior bus pass. Lower bus fares may encourage people to use them more.
a member of the public living outside Oxfordshire	daily		I commute to the central permit area by car	Negative	Very positive	There should be no charges at all	No	Make bus services more frequent, Extend hours of operation for buses		Very negative	The cost of travelling into Oxford via train is too high (£22 per day) and the service is not reliable, myself my partner and my mother lift share into Oxford as we all live outside the area and we use an EV so I feel this should be exempt	Businesses will be impacted by the lack of people wanting to travel to Oxford and people will travel elsewhere. The city centre is full off derelict shops and this will only increase	Charge parents dropping off school children that live within walking distance of schools
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I commute to the central permit area by car	Neutral	Neutral	There should be no charges at all	No	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Negative	There shouldn't be any congestion charge	There shouldn't be any congestion charge	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Very negative	Very negative	There should be no charges at all	No	Other		Very negative	Absolute joke.. we are taxed beyond belief for owning and driving and furling a car as it is and now you want our remaining coppers to impose more roads that we can't drive down even thought we are already paying for them in vehicle tax and fuel tax..you install bike lane but don't fix roads , take half existing roads and make them cycle or bus lanes.. I'm speechless at you insanity	Don't do it.. open up the capillary roads you have commandeered to allow the veins to run freely once more.. you had shut, narrowed and made driving so dangerous but let cyclists take over with no responsibilty and comeback with this insane road reve roads that we can't drive down and admit you've got it wrong.. But all these comments will be deleted and you'll just carry on regardless.. Goodbye to my once loved oxford.. I and here my whole 58 years, never has it been so badly run. Shame on you	put it back as it was.. it worked better
an Oxford resident	daily		I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	Yes	Other	Don't run the scheme as other methods of transport simply doesn't get to my work at the time I need. I notice nothing at all on Lorrie's, tractors etc which cause congestion. Remove the LTN's to stop conestion.	Very negative	I have to use my car to drive into work. I feel that putting in the LTN's and enforcing this will simply push more cars into the main roads where Lorrie's, tractors need and will cause even more congestion. Doing this is even worse for the environment.	It's the worst idea I've heard! Why not put emission charges on these roads if you are genuinely concerned fir welfare and environment.	Remove the LTN's, only local drivers know these routes. Use emission charges rather than congestion charges, force Lorrie's - tractors and other large slow vehicles that always cause accidents to pay a premium charge to use the main roads in peak hours. 100% against the 'congestion charge'
an Oxford resident	daily		I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very positive	Positive	About right	Not sure	Make buses cheaper for all, Add new bus routes, Make bus services more frequent, Extend hours of operation for buses		Neutral	I live in central Oxford near one of the proposed sites of bus gates and work at Oxford hospitals but do not own a car and already travel by bus, however occasionally need a car to help specific activities that are difficult by buses such as oncall duties out of hours for which I rely on friends/family. We should be allowed a visitor passes for these per year. In particular those that live near a proposed site and would have no option but to go a longer way round should have more passes and/or some other incentive such as discounted bus passes to get around	As above	School buses to reduce number of parents taking children to schools. When schools are on holiday traffic on hollow way is much better showing how much must be related to school journeys
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	No impact	Very positive	There should be no charges at all	No	Make buses cheaper for all, Make bus services more frequent, Extend hours of operation for buses		Very negative	Unable to drop children at nursery and drive to work when unable to take bus due toong working hours that the bus do not cover.	Affects those with less money the most. Will kill Oxford shops	Buses too expensive Not frequent enough soecially those ooins to hosoital
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Very positive	Very positive	About right	Yes	Make Park & Ride parking cheaper, Add public cycle parking		Very negative			
an Oxford resident	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Very negative	Neutral	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make bus services more frequent		Very negative	I have to commute to work by car because the bus service from my village into central Oxford is incompatible with my working hours. The route from my home to work does not pass through any park and ride. The introduction of the traffic filters and/or congestion charge will increase the cost for me to get to wok, and potentially increase the time taken to get to work as well.	As you pointed out, the Botley road is still closed. Therefore, there is an area in central Oxford that is not accessible without passing through the charging zone. This is totally against what you said about all areas in Oxford can be reached without pasting through the charging zone.	Reduce all the road works with temporary traffic lights that do not sync with actual traffic lights. The amount of ongoing work at different routes are causing so much congestions in and around Oxford.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Negative	Negative	Too high	No	Other		Negative	It would prevent friends and family from visiting to check on me as I'm not getting any younger	I believe it is unnecessary and will cause massive congestion on the ring road	Prevent cars being used for school runs
an Oxford resident	weekly		I live in the central Oxford permit area, or visit a resident of the central permit area by car	Negative	Negative	There should be no charges at all	Not sure	Make Park & Ride parking cheaper, Make buses cheaper for all, Make bus services more frequent		Negative			
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice, 25 day passes for residents in the Oxfordshire permit area, on days of your choice, Blue badge holders, Disability benefit claimants, Unpaid carers, Frequent hosoital oatients	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Make bus services more frequent, Extend hours of operation for buses, Add public cycle parking		Very negative			
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice, 25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Positive	Positive	There should be no charges at all	Not sure	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Make bus services more frequent, Extend hours of operation for buses, Add public cycle parking		Negative	Travel around Oxford is difficult with only a few roads in And out. This will increase traffic in certain routes where it is already bad		
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Positive	Positive	About right	Yes	Make Park & Ride parking cheaper, Add new bus routes, Make bus services more frequent		Positive	Would speed up travel through the city		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Positive	Very negative	Too low	Yes	Make buses cheaper for all, Make bus services more frequent, Add public cycle parking		Very positive	We live on Wytham street just off Abingdon Road, there is too much traffic already. We have a car, but I commute to Banbury by bike and train, it's more pleasant. However the quickest route is on Abingdon Road which can be solid with traffic, this makes cycling unpleasant as you have to filter through traffic, watch out for cars turning and constantly get squeezed by larger cars where the road narrows. I would say however less exemptions should be given. Charge the most polluting and damaging large cars and vehicles the most	Make it simple. Be brave, improve buses and active modes of transport. Encourage businesses by pedestrianising more of Oxford. Close queen street to busses, madness. Encourage cafe culture. Half half measures like broad street are ok but don't make the most of the potential.	More quick cycle routes for commuters. The quiet alternative routes are ok when you don't have to be somewhere, but there is a time penalty for this. Make Oxford a cycling city! Also screw Mogford, never driven to one of his restaurants and I won't be cycling to one now either!
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Negative	Negative	Too low	Yes	Make Park & Ride parking cheaper, Make buses cheaper for all, Make bus services more frequent		Negative	The fee is not high enough to stop people who can afford it paying daily and thus not reducing congestion. This will negatively impact people commuting to work every day who cannot afford to pay the charge but do not have a choice in how they get to work every day. The fact that traffic reduces drastically during school holidays shows that the majority of the problem is related to people driving their children to school, and these people will be able to easily afford the £5 fee and the problems will continue.		
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	No impact	No impact	There should be no charges at all	No			Very negative	Traffic on the A40 and ring road is already poor. I expect the charges to encourage more people to use the ring road to avoid additional costs		Link the A40 into Oxford directly to the A34 to reduce traffic on the wolvercote roundabout
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	About right	Not sure	Make buses cheaper for all		Positive			
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car			There should be no charges at all	No	Other		Very negative			
an Oxford resident	less than weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Negative	Negative	There should be no charges at all	No	Add new bus routes		Very negative	Controls . It's my home You shouldn't control how I move around my city	Don't do it If you do Watch the rest of the city die I'm so sad you think this is progress Think of the Oxford people and not the Visitors	Make buses free
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Negative	Negative	There should be no charges at all	Not sure	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Very negative	REDACTED	REDACTED	REDACTED

Survey Response														
I am responding to this survey as	How often do you travel in or around Oxford?	Please tick which of the following free permits and passes you think you may be eligible for	Do you live in, visit a resident by car or commute by car to the proposed central Oxford	Central Oxford residents' permitit is proposed that residents in the central Oxford	Central Oxford permit area commuters' permitit is proposed workers commuting	We are proposing a single charge of £5 to allow cars without a day pass or permit	Do you think that charges should vary, with drivers of larger cars paying more and	Income generated by introducing the proposed temporary congestion charge would be used to cover the set-up and operating costs of the scheme.	If other improvement, please state	Taking into account all the information we have provided about the proposal to	Please explain your answer	Do you have any other comments about the proposal for six temporary congestion charge locations in Oxford that you have not already shared in this survey?	Do you have any suggestions for other ways to reduce traffic and tackle congestion in and around Oxford?
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Positive	Negative	About right	No	Make buses cheaper for all, Make bus services more frequent, Add public cycle parking		Positive	I am hoping it will reduce traffic.	I am concerned this, like the fingers, will increase traffic through Old Marston at peak commuter times.	An aerial egg lift linking Thornhill P&R > Osler Road / JR hospital > Town Centre.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Negative	Too low	Yes	Make Park & Ride buses cheaper, Make buses cheaper for all, Make bus services more frequent		Positive	Could go further, eg restricting hours of access for "other" vehicles (delivery etc) to outside normal peak times		Reduce the amount of parking currently available with a aim to discourage driving into the centre
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Positive	Negative	Too low	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Add new bus routes, Make bus services more frequent, Extend hours of operation for buses, Add public cycle parking		Positive		I think 3 cars for commuting is excessive	restrict larger vehicles such as trucks and vans within certain hours - so not during peak schools hours (7:30-9, and 3:30 to 5). This would make cycling with kids safer and more appealing.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	About right	Not sure	Make buses cheaper for all, Add new bus routes, Add public cycle parking		Very positive	Would expect to see fewer cars crossing the city centre, so buses would be faster/more timely and walking/cycling would be safer and more pleasant	Seems like a good way to test out the traffic filter ideas before going into the trial proper	School term times seem to produce the heaviest traffic, finding better ways for children to get to schools (rather than being driven in and out individually) could make a big difference. A shift away from the near-universal 9-5 working hours could also help soread out "rush hours".
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	Yes			Very negative	I'm an NHS manager, working almost 24/7, working every day after job planned hours from hime, additional commuting time will have neoative impact on my service		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	Too low	Yes	Add new bus routes, Make bus services more frequent, Add public cycle parking		Very positive	It is currently quicker to cycle in and around the city than to go by bus. The roads should be clearer for people who *need* to use their cars and permit the free flow of traffic. Buses will be quicker, and therefore more appealing to use, and cycling will be safer.	Owing to the timing of sessions, there needs to be provision for access to the ice rink, whether that is by improving bus services or adjusting the congestion charge for users. Otherwise, training would be affected to such an extent that competitive skaters will need to move to other rinks, such as Swindon, which are further away, which will affect the rink's ability to operate and remain competitive.	Look to other medieval cities abroad that have put cycling first and see what measures we can adopt. A good example is Uppsala, in Sweden, which is also a medieval university town and is almost entirely car-free in the centre. Cars should be used for getting out of Oxford, and not necessary for getting into or around Oxford.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	There should be no charges at all	Yes	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Negative	I will have to leave my job at the school where I work part time because the most direct route includes one of the charging zones and going the long way would take too long and will use too much petrol. Going there by bus would take ages as there is not a good direct service available.	They are not a good idea because the rich can afford to pay and will continue congesting the road, but those on lower income will struggle.	Removing the LTNs in East Oxford would be a good start. Have more bus routes that cover the entire city and better connection services to the surrounding villages.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	Too high	No	Make buses cheaper for all		Negative	Push traffic onto already busy alternate routes already impacted by LTNs		Use the river to provide alternative transportation into Oxford
an Oxford resident	daily	Taxis and private hire vehicles	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Make BUSES FREE FOR LOCAL PEOPLE BETWEEN WORKING HOURS AND SEE WHAT IMPACT THAT HAS ON TRAFFIC AND SCHOOL RUNS	Very negative	Will hurt people that come to Oxford to work and who live locally .. turning Oxford into a Prison	All the surrounding roads will be impacted massively, there wasn't a congestion problem before that LTNS went in.. SUMMERTOWN IS THE WORST FOR PEOPLE THAT DON'T LIVE LOCALLY	Free bus passes, council has the ability now to run its own bus services due to changes in the law, also bus ticket prices are extortionate for such small journeys and cause issues financially, Park and Ride should be free and buses to and from them should be one pound no more, if you want people to use Oxford and use it services make it cheaper for them to access them.
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Fix the badly managed roads and roundabouts	Very negative	It's literally a money making scheme. Not everyone falls into the same category of 'they should walk, get a bus or cycle' I now live in Abingdon, but I grew up in Cowley, I work in Cowley, my partner works in Cowley, my daughter goes to nursery in Rose Hill, I still have a lot of friends and family in Cowley that I see regularly, usually after work. You have already made that difficult with LTNs, I have to sit in a lot more traffic now than I ever did before. People will not stop driving! We pay for our cars, our insurance, our tax, and you want to charge us more just for the privilege of driving in our own city! There is no bus route that will allow me to go to drop off my daughter at nursery, go to work, then to pick up my daughter, and then to visit my family! And if there was it would probably double my journey time! I cycle to work when I can, but not if I have to do the nursery run. I have never ever had a problem cycling round Oxford! The majority of families and households rely on these cars to go about their daily business! Stop trying to penalise them!	You never spoke about this pre election as you knew you would struggle to get voted in! You have ruined Cowley with your LTNs already! You as a council are not listening to residents. Just look at the petition with over 10,000 signatures against! Look at the comments! Put your congestion charge in areas where you were voted in! Leave Cowley alone! Majority of residents do not want your greedy schemes! You seem to be targeting the poorer areas! If you really want it, then open up some of the LTNs so that the traffic can flow freely!	Open up the LTNs! Simple!
an Oxford resident	daily		I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all				Very negative	Absolutly ridiculous	Your causing traffic with the LTNS get rid of them too	Get rid of the LTNS
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Neutral	Neutral	There should be no charges at all	No	Make buses cheaper for all, Add new bus routes, Extend hours of operation for buses		Very negative	I feel that you are not being honest with the public. The current LTN's have move traffic from cowley rd to the boundary.. I think this will happen again. How are villagers going to cope? How will this improve shift workers. Do something radical. Be brave. Have you investisated trams? Make public transport free?	Fine network rail and Thames water for the delay. Charge them £5 for every car that passed one of the locations. I bet this would focus there mind and get the work completed faster.. are they working 24/7 on the botley rd bridge.. Make the commercial companies pay. not the public...	Tax breaks for cycling. Free public transport, pursued companies to promote WFH.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Neutral	Neutral	There should be no charges at all	Not sure	Make Park & Ride parking cheaper, Add new bus routes, Make bus services more frequent, Add public cycle parking		Very negative	I live off Headley Way. Putting 2 congestion charge locations 1 Marston Ferry Rd and will force cars to use Marsh Lane and the London Rd causing more traffic jams and delays.2. Hollow Way this will cause more cars to use Horspath Driffway causing more congestion	Don't do it! Remove the LTNs! Get Oxford moving again!	Free P&R parking. More buses. One way Cowley Rd and One Way Iffley Rd. More Dedicated bus Lanes.
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Negative	Negative	There should be no charges at all	Yes	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Make bus services more frequent		Very negative	Need access to school	Add permits for parents	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very positive	Very positive	There should be no charges at all	Not sure	Add new bus routes, Make bus services more frequent		Very negative	Oxford is an overrated city to live already. Don't make it any more miserable for residents who pay extortionate amount of taxes.	Whoever came up with this congestion charge idea, it is no good.	Bus charge - 10£ a journey for a family of 4 or nearly 5£ for single person. Public transport is not cheap or comfortable. We all know where the money is going. Don't try to fool public.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice, 25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very positive	Too high	Not sure	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Add public cycle parking		Very negative	I have to commute into central Oxford for work daily and due to health reasons and distance could not cycle. If I am not eligible for a permit - I would have to give up work. Buses do not travel often enough from my location and would add on an extra 1 hour plus either end to an already long 11 hour shift. This would cause health issues, stress issues and mental health issues.	Blocking all of the access routes into the centre of Oxford only caused build up on the main routes. Travelling takes longer, say in traffic for longer - cannot see how this helps the traffic issue.	Working people should also be included in permit allocation. We have to travel for work. Before individuals can cycle, they need safe places to leave bikes- safe secure places. Further charges in motorists will continue to smother the trades in Oxford. Eventually you will create a ghost town.
a resident of Oxfordshire living outside Oxford	less than weekly	Blue badge holders	I don't	Neutral	Neutral	Too high	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all		Very negative	As a blue badge car user I depend on parking g at the westgate . I need re assurance that all blue badge owners will not need to sav the charge . I can't use a bus walk from the bus etc would exhaust me.		Around Oxford , buses and better parking g further out of the city.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice, Disability benefit claimants,, School students with social educational needs	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Open the LTNs	Very negative	People are already struggling financially with rising costs everywhere, it's takes 2/3 times as long to get anywhere on bus, parents with multiple children with SEN cannot use public transportation, we have children to drop off to school, childminders, assortments. etc. Hospital asots. On too of extortionate rent within Oxford.	I think it's an absolute joke to be honest. You shut all the through roads which has caused horrendous traffic build up on Cowley Road, iffley road, and anywhere else when there's an incident or car crash, and now people must pay to get anywhere quicker.	What about people who don't have blue badges, or are trading. What about ordinary people who are struggling to get through each day and don't have a badge to show they're not ok!
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice, Unpaid carers	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Add new bus routes, Make bus services more frequent, Extend hours of operation for buses		Very negative			
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Positive	Positive	Too low	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Make bus services more frequent, Add public cycle parking, Other	Improve cycle lanes - focus on segregated lanes away from traffic and short routes that don't meander. Prioritise active travel, particularly at roundabouts and junctions. Worst roads for cycling are Banbury Road and the cutteslowe Wolvercote roundabouts	Negative	Though I personally rarely drive down these roads, so the charge won't affect me, the congestion moving elsewhere will. Marston Ferry Road helps to ease the congestion we see in Cuttlesbwe and through Summertown. This proposal will make everyone go along the A40, along Banbury Road, Woodstock Road or Sunderland Avenue, which are already full to bursting at rush hours and awfully polluted. Secondly Hythe Bridge Street needs to be thought through and not added until a future phase. The current transport links (buses and timings of Oxford parkway trains with onward trains at Oxford station) to the train station from the north of Oxford are poor. The cycle parking is also difficult there. So much cycle parking, but very few racks ever available. This needs to be fixed and Botley Road to be opened before Hythe Bridge street should close to cars.	More segregated bike lanes in North Oxford please! Paint is not protection.	Prioritise active travel. Make it easier to walk/cycle. Start by rethinking cutteslowe roundabout. The areas to wait to cross are inadequate. 3 lanes from Sunderland Avenue onto Cutteslowe roundabout are unnecessary and has pushed the space to stand and wait to be too small - only comfortable for one or two bikes, but there are often many people trying to cross and in each others' way. The lights prioritise traffic, not people, and the people have to inhale the fumes. Best thing would be to send traffic underground and make Sunderland Avenue a boulevard again, but understand this would be cost prohibiting.
an Oxford resident	daily	Personal cars used as goods vehicles for business purposes	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	Not sure	Make buses cheaper for all, Add new bus routes, Add public cycle parking, Other	Allow cars	Very negative	People might stop visiting city center which damage the business in the Oxford	Should not be any charge	Build more parking space
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Take park and ride free	Very negative	Oxford councils are killing Oxford, it's an absolutely embarrassment what they are doing, killing the businesses, making it difficult for people to get a round and ultimately your restricting free movement. If park and ride was free it would be different but you're too tight to do that. This is a money making scheme, instead of spending money on this truly atrocious scheme maybe spend the money on trying to fix botley road bridge sooner. How come china can build a bridge in 7 days yet we're struggling to do it in 3 years it's and embarrassment and you're an Embarrassment and you're making Oxford a laughing stock. No wonder everyone is moving away.	Don't do it. Awful idea and clearly whose ever idea this is lack common sense. I really do feel for all the businesses in Oxford because you really don't understand how you build and develop a successful city! Businesses are opening in other towns, they're just closing in Oxford.	Make park and ride free, actually be innovative and famous for something and maybe be the first town to make bus travel cheap, £1 a single. This scheme will not force people to use public transport it will just stop them visiting. Take this opportunity to be world leading with free park and ride or £1 bus fares! You say this won't work but surely it's cheaper to run a full bus with 20 People on it paying £1 then have 5 people Paying £3, do the maths. Come on Oxford, be famous, be innovative, you can do it if you put your mind to it! Don't fall into this dreadful trap and upset even more locals.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice, Personal cars used as goods vehicles for business purposes	I commute to the central permit area by car	Positive	Positive	There should be no charges at all	No	Make buses cheaper for all, Make bus services more frequent, Extend hours of operation for buses		Very negative	For small business owners like myself, who rely on vehicular transport for operational efficiency—especially in the shipping and printing sector—these congestion charges would add an unnecessary financial burden. They may also deter customers from accessing services, reducing footfall and harming local commerce.	Yes, I would like to add that the proposal lacks transparency and meaningful community consultation. Temporary or not, introducing six congestion charge locations has significant implications for residents, businesses, and the overall accessibility of the city. There appears to be insufficient detail about how the revenue from these charges will be used, and no clear evidence that the proposed scheme will deliver proportionate environmental or traffic benefits compared to the economic and social disruption it will cause. Additionally, no adequate alternatives—such as improved public transport or subsidised delivery options for small businesses—have been proposed as part of this plan. I urge the Council to engage more directly with local business owners, families, and educators to design a truly balanced solution that addresses both sustainability goals and economic resilience. Oxford is a diverse and historic city, and any traffic or environmental policies must be designed to serve the entire community fairly and pragmatically.	major contributor to traffic congestion is the presence of large car parks in Westgate ! Why dont tpu close this down instead?! These encourage high volumes of incoming traffic and make the city a destination for can-based travel. Close this down. Rather than applying charges broadly to all vehicles, a smarter and fairer system would exempt Oxfordshire residents and instead apply charges only to visitors from outside the county. This would protect local communities who rely on vehicles for daily life and business operations, while still encouraging sustainable travel choices among tourists and commuters from other regions Any congestion-reducing measures must go hand-in-hand with support for small businesses that rely on deliveries and customer access by car. Oxford should be working toward a balanced solution that considers both environmental goals and the economic wellbeing of its community.
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Neutral	Very positive	There should be no charges at all	No	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Very negative	The scheme will massively increase traffic on the main routes in and out of Oxford, increasing commuting time. The bus route between Summertown and Marston is so infrequent that it cannot replace car travel. The overall effect of this proposal is to push people away from the city, with bad consequences for schools, shops, and businesses within Oxford. Discrimination against those who live outside the city but work within it is indefensible.		There used to be a direct bus from Islip to Oxford via Summertown, running twice each morning. Bring this back.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Just let people drive their cars. Remove LTN's to ease congestion	Very negative	It's absolutely ridiculous. It's controlling. Totally unnecessary & and charge that some people may not be able to afford. It makes no sense whatsoever. We pay enough in road tax so should be able to drive our cars where we like.	A huge majority of residents living locally said no to the LTN's but you ignored us. The roads are just more congested which in turn, means there's more pollution. You will just be adding to this even more.	Remove the LTN's Allow electric scooter
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	No impact	No impact	There should be no charges at all	No			Very negative	This will cut the city off from the areas surrounding it. It will also discourage visitors to the centre, with the attendant impact on local businesses. The Council appears indifferent to this and regrettably I have no confidence that the congestion charge will be stopped regardless of the level of opposition that will become apparent from the response to this consultation. That is a sad state of affairs.	Areas around the city (eg Kennington and Kidlington) need to be treated differently to the rest of Oxfordshire - and should be treated as part of the city.	Remove the LTNs and stop funnelling everything via the ring road.
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice, Unpaid carers	I commute to the central permit area by car	Negative	Neutral	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all		Negative			
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Neutral	Positive	There should be no charges at all	Not sure			Very negative			
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days ng your choice	I don't	Very negative	Negative	There should be no charges at all	No	Make buses cheaper for all, Make bus services more frequent, Extend hours of operation for buses		Very negative	I have to travel across Oxford for work and to take my son to Sea Cadets and I don't feel safe driving on the ring road especially when it gets dark as it impacts my confidence and clear vision when having to use dark roads and at high speeds whereas driving through city streets I feel safe and confident due to street lighting, slower speeds and I can see well.	With all these extra restrictions already introduced and now proposing further restrictions is diabolical for the continued success of maintaining a vibrant and accessible city. In the 8 years I've lived here the city has gone down hill and ideas like this will make it even worse. The city doesn't have the transport infrastructure in place to make it viable and I hope this time you listen to residents and stop this idea of penalizing Oxford residents especially those who could afford this the least.	Stop trying to push everything to the ring roads and let people drive. Add more buses and bus lanes. Put in rail links to Cowley again. Get rid of the LTNs that are causing traffic jams on arterial roads.
an Oxford resident	daily	School students with special educational needs	I don't	No impact	Very positive	There should be no charges at all	Not sure	Add new bus routes		Very negative	We live in Marston and my SEN daughter goes to Cherwell. I currently drive her as she isn't able to get to school independently. Marston Ferry road is our route for many essentials Also, I am a member of the Ferry leisure centre and won't be able to go. Cycling is not an option unfortunately.	Pleased provide a frequent bus service from Marston Rd to Summer town/Cherwell. Also to Headington shops. And a more frequent service to city center. After public transcortation runs smoothly vou can charge people for driving.	Better public transportation. More frequent and more routes.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Don't do the congestion charge!!	Very negative	With all the LTN's, bus gates etc you are making so hard to visit family, friends, going to appointments, going to hospital, it's an absolute Joke of a city	Absolute worst idea EVER!	Take out the LTN's!! You are pushing everything onto the ring road causing even more congestion!!
a resident of Oxfordshire living outside Oxford	less than weekly		I don't	No impact	No impact	There should be no charges at all	No	Other	None of the above. Don't impose even more restrictions on traffic!	Very negative	This scheme will make congestion even worse than it is currently. Stop meddling and prioritise services that help not hinder		Stop all of the restrictions and remove the LTNs that no one asked for.
a resident of Oxfordshire living outside Oxford	weekly	Frequent hospital patients, Personal cars used as goods vehicles for business purposes	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Clearly none of you live in areas that make it difficult to manage without a car	Very negative	There are far more important issues than making it harder for businesses to be a success by encouraging customers to shop elsewhere.	This entire idea is totally anti-democratic, nobody within the entire county has ever been given the opportunity for a full referendum if any plans should be tested or implemented.	Stop making traffic problems by some of the junctions incredibly slow and removing road space for cars. Clearly none of you have ever been in any sort of business, that without their taxes and employment the council would have no money. Talk about blino the hand that feeds.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all		Very negative		If you want less traffic in the city get rid of the LTN'S!!!	GET GET IF THE LTNS!
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	Too low	Not sure	Make buses cheaper for all, Add public cycle parking, Other	More protected cycle lanes	Very positive	As an Oxford resident, I'm believe that the city center should be carless. Any changes in that direction are positive ones.		Reliable buses and cycle lanes
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make Park & Ride buses cheaper, Make bus services more frequent		Very negative	The introduction of LTN's in Oxford, has caused unprecedented traffic delays. Stationery vehicles are visible everywhere, on all routes with engines running, buses and emergency service vehicles are unable to achieve there destination in a reasonable time. For any vehicle of any description to try and get to there intended destination, now takes you on an absurd long route. Therefore, all vehicles will now travel several times the distance and consume more fuel, release more fumes. I have spoken to many hundred people on this matter, I have found one person who thought it was a good idea, everyone else is against this ludicrous idea! The concept to make everyone drive for longer, drive further and create huge congestion everywhere is not good for the planet!!	I think it is ludicrous to add to the misery that this council has inflicted on the residents of Oxford.	Remove the LTN's
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other		Very negative			
a resident of Oxfordshire living outside Oxford	weekly		I don't	No impact	No impact	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all		Negative	Getting into Oxford is difficult enough as it is without being charged for the "privilege", the whole thing being driven by the total incompetence of the Botley Road/ Oxford Statiuon nonsense	NO. But it's a abad idea. Delenda est carthago	No
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	Not sure	Other	Reopen the REDACTED Botley road closure ASAP. Do not do anything stupid anymore. You are all REDACTED useless, REDACTEDand irresponsible.	Very negative	No more stupid action.You are all REDACTEDuseless, REDACTED and irresponsible. Just focus on reopening the Botley Road closure!!!!!!	No more stupid action.You are all REDACTEDuseless, REDACTEDand irresponsible. Just focus on reopening the Botley Road closure!!!!!!	No more stupid action.You are all REDACTEDuseless, REDACTEDand irresponsible. Just focus on reopening the Botley Road closure!!!!!!
a resident of Oxfordshire living outside Oxford	less than weekly		I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make Park & Ride buses cheaper		Very negative	Oxford is becoming an impossible place to visit, we used to live in central Oxford and love the city but the current council seem to be doing everything they can to stop you going into Oxford. My mums house has been cut off by bus gate restrictions which means I can't get anywhere near her to visit or take her out. Oxford is now a place that car drivers do not visit, tourism will really suffer and many like us, despite comms from Oxford do not now visit the city. Very sad!		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Very negative	Very negative	There should be no charges at all	No	Other	Stop clogging up the ring road with displaced traffic and making a 15 minute journey in to 30 or 40 minute journey.	Very negative	I don't go into the City Centre if I can help it, but I do have to use the ring road on a daily basis. This is just going to make getting around or out of Oxford even slower and the ring road will be more congested and polluted. I feel sorry for family and friends living close to the ring road.	It's a very bad idea.	Keep cyclists out of bus lanes. Where so much money has been spent on cycle lanes, make them compulsory for cyclists to use. I frequently see buses held up by one cyclist in the bus lane because they want to go faster than the other three that are safely usina the cycle lane. but they can't do as fast as the bus needs to travel to stay on schedule.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Very negative	Negative	There should be no charges at all	No	Extend hours of operation for buses, Add public cycle parking, Other	Reopen the LTNs thereby allowing vehicles to cross the city and unclogging the blocked up arterial roads (caused by the LTNs)	Very negative	These proposals do not represent the people of Oxford and hit the lowest paid the hardest. The supposedly utopian changes that these measures are trying to effect are not for the current people of Oxford but for some other future city population make up.		Cambridge herb would improve matters for cyclists. I cannot see how buses running faster is good for cycling and pedestrian safetv.
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Positive	Positive	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Add new bus routes, Make bus services more frequent, Extend hours of operation for buses		Very negative	There is already ample bus network integration in Oxford. This scheme as a 'temporary fix' only masks the inefficient operating of these buses. Traffic through Oxford is hampered enough by constant roadworks and delays to already started work. It also (like other cities) has the potential to remain in use after the works are completed, which will also make it less and less feasible to travel into Oxford (which will choke the local economy). £5 per day is ludicrous for anyone who works in or around Oxford. The value of sustaining local businesses by not impose this charge and just forcing the transport department to spend better is the most cost effective long term solution		Make use of the already constructed park and rides that aren't in use. Build better connecting roads to the A34 and M40 to stop traffic being throttled into 2/3 places around the exterior of Oxford. Make train journeys more accessible with faster direct connections to places like London and Birmingham from Oxford Parkway station, to make wider commutes more viable from the areas around Oxford itself
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Positive	Positive	About right	Yes	Make buses cheaper for all, Make bus services more frequent, Extend hours of operation for buses		Positive	I would expect this to reduce congestion on the woodstock road and wolvercote roundabout I rarely drive into central oxford, but do drive from wolvercote to the ring roadleyresham, so wolvercote roundabout can be a choke point. I think the current costs for buses are too high - with 2-4 people travelling, the bus is expensive enough that I am incentivised to use the car to ao to cnetral oxford. becomina part of the problem.	the pitching of your survey is odd. tell people much earlier that they will have 100 free passes, and i expect support will be stronger!	improved cycle lanes into oxford along woodstock road, and outward along a40 more frequent and cheaper buses
an Oxford resident	daily	Community health or care workers who need to visit multiple locations or travel urgently	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Make bus services more frequent		Very negative	I believe it's unnecessary and wrong to charge residents to move around their own city. There must be another way		

Survey Response													
I am responding to this survey as	How often do you travel in or around Oxford?	Please tick which of the following free permits and passes you think you may be eligible for	Do you live in, visit a resident by car or commute by car to the proposed central Oxford	Central Oxford residents' permitit is proposed that residents in the central Oxford	Central Oxford permit area commuters' permitit is proposed workers commuting	We are proposing a single charge of £5 to allow cars without a day pass or permit	Do you think that charges should vary, with drivers of larger cars paying more and	Income generated by introducing the proposed temporary congestion charge would be used to cover the set-up and operating costs of the scheme.	If other improvement, please state	Taking into account all the information we have provided about the proposal to	Please explain your answer	Do you have any other comments about the proposal for six temporary congestion charge locations in Oxford that you have not already shared in this survey?	Do you have any suggestions for other ways to reduce traffic and tackle congestion in and around Oxford?
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Positive	Negative	About right	No	Make buses cheaper for all, Make bus services more frequent, Add public cycle parking		Positive	I am hoping it will reduce traffic.	I am concerned this, like the fingers, will increase traffic through Old Marston at peak commuter times.	An aerial egg lift linking Thornhill P&R > Osler Road / JR hospital > Town Centre.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Negative	Too low	Yes	Make Park & Ride buses cheaper, Make buses cheaper for all, Make bus services more frequent		Positive	Could go further, eg restricting hours of access for "other" vehicles (delivery etc) to outside normal peak times		Reduce the amount of parking currently available with a aim to discourage driving into the centre
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Positive	Negative	Too low	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Add new bus routes, Make bus services more frequent, Extend hours of operation for buses, Add public cycle parking		Positive		I think 3 cars for commuting is excessive	restrict larger vehicles such as trucks and vans within certain hours - so not during peak schools hours (7:30-9, and 3:30 to 5). This would make cycling with kids safer and more appealing.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	About right	Not sure	Make buses cheaper for all, Add new bus routes, Add public cycle parking		Very positive	Would expect to see fewer cars crossing the city centre, so buses would be faster/more timely and walking/cycling would be safer and more pleasant		School term times seem to produce the heaviest traffic, finding better ways for children to get to schools (rather than being driven in and out individually) could make a big difference. A shift away from the near-universal 9-5 working hours could also help soread out "rush hours".
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	Yes			Very negative	I'm an NHS manager, working almost 24/7, working every day after job planned hours from hime, additional commuting time will have neoative impact on my service		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	Too low	Yes	Add new bus routes, Make bus services more frequent, Add public cycle parking		Very positive	It is currently quicker to cycle in and around the city than to go by bus. The roads should be clearer for people who *need* to use their cars and permit the free flow of traffic. Buses will be quicker, and therefore more appealing to use, and cycling will be safer.	Owing to the timing of sessions, there needs to be provision for access to the ice rink, whether that is by improving bus services or adjusting the congestion charge for users. Otherwise, training would be affected to such an extent that competitive skaters will need to move to other rinks, such as Swindon, which are further away, which will affect the rink's ability to operate and remain competitive.	Look to other medieval cities abroad that have put cycling first and see what measures we can adopt. A good example is Uppsala, in Sweden, which is also a medieval university town and is almost entirely car-free in the centre. Cars should be used for getting out of Oxford, and not necessary for getting into or around Oxford.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	There should be no charges at all	Yes	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Negative	I will have to leave my job at the school where I work part time because the most direct route includes one of the charging zones and going the long way would take too long and will use too much petrol. Going there by bus would take ages as there is not a good direct service available.	They are not a good idea because the rich can afford to pay and will continue congesting the road, but those on lower income will struggle.	Removing the LTNs in East Oxford would be a good start. Have more bus routes that cover the entire city and better connection services to the surrounding villages.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	Too high	No	Make buses cheaper for all		Negative	Push traffic onto already busy alternate routes already impacted by LTNs		Use the river to provide alternative transportation into Oxford
an Oxford resident	daily	Taxis and private hire vehicles	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Make BUSES FREE FOR LOCAL PEOPLE BETWEEN WORKING HOURS AND SEE WHAT IMPACT THAT HAS ON TRAFFIC AND SCHOOL RUNS	Very negative	Will hurt people that come to Oxford to work and who live locally .. turning Oxford into a Prison	All the surrounding roads will be impacted massively, there wasn't a congestion problem before that LTNS went in.. SUMMERTOWN IS THE WORST FOR PEOPLE THAT DON'T LIVE LOCALLY	Free bus passes, council has the ability now to run its own bus services due to changes in the law, also bus ticket prices are extortionate for such small journeys and cause issues financially, Park and Ride should be free and buses to and from them should be one pound no more, if you want people to use Oxford and use it services make it cheaper for them to access them.
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Fix the badly managed roads and roundabouts	Very negative	It's literally a money making scheme. Not everyone falls into the same category of 'they should walk, get a bus or cycle' I now live in Abingdon, but I grew up in Cowley, I work in Cowley, my partner works in Cowley, my daughter goes to nursery in Rose Hill, I still have a lot of friends and family in Cowley that I see regularly, usually after work. You have already made that difficult with LTNs, I have to sit in a lot more traffic now than I ever did before. People will not stop driving! We pay for our cars, our insurance, our tax, and you want to charge us more just for the privilege of driving in our own city! There is no bus route that will allow me to go to drop off my daughter at nursery, go to work, then to pick up my daughter, and then to visit my family! And if there was it would probably double my journey time! I cycle to work when I can, but not if I have to do the nursery run. I have never ever had a problem cycling round Oxford! The majority of families and households rely on these cars to go about their daily business! Stop trying to penalise them!	You never spoke about this pre election as you knew you would struggle to get voted in! You have ruined Cowley with your LTNs already! You as a council are not listening to residents. Just look at the petition with over 10,000 signatures against! Look at the comments! Put your congestion charge in areas where you were voted in! Leave Cowley alone! Majority of residents do not want your greedy schemes! You seem to be targeting the poorer areas! If you really want it, then open up some of the LTNs so that the traffic can flow freely!	Open up the LTNs! Simple!
an Oxford resident	less than weekly	Unpaid carers	I don't	Neutral	Neutral	There should be no charges at all	No	Make Park & Ride buses cheaper, Make buses cheaper for all, Make bus services more frequent		Neutral	I am a carer	I don't agree with the charges. Parking charges in Oxford are already too high and this would add to the problem	Remove the LTNs to improve traffic flow.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Negative	Negative	There should be no charges at all	No	Make bus services more frequent		Very negative	On accident on the ring road and Oxford gridlock and money rolling in	Why build a mult story car park in the middle of town if you don't want cars in it. Then build a park and ride that you can't park in	Your not going to isten.
an Oxford resident	daily		I live in the central Oxford permit area, or visit a resident of the central permit area by car	Positive	Neutral	Too low	Yes	Make Park & Ride buses cheaper, Make buses cheaper for all, Add new bus routes		Very positive	I am enjoying using the new buses and routes but feel that they would be quicker and more reliable without so many cars in Central Oxford. Air quality is also important to me	I am pleased to see attempts to try to improve the city. There is no magic solution to manage traffic but I feel that at least attempts are being made to prevent Oxford becoming one huge traffic jam/ car park.	Continuing to provide bus routes that are more direct and go around as well as into the city. Some routes go a roundabout way to get where you want to be. Simplify tickets to make boarding quicker.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative		There should be no charges at all	Yes	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Very negative	The bus route from Headington to the Oxford Business Park in Cowley takes 50 mins because it goes all around the houses. As bus routes from Headington Quarry were discontinued over 30 years ago, this means the nearest bus stop is a good 10 to 15 minutes walk away and from The Swan, it is the same to the Business Park. Also, because of the trend since Covid to downsize office space and hotdesking, I would need to carry all of my work paraphernalia including my laptop on the bus. The journey currently takes 10 to 15 minutes in my car but if all traffic is pushed onto the ring road because of the congestion charge on Hollow Way, the journey will double.	I pay to park outside my house, I pay road tax and now I have to pay to go to work. This is nothing to do with the environment or traffic easing - it's just pure greed which will see the end of a lot of businesses in those areas of Oxford. Also, firms like the one I work for will not be able to recruit new talent, as I would think twice about working somewhere where I either have to pay to drive to or be stuck on the ring road. Science labs are being built all around this area but they will probably end up empty, like so much of the Business Park.	Better and increased routes, reduced prices and remove the LTNs
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	About right	Yes	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Positive	I think it will reduce congestion and therefore improve bus services.	I support the scheme because something must be done. There is a view that congestion would be reduced if the LTNs were removed. You presumably have data about the effect of LTNs on conestion - such data should be publicised better.	I support the scheme because something must be done, however I would have preferred a congestion charge for the whole of Oxford.
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Neutral	Neutral	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all		Very negative	It will result in me not coming into Oxford unless I have to for work. I will shop elsewhere, Witney and Bicester are far more accessible than Oxford for car drivers.	I think overall the County Council have made an absolute mess of Oxford. I was born, bred and once proud to say I lived in Oxford but no more, I have moved out of the City having lived there for more than 50 years and avoid travelling back in as far as I possibly can. utilising Kidlington, Bicester, Witney and Banbury for shoosing and leisure.	Provide better school transport as much of the traffic issues are around school times and are much alleviated in school holidays.
an Oxford resident	daily		I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make Park & Ride buses cheaper, Make buses cheaper for young people		Very negative			
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Very negative	this is being introduced into residential areas, what if one day I need to be dropped home by a friend and then they are charged for it?	it's a free country no one should have to pray for driving in free space especially popular ones.	Instead lower bus prices instead of constantly increasing them and improve the routes
a member of the public living outside Oxfordshire	daily	Personal cars used as goods vehicles for business purposes	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Given the already heavy financial burden on car drivers, this is absurd. For sake: excise duty, road tax, MOT expense , insurance and now the government is piling on with congestion charges and ULEZ. It's hard to imagine how many more on the list. STOP.	Very negative	Given the already heavy financial burden on car drivers, this is absurd. Just think about it: excise duty, road tax, annual MOT requirements, insurance---and now the government is piling on with congestion charges and ULEZ. It's hard to imagine how many more taxes might be on the horizon. It is stressful to earn extra to pay new charges here and there. People start stopping kids activities then other less important but stress relief activities. Car is basic need for working class people. So please don't introduce new burden.		Yes. Inspire local offices and business to set outside of Oxford. Give them grant or other benefits. So commuting people will not travel inside.
a resident of Oxfordshire living outside Oxford	weekly	Personal cars used as goods vehicles for business purposes	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No			Very negative	Id likely forget- and end up being fined. We pay road tax as it is. Enough	Open up the LTN roads	Stop killing businesses. Open up LTN roads Get on with Botley Road works.
a resident of Oxfordshire living outside Oxford	less than weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	No impact	No impact	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make bus services more frequent, Extend hours of operation for buses		Very negative	You haven't provided a map which clearly shows the congestion charge area. I come into Oxford for shopping and sightseeing and usually park in The Westgate Centre. I don't know the names of all the streets I drive along to get there, so your naming streets is useless to me. You don't mention whether those wishing to drive to the Westgate Centre would have to pay the charge but I strongly suspect they would. This is disingenuous of you. The Westgate was designed to be driven to by those living outside Oxford so I do not believe you should be charging people to drive there. You should be fining Network Rail for their wholesale failure to deliver their upgrade on time.	You will put people off coming into Oxford for shopping or sightseeing with this charge. What will happen if I drive in and don't realise I have passed into the zone or forget to pay. Will I face a fine? I have in the past tried to use the park and ride system but it is totally overpriced and the buses are too in frequent. The bus stops are also not in convenient locations and are confusing. I therefore gave up using them. If you want to get people out of their cars you need to make it easier for them and free.	See above. Drastically improve your park and ride system and make it free to use.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	There should be no charges at all	Not sure	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Very negative	My son's nursery is on Marston Ferry Road and we often need to use the car to take him to and from nursery as he is young and finds the walk tough. We also have a newborn baby who is too young put on the back of the bike. This will increase already expensive childcare costs. There should be an exclusion for parents of very young children who cannot always walk or cycle even with the best intention. There are no buses that would assist with the journey and in any case, the buses are very expensive to do two return journeys for drop off and pick up.		More bus routes serving pinch points at busy times. There are lots of journeys that could easily be done by bus but there are no routes serving them.
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Very positive	Very positive	There should be no charges at all	No	Make Park & Ride parking cheaper, Add new bus routes, Make bus services more frequent		Very negative	The conversation charge and the traffic filters make it incredibly difficult for workers to commute into Oxford. This will also have a negative impact for hospitality and retail businesses in there area as it will drive people out of the city		
an Oxford resident	less than weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	Too high	Yes	Make buses cheaper for all, Make bus services more frequent, Add public cycle parking		Positive	I don't drive into Oxford often, so would benefit from having lower traffic and easier bus routes into the city when I do go in.	Ensuring that the cost is for a day pass because it is very easy to pass multiple filters in a single day. Also perhaps only have the traffic filters active during peak hours (i.e. 7am to 10am and 4pm to 7pm)	Reduce bus prices to make it comparable to driving.
a resident of Oxfordshire living outside Oxford	less than weekly		I don't	No impact	No impact	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper		Very negative	As a popular tourist town Oxford should be more welcoming to car users. However much you wish it was true most people will visit by car and if you make it difficult tourist won't come and Oxford will become insignificant.	What do you mean by temporary, 3 months, 6 months, a year ? We need to have some idea of time scales	
a resident of Oxfordshire living outside Oxford	less than weekly		I don't	Very negative	Very negative	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all		Very negative	It's a joke	We pay enough taxes etc	Make publick transport ALOT cheaper
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	No impact	No impact	There should be no charges at all	No	Add new bus routes		Very negative	We live in a village with no bus service. Adding a congestion charge will make travelling to Oxford prohibitively expensive. For us to drive to the park and ride takes substantially longer and is more expensive than simply driving where we need to go.	They will further damage local businesses.	Allow traffic to move through the path of least resistance. In other words, remove the LTNs that are forcing vehicles to move through a limited number of routes.
an Oxford resident	less than weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	Too high	Yes	Make Park & Ride parking cheaper, Make buses cheaper for all, Make bus services more frequent		Neutral			
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	There should be no charges at all	No	Make buses cheaper for all		Very negative	It's a further barrier to be able To access the city where I live to visit friend and to help people my friends already can't cope with the residential parking permit systems let alone more and to be honest it really feels so unfair and another reason why the council seems to be ounishina ordinary people.	Please please please don't do this to us. Life is hard enough already	Tax tourists instead and make tourists pay more To Visit Oxford by car
an Oxford resident	daily	Registered car clubs	I don't	Neutral	Neutral	Too low	Yes	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all		Positive	Any reduction in traffic congestion is welcomed by cylists like me and this will only be accomplished by detering motorists which this small charge may achieve.	I think it is a great idea considering the agreed traffic filters are on hold, it will hopefully encourage motorists to find more appropriate ways to get about in preperation for the bus gates etc.	Many motorists seem totally oblivious to the fact that they are a major problem, congestion is not new to Oxford yet it seems more and more drivers participate in the daily congestion and in bigger and bigger vehicles which puts many people off cycling or walking and makes the busses unreliable. It is time to stop trying to 'nudge' them and start taking some real action such as pedestrianising the town centre and creating LTNs in all rat runs - Quarry Hollow is long overdue for relief from the selfish commuters.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very positive	Very positive	There should be no charges at all	Yes	Make buses cheaper for all, Make bus services more frequent		Very negative	It will cause so much trouble a the Westgate centre and Oxford city centre shops will be closed due to reduced footfall.	Just impose in rush hours times so everyone can otherwise not be impacted . Ridiculous to impose in quiet times in the days	Yes smaller more frequent electric buses - no scooters which are dangerous and get in the way.
an Oxford resident	daily	Registered car clubs	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Positive	Neutral	About right	Yes	Make buses cheaper for all, Other	Better facilities to improve safe cycling and walking in the city	Positive	I think this may improve outdid with traffic in the city at least a little. In still concerned that drivers will be tempted to use our street as rat run (Dene Rd, OX3 7EQ) and Mary continue speeding - I am worried about accidents as the road goes round the corner outside no. 101/103/105 Dene Rd.	Please do everything you can to lessen motor traffic in the city and encourage safe cycling and walking. Thank you very much.	More traffic calming measures and speed cameras, reducing/ banking pavement parking, financial incentives to persuade people to make healthier and safer choices.
a resident of Oxfordshire living outside Oxford	daily	Unpaid carers, Community health or care workers who need to visit multiple locations or travel urgently	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Extend hours of operation for buses		Very negative	OCC = anti car leftiesl You have just sealed the fate of many businesses! Well Done! AND made recruitment and retention at the JR even harder! Good Luck in the next pandemic with no staff. Pricks!		A decent free bus service that runs when people need it. In fact don't bother, most of us from outside the actual city of Oxford don't bother going in to the city unless it's for work, these proposals make it VERY unattractive to go in to Oxford for theatre, eating out, cinema or shopping.
a resident of Oxfordshire living outside Oxford	less than weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	No impact	No impact	There should be no charges at all	No	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		No impact	People will just route around the charged roads, causing rat runs. You shouldn't fund a project on the commission you think it's going to raise especially if the point is to reduce vehicles. It's a lose lose then; no vehicles, no revenue.	There shouldn't be any additional charges while the town is vit on two with the Botley rail works. Business are already suffering as well as people who can't make it from one side of town to the other. It's an abysmal delay and you're making the public pay for it in more ways than one.	More park and ride locations with proper bus routes. The new parks and ride at Eynsham is empty and unconnected. That could seriously improve the a40. Increase routes; there's not a bus from Witney to the hospitals, you need to change and it takes hours when the drive is 30mins.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	There should be no charges at all	No	Make buses cheaper for all, Make bus services more frequent		Negative			
a member of the public living outside Oxfordshire	less than weekly		I don't	Very negative	Very negative	Too low	Yes	Add new bus routes, Make bus services more frequent, Extend hours of operation for buses		Positive	A good start but not applying to vans and other vehicles, and the ridiculous number of free permits will hobble the scheme and it's potentially benefits. The scheme should cost the minimum of a return bus fare with no exceptions. Where are the 100 free tickets for bus users??	Get it done but don't be wimps. Scrap the free permits and charge all motor vehicles for passing.	Workplace parking levy. Reduce parking availability and improve cycle lane and facilities.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice, Community health or care workers who need to visit multiple locations or travel urgently	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Add new bus routes, Make bus services more frequent, Extend hours of operation for buses		Very negative	It's very obvious during any school holiday that the issue is primarily related to school drop offs and so more should be done about this. As well as removing the ridiculous LTNs in the Cowley and Littlemore areas as these have caused significant traffic issues	It's very obvious during any school holiday that the issue is primarily related to school drop offs and so more should be done about this. As well as removing the ridiculous LTNs in the Cowley and Littlemore areas as these have caused significant traffic issues It is useless. Traffic jam is not because many cars. It is because your road and traffic lights design problem. The bus lane design is stupid and waste the road use. The bus services is expensive, not reliable and not frequent.	It's very obvious during any school holiday that the issue is primarily related to school drop offs and so more should be done about this. As well as removing the ridiculous LTNs in the Cowley and Littlemore areas as these have caused significant traffic issues You should build Underground Railroad and develop new road to connect the A34
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Very negative	Negative	There should be no charges at all	No	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Very negative	I need to use car to take my daughter to school in Oxford centre. I need go through centre every day.		
an Oxford resident	daily		I commute to the central permit area by car	Very positive	Very positive	There should be no charges at all	No	Other	Get rid of ltn	Very negative	Extremely hard to get to work and rowing, i work as a doctor in the jr and churchill hospital	Do not implement them, get rid of ltn	Get rid of ltns and do not implement this traffic filter.
a resident of Oxfordshire living outside Oxford	less than weekly	Personal cars used as goods vehicles for business purposes	I don't	No impact	No impact	Too high	Yes	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper		Negative	Although i understand the requirement for this the occasional visit to oxford would be made a bit more awkward as i am unlikely to use my motorbike		
a member of the public living outside Oxfordshire	daily		I commute to the central permit area by car	No impact	Positive	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make bus services more frequent		Very negative			
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Negative	Negative	There should be no charges at all	No	Make buses cheaper for all, Other	Improve road condition and connection	Very negative	This doesn't solve the fundamental issue of road connecting in and around Oxford isn't keeping up with Morden standards. Congestion charges won't stop traffic and worst of all would cause the traffic to build up on the outskirts/ring road.		There are too many bus operators and bad connections and frequencies in some areas outside of ring road. Having empty buses is even worse. Oxford is such a vibrant city, hence the increase number of visitors. Reducing traffic is not the right train of thought, Oxford council should be thinking how to optimise the flow of traffic to reduce standing traffic.
a business	daily	Business cars used as goods vehicles	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Neutral	Too high	No	Make buses cheaper for all		Very negative	That happens is it just diverts traffic to different route. So no overall benefit.	Why have you not included the Woodstock and Banbury road in this scheme. Don't want to upset the wrong people. Something does not smell right to me.	Unfortunately I don't have a magic wand. But the traffic is noticeably reduced when the private schools are on holiday. I feel the drivers going to all these private schools has a massive effect on traffic in Oxford. Have areas on the outskirts of Oxford where parents can drop their children off that attend these schools. They can then get on dedicated buses to their appropriate school. Ban these drivers from comina in to Oxford.
a member of the public living outside Oxfordshire	weekly		I don't	Negative	Negative	There should be no charges at all	No	Other		Very negative	I live in Long Compton Warwickshire just 1 mile from the Oxfordshire border. We have been under the Chipping Norton Health Centre for 27 years. My husband has a life limiting illness and is being treated at the Nuffield Orthopedic Hospital. These charges will make a huge impact on our finances when he goes to the NOH for his essential and life saving treatment		
an Oxford resident	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	Yes	Make Park & Ride parking cheaper		Very negative	I use the locations as my job as a childminder to take the children around Oxford to shops on Botley Road for example I cannot take 6 children on the bus or on a bike So for me it's ridiculous Also how do you expect pensioners to cope with this !!!!!	Stupid money grabbing scheme for selfish people who have not thought about the general public The Woodstock road is already ruined and an accident waiting to happen More money for the Council!!! Everything is done for bikes I have been walking with children and nearly mowed down by bikes who don't seem to have bells any more Too much given to bikes	
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	No impact	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all		Very negative	We live in a village outside of Oxford but travel regularly into oxford for shopping, eating and meeting friends. We try and use the P&R but find the service expensive, unreliable and when travelling alone not safe. We want to shop locally but having to pay a congestion charge on top of parking we would prefer to travel to Milton Keynes. The council are penalising residents and visitors to the city because of the incompetence of the council and network rail for the extended closure of the Botley Road. You should be doing everything possible to encourage visitors/residents to the city not discourage.		Free park & ride parking, regular buses that run frequently and longer hours. Stop tourist buses parking in St Giles. Make St Giles parking cheaper to stop cars trying to get to the Westgate.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Negative	About right	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all		Neutral	I live close to central Oxford, but I do not own a car. My main concern is for my elderly parents (80+ years old), who drive a car to Oxford when they want to visit me.		Make Park & Ride as frictionless as possible.
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Very negative	Very negative	There should be no charges at all	No	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Very negative	I work in Oxford. I cannot afford to live in Oxford. Those who get permits are the wealthy who can afford to live in Oxford. How is this fair? You are making workers in Oxford even more difficult for the ones who have to do it	Buses need to run west to north and with the Botley road closed, need to run from west to north to centre. Stopping so far away from the city centre on the Botley road is not acceptable	Please just leave cars alone. It's hard enough already to make a living without it being made even harder to get into Oxford.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very positive	Very negative	There should be no charges at all	No	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Very negative	The charges apply equally regardless of income, disproportionately affecting lower-income drivers who may not have flexible work hours or alternative transportation. Shoppers may avoid areas with congestion charges, impacting local retail and services. Drivers may reroute to avoid charged areas, leading to increased traffic, pollution, and road wear in surrounding neighbourhoods. Some people may simply pay the fee without changing driving habits, reducing the policy's effectiveness over time.	Negative impacts are clearly outweighing the benefits. The person who suggests should step down.	Remove LTNs
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice, 25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Negative	Negative	There should be no charges at all	Yes	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all		Very negative	We are congested because of the LTNs and allowing parking on the main roads, especially cowley area. Remove that first, and then let's talk about charges. Also there should be no charges for electric cars.		remove parking on cowley roads and don't allow road services during the day or during school holidays.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Very negative	Very negative	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Add new bus routes, Make bus services more frequent, Add public cycle parking, Other	Improve cycle paths	Very negative	The proposed charging scheme limits our access to our city. It's already expensive enough to live here without your thoughtless plans. The cycle paths are mostly terrible and dangerous. There is inadequate enforcement of existing road regulations. For example, the extensive use of cycle paths by electric bikes at high speed. The 20mph speed limit is a good rule, but useless as it's not enforced.	I strongly opposed these new measures. I will exercise my democratic right to elect officials who did not support these terrible LTNs and congestion charges.	Improve cycle routes in Oxford and to all the local villages. Allow free use of vehicles after 6pm with free parking. Give us back our city!!!
a resident of Oxfordshire living outside Oxford	less than weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Neutral	Neutral	There should be no charges at all	No	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Negative	There are no direct buses to Westgate start from one which that's 90 minutes from Wantage. You have to get out and walk from osney. So we drive and park in Westgate. The traffic is usually fine. If we are going as a family, it is cheaper and more convenient than park and ride and paying for 4 people to use the bus. If you want to reduce traffic, you have to make bus travel super convenient and very frequent. For example there should be an express service to the JR from every Oxfordshire town.	Just seems like a way for the council to make more money, not to help residents.	Increase buses first rather than penalizing people first.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Neutral	Neutral	There should be no charges at all	No	Other	Lower council tax	Very negative	Any congestion charge will further destroy shopping in Oxford. Local traders and restaurants will see less footfall. This will lead to yet more empty shops and a sense that the high street is a place for vape, nail and barber shops - resulting in less jobs, worse pay and an increase in the general degradation of Oxford and inevitably you will charge residents - like you do for parking outside their homes.	Just don't do it. The restrictions on driving are so bad because of the terrible changes to traffic flow already out in place between Iffley, Cowley and Headington roads. This feels like yet another money grabbing scheme like parking. Disgraceful and must surely be revenue losing as no one parks in Oxford now as the prices are so extreme.	Remove the traffic filters in Cowley.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Negative	Too low	Yes	Make buses cheaper for all, Add new bus routes, Other	improve cycling facilities (protected lanes, shortcuts, parking, communal ooms/tools ...)	Very positive		Improve the communication around the scheme. Focus on the positives.	Help businesses and shops make use of the empty units within the city. This way, there is less need for people to travel long distances.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice, 25 day passes for residents in the Oxfordshire permit area, on days of your choice, Community health or care workers who need to visit multiple locations or travel urgently	I don't	Negative	Neutral	There should be no charges at all	Not sure	Make buses cheaper for all, Add new bus routes, Make bus services more frequent, Extend hours of operation for buses		Very negative	I lives one of the charged areas, it's very difficult and expensive if u charge for travel	No	promote public transport system ,and put more buses on time
an Oxford resident	daily		I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No			Very negative			

Survey Response													
I am responding to this survey as	How often do you travel in or around Oxford?	Please tick which of the following free permits and passes you think you may be eligible for	Do you live in, visit a resident by car or commute by car to the proposed central Oxford	Central Oxford residents' permitit is proposed that residents in the central Oxford	Central Oxford permit area commuters' permitit is proposed workers commuting	We are proposing a single charge of £5 to allow cars without a day pass or permit	Do you think that charges should vary, with drivers of larger cars paying more and	Income generated by introducing the proposed temporary congestion charge would be used to cover the set-up and operating costs of the scheme.	If other improvement, please state	Taking into account all the information we have provided about the proposal to	Please explain your answer	Do you have any other comments about the proposal for six temporary congestion charge locations in Oxford that you have not already shared in this survey?	Do you have any suggestions for other ways to reduce traffic and tackle congestion in and around Oxford?
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Positive	Negative	About right	No	Make buses cheaper for all, Make bus services more frequent, Add public cycle parking		Positive	I am hoping it will reduce traffic.	I am concerned this, like the fingers, will increase traffic through Old Marston at peak commuter times.	An aerial egg lift linking Thornhill P&R > Osler Road / JR hospital > Town Centre.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Negative	Too low	Yes	Make Park & Ride buses cheaper, Make buses cheaper for all, Make bus services more frequent		Positive	Could go further, eg restricting hours of access for "other" vehicles (delivery etc) to outside normal peak times		Reduce the amount of parking currently available with a aim to discourage driving into the centre
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Positive	Negative	Too low	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Add new bus routes, Make bus services more frequent, Extend hours of operation for buses, Add public cycle parking		Positive		I think 3 cars for commuting is excessive	restrict larger vehicles such as trucks and vans within certain hours - so not during peak schools hours (7:30-9, and 3:30 to 5). This would make cycling with kids safer and more appealing.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	About right	Not sure	Make buses cheaper for all, Add new bus routes, Add public cycle parking		Very positive	Would expect to see fewer cars crossing the city centre, so buses would be faster/more timely and walking/cycling would be safer and more pleasant		School term times seem to produce the heaviest traffic, finding better ways for children to get to schools (rather than being driven in and out individually) could make a big difference. A shift away from the near-universal 9-5 working hours could also help soread out "rush hours".
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	Yes			Very negative	I'm an NHS manager, working almost 24/7, working every day after job planned hours from hime, additional commuting time will have neoative imoact on my service		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	Too low	Yes	Add new bus routes, Make bus services more frequent, Add public cycle parking		Very positive	It is currently quicker to cycle in and around the city than to go by bus. The roads should be clearer for people who *need* to use their cars and permit the free flow of traffic. Buses will be quicker, and therefore more appealing to use, and cycling will be safer.	Owing to the timing of sessions, there needs to be provision for access to the ice rink, whether that is by improving bus services or adjusting the congestion charge for users. Otherwise, training would be affected to such an extent that competitive skaters will need to move to other rinks, such as Swindon, which are further away, which will affect the rink's ability to operate and remain competitive	Look to other medieval cities abroad that have put cycling first and see what measures we can adopt. A good example is Uppsala, in Sweden, which is also a medieval university town and is almost entirely car-free in the centre. Cars should be used for getting out of Oxford, and not necessary for getting into or around Oxford.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	There should be no charges at all	Yes	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Negative	I will have to leave my job at the school where I work part time because the most direct route includes one of the charging zones and going the long way would take too long and will use too much petrol. Going there by bus would take ages as there is not a good direct service available.	They are not a good idea because the rich can afford to pay and will continue congesting the road, but those on lower income will struggle.	Removing the LTNs in East Oxford would be a good start. Have more bus routes that cover the entire city and better connection services to the surrounding villages.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	Too high	No	Make buses cheaper for all		Negative	Push traffic onto already busy alternate routes already impacted by LTNs		Use the river to provide alternative transportation into Oxford
an Oxford resident	daily	Taxis and private hire vehicles	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Make BUSES FREE FOR LOCAL PEOPLE BETWEEN WORKING HOURS AND SEE WHAT IMPACT THAT HAS ON TRAFFIC AND SCHOOL RUNS	Very negative	Will hurt people that come to Oxford to work and who live locally .. turning Oxford into a Prison	All the surrounding roads will be impacted massively, there wasn't a congestion problem before that LTNS went in.. SUMMERTOWN IS THE WORST FOR PEOPLE THAT DON'T LIVE LOCALLY	Free bus passes, council has the ability now to run its own bus services due to changes in the law, also bus ticket prices are extortionate for such small journeys and cause issues financially, Park and Ride should be free and buses to and from them should be one pound no more, if you want people to use Oxford and use it services make it cheaper for them to access them.
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Fix the badly managed roads and roundabouts	Very negative	It's literally a money making scheme. Not everyone falls into the same category of 'they should walk, get a bus or cycle' I now live in Abingdon, but I grew up in Cowley, I work in Cowley, my partner works in Cowley, my daughter goes to nursery in Rose Hill, I still have a lot of friends and family in Cowley that I see regularly, usually after work. You have already made that difficult with LTNs, I have to sit in a lot more traffic now than I ever did before. People will not stop driving! We pay for our cars, our insurance, our tax, and you want to charge us more just for the privilege of driving in our own city! There is no bus route that will allow me to go to drop off my daughter at nursery, go to work, then to pick up my daughter, and then to visit my family! And if there was it would probably double my journey time! I cycle to work when I can, but not if I have to do the nursery run. I have never ever had a problem cycling round Oxford! The majority of families and households rely on these cars to go about their daily business! Stop trying to penalise them!	You never spoke about this pre election as you knew you would struggle to get voted in! You have ruined Cowley with your LTNs already! You as a council are not listening to residents. Just look at the petition with over 10,000 signatures against! Look at the comments! Put your congestion charge in areas where you were voted in! Leave Cowley alone! Majority of residents do not want your greedy schemes! You seem to be targeting the poorer areas! If you really want it, then open up some of the LTNs so that the traffic can flow freely!	Open up the LTNs! Simple!
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Fix the roads you have already . Not put money into private owned companies	Very negative	Cost of living. Total restriction of mourret. Motorists already pay to use the roads . The restrictions are all placed on one side of the city . Traffic will vastly increase on the last remaining routes into the city	The council will not take any notice of the opinions of residence as the vast majority of councilors don't live or work in Oxford	Open up all the road network to motorists there by speading congestion out. Target schools as when the schools have broken up for holidays, then congestion in Oxford becomes virtually none existent
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice, Community health or care workers who need to visit multiple locations or travel urgently	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Negative	Neutral	There should be no charges at all	No	Other	Make park and ride parking FREE	Very negative	I feel that those who can afford the charge will just pay it and have no impact at all, continue to drive their children to the private schools etc and those of us without access to wealth and privilege for example NHS and other public sector staff who have been subjected to real terms pay cuts for 14 years and cost of living crisis will be forced into sitting in worsening traffic on the ring road and avoiding the congestion charge . The administrative burden of healthcare workers having a permit has also not been fully considered	I think this is a wholly bad idea	Make safe cycling routes which are segregated and lit up so safe for women Don't close the towpath for months at a time so people can cycle and walk Make the buses free Open the Botley Road so Botley residents can actually use the bus
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	There should be no charges at all	No	Make buses cheaper for all		Negative	I live on horspath road and I work 25 miles out of the city.I turn right onto Holloway to get on eastern bypass,once my passes are used up I would then have to turn left onto Holloway and make my journey much longer and stressful,my work time changes so I will have no choice,personally I believe Oxford residents should be exempted from charge,especially residents that live one of the 6 roads .we cav enough council tax to justify this...	Please exempt anyone living on 1 of the proposed routes	How about opening all LTNs on a trail basis to ease congestion
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Very negative	Very negative	There should be no charges at all	No	Make buses cheaper for all, Add new bus routes, Add public cycle parking		Very negative	I will no longer shop in central Oxford. I work at a school in West Oxford and this will cause recruitment and retention issues at our school for teaching and support staff.	The traffic problems in Oxford have been caused by the establishment of the LTNs. The proposals will simply divert more cars along fewer roads and make people's commute even longer. The Oxford ring road will become clogged. Footfall to shops and amenities in the city centre will diminish and more shops will close. My husband needs to attend the John Radcliffe Hospital as a patient and his journey from East Oxford will become even more fraught (he would need to cqtch two buses and walk half a mile to get there by public transport). Since the inception of the LTNs my daily cycle commute from East Oxford to West Oxford has become more dangerous (e-scooters, bikes and vehicles all vying for the same space on the Iffley Road; buses, ambulances and heavy goods vehicles in particular encroach the cycle lane on the Iffley Road because the road simply isn't wide enough for two traffic lanes and two cycle lanes; the air is foul to breathe when vehicles are stationary).	Remove the LTNs. Our current bus service number 3 ends at Westgate. We don't have a service that connects us directly to other parts of Oxford eg Headington, for the hospitals, the train station, bus station, West Oxford, Summertown. The lower deck of buses could be redesigned with less seating and more standing room / open space to increase provision for travellers using wheelchairs or pushchairs.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice, Personal cars used as goods vehicles for business purposes	I commute to the central permit area by car	Neutral	Very positive	About right	Not sure	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make bus services more frequent, Add public cycle parking		Neutral	I work in properties of people marketing their homes and have no fixed route but often travel and need to park in the proposed areas. Provided I am able to travel into these areas free of charge the reduction in traffic would be positive.		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	Too high	Not sure	Make buses cheaper for all, Add new bus routes, Add public cycle parking		Negative	I will be cut off from other parts of the city	Residents should get more than 100 free days. Or just not do it but have an emmison zone instead	I would prefer a city wide emmosions zone (similar to London). Only electric cars being completely free. This would reduce traffic but still make it possible to get around. You are disproportionately effecting residents who will have to go out and round the ring road to come back in. It will also create bottle necks like heedley way where there is just 1 stream of traffic
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice, Community health or cares workers who need to visit multiple locations or travel urgently	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Add new bus routes, Make bus services more frequent, Extend hours of operation for buses		Very negative			Discourage car use by extending bus services and making bus journeys cheaper
a resident of Oxfordshire living outside Oxford	less than weekly		I don't	No impact	No impact	There should be no charges at all	No	Other	Make the roads better. The A40 desperately needs to be a dual carriageway the whole way from Witney to green round roundabout. There needs to be a direct A40/A34 link. You need to scrap the awful bus lanes around wolvercote roundabout.	Very negative	It's just another tax so you can use the money to make Oxfordshire even worse to live in. Just realise we're in the middle of the country with key road routes that people need to use cars on.	Don't do it.	Improve the rest of the roads. Look at how much money is being spent on the A417 missing link, a major project to improve A40 and A34 would improve Oxford no end. Who actually wants to get a bus with all their shopping? Especially when it's shared with uni students?
a resident of Oxfordshire living outside Oxford	weekly		I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all		Very negative			
a resident of Oxfordshire living outside Oxford	less than weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Sort out Park & Ride to be safe for lone travellers particularly older women. Currently I do not feel it is a safe, comfortable form of travel even in daylight.	Very negative	No clear understanding how commuters from north Oxfordshire can travel to Oxford. This will affect businesses and shopping in the city centre. I do not feel safe or comfortable on public transport in the winter, with dark, wet and cold days. I would limit comimo to Oxford for entertainment. oleasure or work.	The council are using this as a money making scheme. It does not aid charities, museums or business within the city centre. No safety concerns have been taken into consideration for women, lone workers or children.	Sort out the dual routes and carriers. Make the buses better to use. Make them safer.
a resident of Oxfordshire living outside Oxford	less than weekly		I don't	Very negative	Very negative	There should be no charges at all	No	Make Park & Ride parking cheaper		Very negative	Due to the botley road closure, we can't use the park and ride so we have to drive to get to west gate shopping centre. Now we have to pay £5 before we even get to the car park and then we have to pay for parking which is expensive as it is. Plus we like to watch the Oxford stars so now we have to pay £5 before we even get to the ice rink so now this will put us off going g ice hockey every week as we can't afford to go which means Oxford will loose there ice hockey team	I understand the need to some form of charge. The charge should start after the entrance to the west gate shopping centre car park and ice rink to keep people coming to the shopping centre and to come and support their local teams. With the charge this will drive people away as you have now other valid means to get people to those locations with ease	Review your internal processes when it comes to proposed works as the general public knew the botley road closure would be extended even before the work began so those processes needs to be addressed for any future projects as your decisions have ended many business and your future congestion charges are going to end even more businesses
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice, Personal cars used as goods vehicles for business purposes	I don't	Neutral	Negative	About right	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all		Positive	I live in St Clements and the traffic has got appalling. I hope it will make it a bit more reasonable. 100 passes is plenty for us to do our occasional trips to The Plain to go up Iffley road and out to the ring road. My husband's business may qualify as a personal car used for goods transport but actually we may only need 100 passes total to account for that.	Just that the bus gate idea seems neater but I think this is a good alternative for now.	I gave lots of responses to the Oxford Brookes study funded by the Rees Jeffreys Road Fund - it's a good report, out now.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Positive	Positive	Too low	Yes	Make buses cheaper for all, Add new bus routes, Add public cycle parking		Positive	I hope it will encourage people to use their car less.	There are too many exceptions and too many passes, more restrictions and fewer passes would be better.	Remove car parking from city centre (e.g. St Giles, Worcester St car). Work with private schools to ensure less car use at these schools. Westgate shopping centre generates a bit of traffic, reduce the parking there. Ensure busses are cheaper than driving. Ideally invest in other transport such as light trams (see e.g. Coventry or Liverpool). More investment in active travel / less or no investment in road buildins.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Negative	Neutral	There should be no charges at all	No	Make buses cheaper for all		Negative			
a resident of Oxfordshire living outside Oxford	less than weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Neutral	Neutral	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make bus services more frequent, Add public cycle parking		Negative	I am less like to go to Oxford as a result of the proposed scheme.	Oxford is not big enough to have a congestion charge zone. The area covered is very small. It will be easy to avoid the charge by taking alternative route into the city centre and there will be pressure to park on streets just outside of the charge zone.	Improve traffic flows around the Ring Road. Make buses and Park & Ride parking cheaper and make buses more frequent.
a resident of Oxfordshire living outside Oxford	daily	Blue badge holders	I commute to the central permit area by car	Negative	Negative	There should be no charges at all	Not sure	Make Park & Ride parking cheaper, Add new bus routes, Make bus services more frequent		Very negative			
a resident of Oxfordshire living outside Oxford	weekly	Blue badge holders	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Make buses cheaper for young people, Make bus services more frequent		Very negative	Having this scheme will only make me no longer visit my relatives, regardless of me having a disabled badge.		Could start by all members of the council to use the bus.
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't			There should be no charges at all	No	Make buses cheaper for all, Make buses cheaper for young people, Make bus services more frequent, Extend hours of operation for buses		Very negative	We live just 4 miles from Oxford city centre and we usually go to the mosque weekly in east Oxford as well as do our weekly food shopping from Cowley rd because we don't have these facilities where we live. This change will impact us really neoatively as we will need to take two buses to get to east Oxford in order to avoid the charge.	If you live in the north of the city (Kidlington, Yarnton) and you need to travel to the east of the city, buses are neither convenient nor well connected, no matter how much you reduce traffic. For those who need to buy halal food, there is no alternative as there is verv little orovision of halal food shops in the north side of Oxford.	Provide cheap bus tickets. It costs 4.80 for a return ticket. That's a lot of money and it's cheaper to take the car and pay parking fees. Especially when the whole family goes out together.
an Oxford resident	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Negative	Neutral	There should be no charges at all	No	Make buses cheaper for all		Very negative	It's a stupid idea		
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Very negative	Negative	There should be no charges at all	No	Other	Use it to lower the car park charges	Negative	As a person of pension age I already find it difficult carrying heavy shopping but this is made easier if I can drive and carry it to the car. to have to carry it around the city and then to a bus is unacceptable	We have tried since Covid to try to use local businesses rather than online shopping but this charge will effectively stop us from usina the city centre. is this what Oxford City council want?	Leave the roads alone, so far the council's recent decisions have made congestion worse
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	Too high	Not sure	Make Park & Ride parking cheaper, Make bus services more frequent, Extend hours of operation for buses		Very negative			
a resident of Oxfordshire living outside Oxford	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Very negative	Very negative	There should be no charges at all	No	Make Park & Ride parking cheaper		Very negative	just another con to extract more moneyfrom motorists	will just cause more disruptionto the ordinary motorist, but the same as ltns this will go ahead regardless off this survey frace	dont have these gates and remove the ltns
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Positive	Positive	Too high	No	Make buses cheaper for all		Positive	I'll be alright Jack!	But it will be another nail in the coffin for Oxford as a Town with regard to shops & businesses. Cars are necessary for ease of life, carrying more shopping, giving lifts. The elderly & those not fit & don't qualify for blue badge will again be disadvantaged. Too much admin involved & will most likely be problematic. Council tax & road tax is already paid for the upkeep & use of these roads. So less Town & more Gown takina over.	Cancel big social events. Cancel all events that close the centre of Oxford (except Remembrance Day) All fun runs (& like) should be done off road & in the large Oxford parks or on running tracks. Any other place but central Oxford
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	There should be no charges at all	Yes	Other	Improve road surface quality and potholes	Very negative	We will be charged every time we take children to school or nursery, there is no alternative.	Ring road is at the limit now. It will be heavily congested when this is implemented. It will be a much better improvement to remove roundabouts and traffic lights from the rina road so the capacity is increased.	Close inner city centre to all cars.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very positive	Very positive	About right	Yes	Make buses cheaper for all, Make bus services more frequent, Add public cycle parking		Very positive	I live on the Abingdon Road and we are gridlocked most of the time, terrible for fumes and pollution	please bring this in	LTNs are slowing buses round st Clements, buses should be allowed to use the short cuts
an Oxford resident	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Very negative	No impact	There should be no charges at all	No	Other	As a female travelling alone in the evening I do not feel safe using the Park and Ride bus.	Very negative	As a Kennington resident only a few miles outside Oxford I am only entitled to 25 passes. I have an elderly parent who is unable to use buses due to mobility. This scheme is biased to areas where councillors live. The bus service is too unreliable. Since the introduction of LTNs, movement around Oxford is congested and not working. There are times when people are forced to drive for a variety of reasons, e.g., parents dropping children off at school and then needing to get to work. You have no consideration to what the majority of residents need in Oxford and it feels that any 'consultation' is already a 'done deal'.		Take out the LTNs.
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Very negative	We visit my family minimum once a week and 25 passes isn't going to cover it. How dare you charge families to see each other. We are in a cost of living crisis without this extra REDACTED.	Temporary?!? Yeah we all know what Temporary means in Oxford. Botley closure was Temporary. I don't trust you to make it Temporary.	Cheap, frequent buses the serve throughout Oxfordshire. One £3 charge to use on all buses. If we wanted to visit the family I'd have to get 2 buses so that's £12 there and back for one of us let alone the rest.
a resident of Oxfordshire living outside Oxford	less than weekly	Frequent hospital patients	I commute to the central permit area by car	Very negative	Neutral	There should be no charges at all	Yes	Add new bus routes, Make bus services more frequent		Very negative	As a regular hospital patient sometimes my appointments are 8.30 am or could be after 3pm depending on times for treatment or dr appointments this would then hit me for congestion charge times Also I work for a company having to visit colleges in Oxford this again will hit me travelling into the enter of Oxford this can be two or 3 times a week depending on appointments and commitments to businesses	You have driven traffic away from Botley Road for years now you want to penalise CARS! Once that is over for visiting Oxford. Why is North Oxford not on any of these proposed routes? Why are vans, motorbikes, mini buses, work vehicles or lorries not going to be charged? The LTNs caused congestion in other roads that took traffic away to quieten the lm streets down making more pollution and congestion for the other areas. You really need to buck up your ideas and try and generate income into Oxford for the flagging businesses as their rates are huge and the congestion charge will put people of coming to the town. The bicycles causes lots of congestion as cars can't overtake them due to the 20mph speed limit, are they going to be penalised?	Ban cyclists as cars can't over take due to 20mph speed limit. They have no road awareness and although paying no road tax think the own the roads.
an Oxford resident	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Neutral	Negative	There should be no charges at all	No	Make buses cheaper for all, Make buses cheaper for young people, Add new bus routes		Negative	There should not be a charge it will stop people coming into Oxford shopping	No	
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very positive	Very positive	About right	Yes	Make buses cheaper for young people, Make bus services more frequent, Add public cycle parking		Very positive	great to reduce traffic and pollution, the Westgate car park has been a disaster for traffic flow	bring it on please	
an Oxford resident	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice, Unpaid carers, Frequent hospital patients	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make buses cheaper for all, Make bus services more frequent, Extend hours of operation for buses		Very negative	Another ridiculous idea by OCC, as if the current schemes havent messed up traffic and reduced business enough.		Cheaper bus journeys, schemes for employees travelling to Oxford
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Negative	Neutral	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Add new bus routes		Very negative		Until fully segregated cycle lanes are widespread in the city centre this proposal is very premature	Fully segregated cycle lanes
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	Too high	No	Make buses cheaper for all, Make buses cheaper for young people, Extend hours of operation for buses		Very negative	We are already hemmed in by 3 ltns in a Mike radius, now to access our house we will be forced to go down Holloway and along Oxford Road. To get anywhere. Making hospital visits impossible.	Yes crap it	Open LTNs as traffic was never thus busy before imposed ltns
a business	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make buses cheaper for all, Add public cycle parking		Very negative	I am being charged to have and to run a business in Oxford. A ridiculous policy!	Don't have them at all!	Make buses more attractive, and cycle routes
an Oxford resident	daily	Registered car clubs	I don't	No impact	No impact	About right	Yes	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all		Positive	There is way too much traffic in Oxford. Air pollution is very high, emergency vehicles can be stuck in queues, busses delayed due to too many private vehicles typically carrying only 1 or 2 people on board. The sooner schemes are implemented to reduce the traffic, the better for all.	Imposing a charge is a good idea to limit cars. But at the same time busses are very expensive, with return tickets costing 6£. For those who live outside Oxford far from bus routes, park and ride is also costly. These costs should've lowered drastically to make them not only more practical, but also more economically viable. This would also support the less well off, who often live outside of Oxford and have to commute to work.	I would recommend scrapping a few bus stops where there isn't enough space for busses to overtake those at the stop. Alternatively, since many busses travel along similar routes, not all busses should stop at all stops. This would increase flow, speed of travel, and reduce congestion at stops.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice, Registered car clubs	I don't	No impact	No impact	Too low	Yes	Make buses cheaper for all, Add new bus routes, Make bus services more frequent, Extend hours of operation for buses, Add public cycle parking		Very positive			
an Oxford resident	daily	Personal cars used as goods vehicles for business purposes	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Potholes, get rid of parking permits, build a entrance to the eynsham park and ride (wasted money)	Very negative	I really don't understand what the council are doing to my roads. Side streets shut of by LTN's, just prolong my journey, on streets that are now deserted, no more people walking, no more cyclists and no children playing on the streets, I see it every single day, and if the council want to sit in my van at night, you are more than welcome to do so, to see what I have to sit in, when I could actually get home a lot quicker and reduce pollution in doing so. You tend to make the traffic look bad, along the likes of iffley rd/ cowley rd, which gives a false impression, as you are the ones making it. Just open up all roads and streets and let traffic flow again. Not everyone wants to get on a bus.	Yes , waste of time and money	Open up roads, LTN's, get rid of bus gates, keep traffic flowing
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice, Frequent hospital patients	I don't	No impact	No impact	There should be no charges at all	No	Other		Very negative	If I have to go to the JR or Churchill every day for 14-17 days as I have in the past, that means £70-85 in congestion charges. This is unacceptable for having to take care of urgent medical needs.	Don't do it. Oxford has become entirely undriveable. I only go now for urgent medical requirements and am not able to afford or be limited to all these extra charges and car restrictions. Build more community hospitals if you can't be bothered to help medicalk necessary visitations to Oxford easv.	You're doing an excellent job of killing off businesses in Oxford already so that no one wants to go there. Build/allow more services outside of Oxford and stop centralising everything if you don't want all of Oxfordshire needing to get into the city centre.
a resident of Oxfordshire living outside Oxford	daily	Blue badge holders	I commute to the central permit area by car	Negative	Very negative	There should be no charges at all	Yes	Make buses cheaper for all		Negative	What a waste of money consulting and implementing a scheme that will only last a year. If it's because of the Botley Road delays. aet Network Rail to pav for it.		Stop private school parents driving Monty and Clementine to school in Oxford in their unnecessarily large 4x4s. It's bliss durina school holidays when the roads are quieter.

Survey Response													
I am responding to this survey as	How often do you travel in or around Oxford?	Please tick which of the following free permits and passes you think you may be eligible for	Do you live in, visit a resident by car or commute by car to the proposed central Oxford	Central Oxford residents' permitit is proposed that residents in the central Oxford	Central Oxford permit area commuters' permitit is proposed workers commuting	We are proposing a single charge of £5 to allow cars without a day pass or permit	Do you think that charges should vary, with drivers of longer cars paying more and	Income generated by introducing the proposed temporary congestion charge would be used to cover the set-up and operating costs of the scheme.	If other improvement, please state	Taking into account all the information we have provided about the proposal to	Please explain your answer	Do you have any other comments about the proposal for six temporary congestion charge locations in Oxford that you have not already shared in this survey?	Do you have any suggestions for other ways to reduce traffic and tackle congestion in and around Oxford?
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Positive	Negative	About right	No	Make buses cheaper for all, Make bus services more frequent, Add public cycle parking		Positive	I am hoping it will reduce traffic.	I am concerned this, like the fingers, will increase traffic through Old Marston at peak commuter times.	An aerial egg lift linking Thornhill P&R > Osler Road / JR hospital > Town Centre.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Negative	Too low	Yes	Make Park & Ride buses cheaper, Make buses cheaper for all, Make bus services more frequent		Positive	Could go further, eg restricting hours of access for "other" vehicles (delivery etc) to outside normal peak times		Reduce the amount of parking currently available with a aim to discourage driving into the centre
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Positive	Negative	Too low	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Add new bus routes, Make bus services more frequent, Extend hours of operation for buses, Add public cycle parking		Positive		I think 3 cars for commuting is excessive	restrict larger vehicles such as trucks and vans within certain hours - so not during peak schools hours (7:30-9, and 3:30 to 5). This would make cycling with kids safer and more appealing.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	About right	Not sure	Make buses cheaper for all, Add new bus routes, Add public cycle parking		Very positive	Would expect to see fewer cars crossing the city centre, so buses would be faster/more timely and walking/cycling would be safer and more pleasant	Seems like a good way to test out the traffic filter ideas before going into the trial proper	School term times seem to produce the heaviest traffic, finding better ways for children to get to schools (rather than being driven in and out individually) could make a big difference. A shift away from the near-universal 9-5 working hours could also help soread out "rush hours".
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on davs of vour choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	Yes			Very negative	I'm an NHS manager, working almost 24/7, working every day after job planned hours from hime, additional commuting time will have neoative imoact on my service		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	Too low	Yes	Add new bus routes, Make bus services more frequent, Add public cycle parking		Very positive	It is currently quicker to cycle in and around the city than to go by bus. The roads should be clearer for people who *need* to use their cars and permit the free flow of traffic. Buses will be quicker, and therefore more appealing to use, and cycling will be safer.	Owing to the timing of sessions, there needs to be provision for access to the ice rink, whether that is by improving bus services or adjusting the congestion charge for users. Otherwise, training would be affected to such an extent that competitive skaters will need to move to other rinks, such as Swindon, which are further away, which will affect the rink's ability to operate and remain competitive.	Look to other medieval cities abroad that have put cycling first and see what measures we can adopt. A good example is Uppsala, in Sweden, which is also a medieval university town and is almost entirely car-free in the centre. Cars should be used for getting out of Oxford, and not necessary for getting into or around Oxford.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	There should be no charges at all	Yes	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Negative	I will have to leave my job at the school where I work part time because the most direct route includes one of the charging zones and going the long way would take too long and will use too much petrol. Going there by bus would take ages as there is not a good direct service available.	They are not a good idea because the rich can afford to pay and will continue congesting the road, but those on lower income will struggle.	Removing the LTNs in East Oxford would be a good start. Have more bus routes that cover the entire city and better connection services to the surrounding villages.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	Too high	No	Make buses cheaper for all		Negative	Push traffic onto already busy alternate routes already impacted by LTNs		Use the river to provide alternative transportation into Oxford
an Oxford resident	daily	Taxis and private hire vehicles	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Make BUSES FREE FOR LOCAL PEOPLE BETWEEN WORKING HOURS AND SEE WHAT IMPACT THAT HAS ON TRAFFIC AND SCHOOL RUNS	Very negative	Will hurt people that come to Oxford to work and who live locally .. turning Oxford into a Prison	All the surrounding roads will be impacted massively, there wasn't a congestion problem before that LTNS went in.. SUMMERTOWN IS THE WORST FOR PEOPLE THAT DON'T LIVE LOCALLY	Free bus passes, council has the ability now to run its own bus services due to changes in the law, also bus ticket prices are extortionate for such small journeys and cause issues financially, Park and Ride should be free and buses to and from them should be one pound no more, if you want people to use Oxford and use it services make it cheaper for them to access them.
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Fix the badly managed roads and roundabouts	Very negative	It's literally a money making scheme. Not everyone falls into the same category of 'they should walk, get a bus or cycle' I now live in Abingdon, but I grew up in Cowley, I work in Cowley, my partner works in Cowley, my daughter goes to nursery in Rose Hill, I still have a lot of friends and family in Cowley that I see regularly, usually after work. You have already made that difficult with LTNs, I have to sit in a lot more traffic now than I ever did before. People will not stop driving! We pay for our cars, our insurance, our tax, and you want to charge us more just for the privilege of driving in our own city! There is no bus route that will allow me to go to drop off my daughter at nursery, go to work, then to pick up my daughter, and then to visit my family! And if there was it would probably double my journey time! I cycle to work when I can, but not if I have to do the nursery run. I have never ever had a problem cycling round Oxford! The majority of families and households rely on these cars to go about their daily business! Stop trying to penalise them!	You never spoke about this pre election as you knew you would struggle to get voted in! You have ruined Cowley with your LTNs already! You as a council are not listening to residents. Just look at the petition with over 10,000 signatures against! Look at the comments! Put your congestion charge in areas where you were voted in! Leave Cowley alone! Majority of residents do not want your greedy schemes! You seem to be targeting the poorer areas! If you really want it, then open up some of the LTNs so that the traffic can flow freely!	Open up the LTNs! Simple!
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Very positive	Very positive	Too high	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Make buses cheaper for young people, Make bus services more frequent, Extend hours of operation for buses, Other	Extend exemption permits to Holywell Street area residents unable to cycle due to health / age (non-blue-badge) who will be forced to daily congest Summertown to transport heavy shopping, children, elderly, equipment to/fro South Parks / South Oxford	Very negative	I am a resident of Holywell Street, who is unable to cycle due to health (unstable pelvis meaning cycling is extremely painful and Raynauds syndrome causing ulceration of my hands in cold weather, meaning cycling is not an option in winter) with children whose hands also ulcerate in cold weather so cannot cycle in cold weather, as well as elderly parents who are unable to cycle due to age). None of us is eligible for blue-badges. I daily drive to the South Parks / South / East Oxford area to transport heavy shopping, children, elderly relatives and schools/sports/orchestra equipment. The current proposal has me 'trapped' in the 'tip' of the Summertown 'pizza slice', which will force me to daily congest Summertown, the ring road and London Road or Cowley Road simply to access the South Parks / South / East Oxford area for my children's education, our family's food shopping and to visit elderly relatives. This is completely illogical. The congestion charge will not encourage me to go by bus, since I can't take heavy shopping/equipment/elderly relatives on the bus; neither will it encourage me to cycle (due to the non-blue-badge health reasons outlined above); it will simply force me to congest the whole length of the Banbury Road twice a day, plus the ring road, and either London or Cowley Roads, increasing my journey-time ten-fold.	By dividing Oxford into slices like a 'pizza', those of us who live (not just work) in the centre of Oxford are essentially trapped in the 'tip' of a slice – a move more akin to British colonialism and than to even a basic understanding of how communities function. Unlike commuters who work in the centre, our families live here 24/7, meaning we need to transport heavy shopping, elderly parents, children, etc around the centre of the city, across the bus gates/congestion charging points and back multiple times a week in the way that commuters don't. Commuters won't be paying a congestion charge to do their A&S shop, visit their elderly parent at the weekend, take their children swimming, etc, but we will. The council doesn't seem to have taken our very particular situation into account, and perhaps doesn't recognise that the proposals will force us to congest and pollute the city, but forcing us to drive all the way out the ringroad, round and back again, simply to access another location in central Oxford.	Decrease bus fares significantly. Make family tickets affordable. Currently taking a family on the bus is simply unaffordable. Standardise bus fairs. Stage Coach and City charge different prices even though they both share the same services - eg some Number 8 buses are Stage Coach and some Number 8s are City buses. Ensure the 'Get Around for a Pound' scheme for young children is available on ALL buses - currently it's available on City buses, but not on Stage Coach buses, which means young people using, for example, the Number 8, can only travel affordably on a Number 8 that's run by City, and if a Stage Coach Number 8 comes along, they can't afford to get on it, which is completely illogical. Increase frequency of buses, for example the ST2, which my daughter used to catch from St Cross Road to Valentia Road, was reduced last year to just once an hour, which means we have completely stopped using it
a resident of Oxfordshire living outside Oxford	daily		I don't	Neutral	Neutral	There should be no charges at all	Not sure			Very negative			Open up all possible routes. This will allow people the maximum opportunity to adapt to the traffic conditions at the time that they need to travel.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I commute to the central permit area by car	Negative	Negative	There should be no charges at all	No	Add new bus routes, Make bus services more frequent, Extend hours of operation for buses		Very negative	Drivers will find other routes to avoid charge leading to longer journeys, more emissions and more tailbacks compared to status quo where traffic routes are more dispersed	Don't do it - reason see points made in response to question 11	More and better roads will allow traffic to disperse better leading to fewer tailbacks and less congestion. Provision of more car parkins space will reduce time drivers are searching for parking spaces
a member of the public living outside Oxfordshire	less than weekly		I don't	No impact	No impact		Not sure	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all		Negative			Both my son and my daughter-in-law are university alumni (Queen's and Oriel colleges respectively). At the start and end of each term they were required to move ALL their possessions between home and College. The would have going into the congestion charge area. This is a very specific issue that only occurs on six occasions a year but I do think you should allow parents of students a pass to do this without charge on those occasions. It will not now affect me but if it had happened ten years ago it I would have felt aggrieved.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Negative	Positive	There should be no charges at all	No	Make Park & Ride parking cheaper, Make bus services more frequent, Extend hours of operation for buses		Very negative	It will make travel to Oxford even more expensive in the middle of a cost of living crisis and further increase inequalities.		
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Positive	No impact	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Make bus services more frequent, Extend hours of operation for buses, Add public cycle parking		Very negative	Oxford will become inaccessible to those of lower income. Buses (and the park and ride) need to reduce their costs in advance of any introduction of charges.		Make buses free or ridiculously cheap.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Very positive	Neutral	About right	No	Make bus services more frequent, Extend hours of operation for buses, Add public cycle parking		Positive	In favour of reducing traffic and improving air quality, and the proposals look to achieve this.	The Oxford Nursery is on the Marston Ferry road - it is a good quality, popular nursery and a successful small business. Many parents drop their children off by car, especially in poor weather. Suggest that to avoid adversely affecting the nursery, which could run counter to wider efforts to increase nursery places, you take steps to mitigate the impact. For example, you could widen the exception for school children with special educational needs, so that the exemption includes under-5s. Full disclosure, I have a child at the nursery but typically walk there, so I would not be directly affected by the proposals.	More fully-segregated cycle lanes.
an Oxford resident	daily		I don't	Very negative	Neutral	There should be no charges at all	No	Make Park & Ride buses cheaper, Make buses cheaper for all, Make bus services more frequent		Very negative			
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	About right	Yes	Make buses cheaper for all, Add public cycle parking		Very positive	In theory, fewer cars on the road and so better bus service but also better environment for cycling		One way systems on central roads
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make buses cheaper for all, Add new bus routes, Make bus services more frequent, Extend hours of operation for buses		Very negative		We need buses that don't all go into the city centre. Iffley Road to Headington for instance. £5 congestion charge is cheaper than current price of 2 buses needed for that journey so car will always win	
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make bus services more frequent		Very negative			
a resident of Oxfordshire living outside Oxford	weekly		I don't	No impact	No impact	There should be no charges at all	No	Make bus services more frequent		Very negative	Bus services are too infrequent to where we live. Park and ride takes too long and costs too much.		Improve key junctions on ring road.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice, Business cars used as goods vehicles	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Just don't do it. This scheme indecent and will ruin the livelihood of many people in and outside of Oxford. Shame on you!	Very negative	People will have to solve a jigsaw puzzle just to go from A to B. You have no right to dictate how people should move around. This proposal is sick to its core.	Yes, it's obscene. Andrew Gant and this bunch of dictators at Oxfordshire County Council should resign just to have thought about it.	Make most of streets on a one way system. Scrap tfns and any obscene traffic restrictions proposal. Give the people ticket machines at bus stops so the bus driver doesn't waste time to issue tickets to the passengers.
a resident of Oxfordshire living outside Oxford	less than weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Neutral	No impact	About right	Yes	Make buses cheaper for all		Neutral	Try to avoid coming into Oxford. Occasionally drive in or use the bus. Less likely to come into shops/theatre etc.		
a resident of Oxfordshire living outside Oxford	weekly		I commute to the central permit area by car	Negative	Negative	There should be no charges at all	Not sure	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make bus services more frequent		Negative	I will continue to drive through the area up to 3 times a week to reach my place of work just north of the centre and I will pay the charge. The cost will be inconvenient but not as awful as trying to navigate my way around the Peartree junction and then sitting in a queue down the Woodstock or Banbury Road. The already long queues there will be much worse if this and the bus gate proposals go ahead as these will be used by cars trying to avoid these schemes.	They' will severely affect businesses that rely on customers.as they will go elsewhere. They will also badly affect theatres as they will increase the already high costs of attending.	Make the park and ride service and parking cheaper and have more frequent buses. Stop tinkering with schemes for traffic control and have a. Holistic overhaul of all forms of travel into the city.
an Oxford resident	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	Too high	No	Make buses cheaper for all	Mend the dangerous potholes on roads, fund scheme to license electric motorised bikes which frequently speed causing danger to pedestrians etc. Remove LTNs. Fund scheme to be able to identify cyclists that ride on roads desoite bike lanes	Negative	As lifelong residents of Oxford we are extremely restricted already with where we can drive without introducing yet more restrictions. Not everyone is able to use buses or bikes due to age or mobility etc. We even have to pay to park outside our houses. Oxford is not geared up to be a car free city due to people travelling to hospitals and schools and workplaces across the county. It's about time the council removed it's head from it's arse and stop wasting money on schemes that just cause more problems.	Horrible idea	Stop it!!!!!
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Positive	Neutral	There should be no charges at all	No	Other		Negative	Oxford is a central hub for many people who live in the surrounding areas. The high parking fees and limited parking already stop most people who aren't local from coming into the city. The council have let residents down but not finishing multiple projects (A34 on-ramp, North Oxford Park and Ride, Botley junction) and now there is expectation for residents to pay more for this, which is not acceptable. Bus companies are supporting this however this is affecting residents more and it should be about the residents of Oxford and Oxfordshire, rather than companies making profits out of this. This will also damage the local economy - many in the local area will find it more arduous to travel in and therefore will do so less. This will hit smaller businesses harder than bigger ones and as Oxford is proud of its community, this will detract from that. This may also increase pollution as people do their best to avoid the area - driving more miles to do shorter trips in order to avoid the zone.	Listen to the residents of Oxford- the ones who actually live and work here rather than those in power that are not affected by these schemes. If it wasn't for the fact that I was born in Oxford I would never choose to move to the city which is very sad.	Remove the LTNs which has not reduced the number of cars on the roads but just makes more traffic on the ring road etc which is just moving pollution rather than reducing it.
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	No impact	No impact	There should be no charges at all	No			Very negative		The biggest concern is residents being asked to foot the bill for congestion which could have been solved easily by finishing projects and would not result in a charge. The other issue is that it states this is 'expected' to be short term. This is not very hopeful for what is meant to be a temporary measure. If anything a low emissions charge should be put in place as this is not about sustainability but about transport companies (especially private ones) profiting off the back of local residents.	Invest in High speed rail at Oxford Parkway. Be more realistic with projects (not doing all at the same time to significantly increase congestion). Finish the jobs that have been started - add extra resource if necessary to finishing projects. Think about North Oxford Bypass and linking up to A34/moving ring road further out.
an Oxford resident	daily	Unpaid carers	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	About right	No	Make bus services more frequent		Very negative			
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	No impact	No impact	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make bus services more frequent		Very negative	I live in Walton Manor near Jerico and I travel on Abingdon road every day. I would be forced onto Woodstock Road and A34 which are already hugely crowded. A trip to Waitrose which is just over a mile would be more 5 miles on A34 , which is frankly not very sensible.	I don't want it or the barriers.	Make buses cheaper, make Park and ride free and parking free. Put a tram on either Woodstock or Banbury Road, it really is the only option that would eliminate traffic in Oxford without damaging the economy
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	No impact	No impact	About right	No	Extend hours of operation for buses		Negative	Additional complexity to an already complicated traffic system	Concerned that the County doesn't have the technical and managerial resources to ensure the system is reliable and fairly operated	Very odd that there are no incentives for zero emission vehicles. Also proper county wide planning of bus services so that I have a genuine choice. This scheme doesn't dave me any new options
an Oxford resident	never		I don't	Negative	Negative	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Add new bus routes, Make bus services more frequent, Extend hours of operation for buses, Add public cycle parking		Negative			
a resident of Oxfordshire living outside Oxford	weekly	Disability benefit claimants	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make buses cheaper for all		Very negative	Every time I visit family or friends in oxford I will have this to worry about. I have lived in oxford and Oxfordshire my entire life and think this is absolutely ridiculous, it's greedy money making schemes out of people who are just trying to go about their lives.	Yes, it's ridiculous	It was never like this prior to botley road, the new Westgate & all the 20mph and road works everywhere. Oxford is not what it was even 5 years ago.
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Very positive	Very positive	There should be no charges at all	Not sure	Other	You have already made your mind. I am sure you will not be able to either improve or reduce prices of any of the services listed above. Plus you will increase the council tax next year. So, STOP this DRAMA and do whatever you want as you wont listen.	Very negative	You have already made your mind. I am sure you will not be able to either improve or reduce prices of any of the services listed above. Plus you will increase the council tax next year. So, STOP this DRAMA and do whatever you want as you wont listen to the public.	STOP this DRAMA the people are already fed up with LTNs, do away with LTNs and things will get normal. Why do you not fine network rail for delay in Botley bridge and reduce the council tax of people.	STOP this DRAMA.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	Too high	No	Make buses cheaper for all, Make bus services more frequent, Extend hours of operation for buses, Other	A single bus ticket is £3 . So a return bus journey will be £6. So there is no point taking the bus when it will be cheaper to drive. I work shift work when public transport isn't running, but one of my journeys will be within the restriction so lose lose	Very negative	I work at the railway station as station staff. With Botley road closure (it's frustrating for us as well) there is no route to either car park without going through a congestion charge. So to avoid the congestion charge passengers will drive further to go to other stations, staff have already said they will have to leave and work at other stations. It will also mean we will struggle to hire as colleagues will be financially worst off to work in Oxford. Train drivers won't be able to get into work to drive the trains. So will mean the trying to promote passengers to use the trains instead of the car to do journeys will be negatively effected. My shifts cover 24 hours when buses don't run. I could start at 02.00 but finish at 10:00 or start at 14:00 but finish at 22:00 etc.	The congestion problem in Oxford is only during school hours. But the biggest problem especially on weekends is Westgate shopping center what grid locks up the central Oxford area. 100 passes a year isn't enough for local residents who are seemingly being punished and will push people to drive further around to avoid the congestion charge People aren't going to want to visit Oxford or shop in Oxford as they won't want to pay the congestion charge. Meaning shops will close. Shops also won't be able to recruit staff. If you want people to use buses there needs to be a 24 hour service to allow people to get in and out of work and using a bus shouldn't be more expensive than the congestion charge At the moment the congestion charge will destroy businesses and the city will become full of streets of abandoned shops and reducing the economy in the city.	Traffic marshals for west gate shopping center. That when the car park is full people don't just block the road with the indicator on that they have to move on. Schools need to be engaged with and promote children not being picked up by car. Kids should majority be local to the school. In Marston. St Nicholas, Swan School the parents picking up block up Oxford road with considerate parking preventing the flow. In the Banbury road area traffic is blocked up through summer town around 1530 - 17:30. This is due to people cutting through the bellbroughton road to meaning flow of traffic is prioritised to people cutting through that area from northern blocking up Banbury road. Perhaps for cars Banbury road should be one way and the A4144 can be one way in the other direction. While Buses can still be dual direction on each road
an Oxford resident	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	No impact	No impact	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make bus services more frequent		Very negative	As a resident in Kennington I would only be entitled to 25 passes per year, far too low for the number of trips we would take to central Oxford as a vouna family for events and activities.	I think it's ludicrous that residents should have to shoulder the burden for failures of all those involved in the rail works closing Botley road.	Hold to account those responsible for the baffling overruns of the works which caused the Botley road closure.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	Negative	About right	Not sure	Make Park & Ride parking cheaper, Make buses cheaper for all, Add public cycle parking		Positive	We live near the Magdalen roundabout, and would obviously welcome less fumes and noise every morning and evening.	We are supportive of any initiative that reduce the number of cars on the roads, and in our street. We have two children and worry about their future health.	
a resident of Oxfordshire living outside Oxford	less than weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Very negative	Very negative	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all		Very negative	You are stopping people going into/visiting Oxford and using Oxfords retailers and business. Why the hell would've want to go into Oxford when Swindon, Cheltenham, Bicester are cheaper	Why don't you just close Oxford	All the bad publicity LTNs and now this are killing Oxford and reducing thr traffic anyway. Try an inner Tram network you could have orobably done for the amount of money you wasted on the £57m car park in Evnsham
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make Park & Ride parking cheaper		Very negative	God help the ring road	Its a city matter and not county	The only congestion is rush hour
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Negative	Negative	Too low	No	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Positive	Traffic is horrendous and must be reduced and public transport improved to make Oxford a better place to live. I have marked the scheme down for having too many exceptions and free passes. Schemes like this work by causing people to change their behaviour - if you mitigate the costs with free passes and exceptions (particularly exceptions which don't reduce traffic, such as taxis / car club cars etc) then you reduce the change in behaviour and reduce the effectiveness of the scheme.	Busses are much too expensive, and I worry that £5/day is insufficient given this. It should never be cheaper to take the car, but as bus travel costs increase linearly with the number of people in a group, whereas the cost in a car is only marginally higher, it is hard to justify travelling by bus if you are in a group. Ticketing is also made more complex with two operators, with tickets which are not valid between them, journeys with transfers which cost 2x as much (e.g. oxford -> summertown, summertown -> headington). All busses should be tap on (tap off?) with automatic daily / weekly maximums and discounts. Transfers between busses should not cost more than the same journey on a sinale bus.	Organise the busses into hubs with fast frequent transfers, and local busses for the 'last mile'. E.g. a hub at the JR with fast frequent transfers to other hubs in the city center, summertown etc, and also coordinated busses which go round the busses locally (perhaps a variant of the 'on demand' minibusses?). Have simple fares, tap on with automatic maximums and discounts.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice, Frequent hospital patients	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make buses cheaper for all, Make bus services more frequent, Extend hours of operation for buses		Very negative	I am someone who commutes to central Oxford daily for work, with my office being at the centre of the zone with the filters. In a cost of living crisis, you want to be charging people £5 daily to go and earn a living or alternatively have them use public transport multiple times a day which will be £5+ a day - it's outrageous! It's like you don't want people to actually go out and work to earn money and you want people to worry about more expense. It's not fair.	It's a silly proposal that gives no hope to people trying to live and work in Oxford, made by people who won't be impacted by the filters. It's disgusting and you're trying to drive people away from Oxford, trying to drive local people away from Oxford.	Get the Botley Road open to let there be more routes around the city then the roads won't be as busy all at the same time.
a resident of Oxfordshire living outside Oxford	less than weekly		I don't	Very negative	Negative	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for vouno people		Very negative	We would go elsewhere and so businesses in Oxford will suffer. I don't have confidence in the council to deliver this solution competently or in a cost effective manner based on previous experience of Oxford traffic schemes.	This seems all stick and no carrot. If the park and ride was more attractive the problem wouldn't exist. Paying. For parking and buying tickets is confusing and a pain (and expensive compared to parking in town)	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make Park & Ride parking cheaper		Very negative	This will further undermine the quality of life for residents trying to live and work in Oxford.		
a resident of Oxfordshire living outside Oxford	weekly		I don't	Neutral	Positive	There should be no charges at all	No	Make bus services more frequent, Extend hours of operation for buses, Other	Trains for gods sake , why buses only	Very negative	I will not travel to Oxford , I will not use local businesses , shops and restaurants- I will and spend where I am welcome. This would be circa £400 per month removed spend	Why are we paying for the council, rail and developer incompetence- this is a terrible idea will cost you the next local elections.	Reduce train parking fees and ticket prices
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice, 25 day passes for residents in the Oxfordshire permit area, on days of your choice, Blue badge holders, Community health or care workers who need to visit multiple locations or travel urgently, Emergency service vehicles, Firefighters, Taxis and private hire vehicles, Business cars used as goods vehicles, Personal cars used as goods vehicles for business purposes	I commute to the central permit area by car	Very positive	Very positive	There should be no charges at all	Yes	Make buses cheaper for all, Extend hours of operation for buses		Very positive	I work in the city center and go to work every day, I also think that these projects of restriction streets and LTNs are just ways to raise money and have no benefit in the city, since these projects have increased traffic a lot.		remove the LTNs because this only worsened traffic in the city and also duplicated to two lanes the city's main roads
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Neutral	Neutral	There should be no charges at all	No	Make buses cheaper for all, Make bus services more frequent		Very negative	You hit in the pocket vulnerable people with this measure, basically allowing people who has the means to have little to no issue at all. Also you are allowing a gate from Summertown to city center with no penalties. That is actualy elitist.	You hit in the pocket vulnerable people with this measure, basically allowing people who has the means to have little to no issue at all. Also you are allowing a gate from Summertown to city center with no penalties. That is actualy elitist.	No all buses needs to come to city centre. Allowing buses from Oxfordshire to use P&R as final destination and use Park and ride buses, every 10 min max, with less stops, to city center free of charge, you would see a decrease in cars in the city and buses runninq seamlessly on time!
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	Negative	Too low	Yes	Make buses cheaper for all, Make buses cheaper for young people, Add new bus routes, Add public cycle parking		Very positive	I don't drive at all and only cycle. The roads are terribly congested by drivers commuting to work or dropping off their children at school. Often these journeys are done by a single party and not shared between several. Additionally, children are perfectly capable of walking or cycling to school. The drop off areas around Magdalen School and Dragon School have become extremely dangerous zones for everyone		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I commute to the central permit area by car	No impact	No impact	There should be no charges at all	No	Other	This charge will add over an hour a day to our daily commute and prevent us from taking our child to school if it rains	Very negative	This charge will add an hour to our daily commute and make us pay ghen we nees to drive our child tp school if it rains.	Don't do it	Stop forcing all of Oxford traffic through a single interchange at st clemens or through am impossible ring road

Survey Response												
I am responding to this survey as	How often do you travel in or around Oxford?	Please tick which of the following free permits and passes you think you may be eligible for	Do you live in, visit a resident by car or commute by car to the proposed central Oxford	Central Oxford residents' permitIt is proposed that residents in the central Oxford	Central Oxford permit area commuters' permitIt is proposed workers commuting	We are proposing a single charge of £5 to allow cars without a day pass or permit	Do you think that charges should vary, with drivers of larger cars paying more and	Income generated by introducing the proposed temporary congestion charge would be used to cover the set-up and operating costs of the scheme.	If other improvement, please state	Taking into account all the information we have provided about the proposal to	Please explain your answer	Do you have any other comments about the proposal for six temporary congestion charge locations in Oxford that you have not already shared in this survey?	Do you have any suggestions for other ways to reduce traffic and tackle congestion in and around Oxford?
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Positive	Negative	About right	No	Make buses cheaper for all, Make bus services more frequent, Add public cycle parking		Positive	I am hoping it will reduce traffic.	I am concerned this, like the fingers, will increase traffic through Old Marston at peak commuter times.	An aerial egg lift linking Thornhill P&R > Osler Road / JR hospital > Town Centre.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Negative	Too low	Yes	Make Park & Ride buses cheaper, Make buses cheaper for all, Make bus services more frequent		Positive	Could go further, eg restricting hours of access for "other" vehicles (delivery etc) to outside normal peak times		Reduce the amount of parking currently available with a aim to discourage driving into the centre
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Positive	Negative	Too low	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Add new bus routes, Make bus services more frequent, Extend hours of operation for buses, Add public cycle parking		Positive		I think 3 cars for commuting is excessive	restrict larger vehicles such as trucks and vans within certain hours - so not during peak schools hours (7:30-9, and 3:30 to 5). This would make cycling with kids safer and more appealing.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	About right	Not sure	Make buses cheaper for all, Add new bus routes, Add public cycle parking		Very positive	Would expect to see fewer cars crossing the city centre, so buses would be faster/more timely and walking/cycling would be safer and more pleasant	Seems like a good way to test out the traffic filter ideas before going into the trial proper	School term times seem to produce the heaviest traffic, finding better ways for children to get to schools (rather than being driven in and out individually) could make a big difference. A shift away from the near-universal 9-5 working hours could also help soread out "rush hours".
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on davs of vour choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	Yes			Very negative	I'm an NHS manager, working almost 24/7, working every day after job planned hours from hime, additional commuting time will have neoative imoact on my service		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	Too low	Yes	Add new bus routes, Make bus services more frequent, Add public cycle parking		Very positive	It is currently quicker to cycle in and around the city than to go by bus. The roads should be clearer for people who *need* to use their cars and permit the free flow of traffic. Buses will be quicker, and therefore more appealing to use, and cycling will be safer.	Owing to the timing of sessions, there needs to be provision for access to the ice rink, whether that is by improving bus services or adjusting the congestion charge for users. Otherwise, training would be affected to such an extent that competitive skaters will need to move to other rinks, such as Swindon, which are further away, which will affect the rink's ability to operate and remain competitive	Look to other medieval cities abroad that have put cycling first and see what measures we can adopt. A good example is Uppsala, in Sweden, which is also a medieval university town and is almost entirely car-free in the centre. Cars should be used for getting out of Oxford, and not necessary for getting into or around Oxford.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	There should be no charges at all	Yes	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Negative	I will have to leave my job at the school where I work part time because the most direct route includes one of the charging zones and going the long way would take too long and will use too much petrol. Going there by bus would take ages as there is not a good direct service available.	They are not a good idea because the rich can afford to pay and will continue congesting the road, but those on lower income will struggle.	Removing the LTNs in East Oxford would be a good start. Have more bus routes that cover the entire city and better connection services to the surrounding villages.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	Too high	No	Make buses cheaper for all		Negative	Push traffic onto already busy alternate routes already impacted by LTNs		Use the river to provide alternative transportation into Oxford
an Oxford resident	daily	Taxis and private hire vehicles	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Make BUSES FREE FOR LOCAL PEOPLE BETWEEN WORKING HOURS AND SEE WHAT IMPACT THAT HAS ON TRAFFIC AND SCHOOL RUNS	Very negative	Will hurt people that come to Oxford to work and who live locally .. turning Oxford into a Prison	All the surrounding roads will be impacted massively, there wasn't a congestion problem before that LTNS went in.. SUMMERTOWN IS THE WORST FOR PEOPLE THAT DON'T LIVE LOCALLY	Free bus passes, council has the ability now to run its own bus services due to changes in the law, also bus ticket prices are extortionate for such small journeys and cause issues financially, Park and Ride should be free and buses to and from them should be one pound no more, if you want people to use Oxford and use it services make it cheaper for them to access them.
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Fix the badly managed roads and roundabouts	Very negative	It's literally a money making scheme. Not everyone falls into the same category of 'they should walk, get a bus or cycle' I now live in Abingdon, but I grew up in Cowley, I work in Cowley, my partner works in Cowley, my daughter goes to nursery in Rose Hill, I still have a lot of friends and family in Cowley that I see regularly, usually after work. You have already made that difficult with LTNs, I have to sit in a lot more traffic now than I ever did before. People will not stop driving! We pay for our cars, our insurance, our tax, and you want to charge us more just for the privilege of driving in our own city! There is no bus route that will allow me to go to drop off my daughter at nursery, go to work, then to pick up my daughter, and then to visit my family! And if there was it would probably double my journey time! I cycle to work when I can, but not if I have to do the nursery run. I have never ever had a problem cycling round Oxford! The majority of families and households rely on these cars to go about their daily business! Stop trying to penalise them!	You never spoke about this pre election as you knew you would struggle to get voted in! You have ruined Cowley with your LTNs already! You as a council are not listening to residents. Just look at the petition with over 10,000 signatures against! Look at the comments! Put your congestion charge in areas where you were voted in! Leave Cowley alone! Majority of residents do not want your greedy schemes! You seem to be targeting the poorer areas! If you really want it, then open up some of the LTNs so that the traffic can flow freely!	Open up the LTNs! Simple!
a resident of Oxfordshire living outside Oxford	less than weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	No impact	Negative	Too low	No	Make Park & Ride parking cheaper, Make buses cheaper for all, Make bus services more frequent		Positive		I think the biggest problem as someone who drives into Oxford about twice a month is the school traffic for those attending public schools. When the private schools are on holiday it is so easy to drive into Oxford. Can you work with the schools to enforce parents to get their children on public or pooled transport. Can you have school policies that exist elsewhere that say you can't do it less you can get to the school without using a car.....	Talk to the private schools. Put a larger charge on traffic at certain hours eg 7-45-9.45 and 2.45-4.30.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make buses cheaper for all		Very negative	causing a social divide, those that can afford to pay are able to pass through. Those that cannot pay must pay extra fuel and take more time to go around.	I totally disagree with them	open the lns allow traffic to free flow, make useable bike paths
a resident of Oxfordshire living outside Oxford	less than weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Very negative	Very negative	There should be no charges at all	Yes	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Make bus services more frequent, Extend hours of operation for buses, Add public cycle parking, Other	Better rural buses	Very negative	We won't be able to pick up our elderly parents when they get the train to Oxford and the buses aren't nearly good enough to rural areas like ours.		Rural buses and cycle lanes outside of the town centre need to be prioritised as members of the surrounding villages of Oxford will be trapped by this. They have no other realistic option than to drive into Oxford currently.
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Positive	Positive	There should be no charges at all	Yes	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Other	Improve cycle lanes to and from Oxford to nearby town	Very positive	We mostly use park and ride. This is a good move	Charge based on the vehicle current price rather than size and age. So those who have broad shoulders pay extra	Incentivize cycle users and walkers, give vouchers to those use eco friendly ways
a resident of Oxfordshire living outside Oxford	less than weekly		I don't	No impact	No impact	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make bus services more frequent		Neutral	I don't go into Oxford very often.	Why on earth do you want to penalise the car users even more. The Botley debacle is already causing enough grief. Now you want to add to it. And you think the Council has enough resources to support this when they are already over stretched. Absolutely ridiculous.	Make it cheaper to use and park at the railway stations.
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	No impact	No impact	About right	Yes	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Neutral	I drive into Oxford briefly two or three days a week to take my daughter to nursery and my wife to work (I work from home) and would not normally pass through the proposed charge locations.	I'm broadly supportive of any measures that might improve traffic and bus travel in the city. I live in Yarnton, which is not well served by current bus services. I'm not clear why commuters are being exempted from the congestion charge as they are surely the biggest contributors to peak period traffic, as well as being the group who could most reasonably take other forms of transport.	
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make buses cheaper for young people		Very negative	A further example of OCC being out of touch with the people of Oxford.		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I commute to the central permit area by car	Very negative	Positive	There should be no charges at all	No	Other	Fix Oxford road too many potholes and really poor tarmac with so many road in need of resurfacing	Very negative	With these changes will force all driver to use few especifica road and will cause even more traffic in so many roads and even more delays in public transport, all this have been caused by the low traffic neighbourhoods, you diverted all the traffic to few main roads without ootion to exit these mains road causina huge delavs on Oxford arterial roads	Please don't do it will only cause even more traffic and congestion	Yes, open all low traffic neighbourhoods, they will release the pressure in so many mains roads like Cowley Road, Iffley Road and St Clements Street
an Oxford resident	weekly	Unpaid carers, Community health or care workers who need to visit multiple locations or travel urgently	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make buses cheaper for all, Make bus services more frequent		Very negative	Oxford residents should be able to travel freely across the city no.matter of background, transport preferences or other bias based charges. Car drivers have already paid road tax. This is yet another decisive tax on the city's residents.	None of these charges should be implemented whether temporary or otherwise. Residents should have the freedom of gge city ye travel when ever, however they do wish add not subjected to further taxes on their incomes.	Remove the LTNs and allow ghe traffic to find its ien way around the city. All the council has done so far with existing LTNs and bus gates is bring traffic to a standstill and Oxford is as bad as the M25 on a good day.
a resident of Oxfordshire living outside Oxford	weekly	100 day passes for residents in the Oxford permit area, on days of your choice, 25 day passes for residents in the Oxfordshire permit area, on days of your choice, Blue badge holders, Disability benefit claimants, Disabled tax cars, School students with special educational needs, Unpaid carers, Community health or care workers who need to visit multiple locations or travel urgently, Frequent hospital patients, Emergency service vehicles, Firefighters, Taxis and private hire vehicles, Registered car clubs, Business cars used as goods vehicles, Personal cars used as goods vehicles for business purposes, Driving instructors, Hearses and funeral cars	I commute to the central permit area by car	Neutral	Very negative	There should be no charges at all	No	Make Park & Ride parking cheaper, Make buses cheaper for all, Add new bus routes		Very negative	Business will lose money because of this for example families who need to get children to nursery parents.might not beable to afford this. Staff who work in education can't afford to pay £5 a day to go to oxford not paid enough as it is and not enough buses or routes to make sure on time		Improve the roads Get the train Station finished so botley road can re open so people don't have to go long way round and neither do buses which would reduce traffic.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Negative	Very negative	There should be no charges at all	Yes	Add new bus routes, Make bus services more frequent, Extend hours of operation for buses		Very negative	I will make it difficult to drive around Oxford and make people who have to drive travel further causing more traffic and pollution. The online system will be hard for elderly people to use. Unless you improve public transport first people have no choice but to drive.	Will cause more problems than it solves. Thanks exemptions for vans mean that some people will use them instead of cars causing more pollution	Remove LTN and a lot of restrictions on car drivers th spread the traffic out. Remove bus lanes for at least 200m before roundabouts, e'g. In Woodstock Road at its junction with the A40, to improve traffic flow onto the roundabout. Simplifying The Plain Roundabout. Put your charging camera system on the roads leading to schools and only have them activated at school commute times + more school buses
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Negative	There should be no charges at all	No	Make buses cheaper for all		Very negative			
a resident of Oxfordshire living outside Oxford	less than weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Negative	Negative	There should be no charges at all	No			Negative	I live in a rural area where no public transport is available. I have to have a car. Cars are expensive to run so I need to make the most of my vehicle. I can't afford to spend money on other forms of transport. I simply won't bother going to Oxford any more	Stop hating motorists so much. Some of us have no alternative	Get rid of bus lanes. They're useless because they don't go all the way into the city.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Very negative	Very negative	There should be no charges at all	No	Other		Very negative	Would make me have to travel the other way down hollow way getting stuck in the Cowley road traffic.		Get rid of the LTNs, or only have the LTNs enforced on the weekend
an Oxford resident	daily	Personal cars used as goods vehicles for business purposes	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Fix the roads and teach cyclist how to ride and give them classes on traffic rules and Safe driving.	Very negative	Congestion, time on the roads for a normal journey will oncreasd by Atleast 200% .. busy ring road, waste of working hours, petrol and money.	It's a waste as we already have so much congestion in oxford and on ring roads.	Take of the LTNs, bring speed breaker and it will help reduce the speed and will be more safe and secure.
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Very positive	Very positive	Too low	Yes	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Very positive	Something needs to be done about traffic levels in central Oxford. It won't be popular, but this scheme seems fair.		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice, 25 day passes for residents in the Oxfordshire permit area, on days of your choice, Blue badge holders, Disability benefit claimants, Disabled tax cars, School students with special educational needs, Unpaid carers, Community health or care workers who need to visit multiple locations or travel urgently, Frequent hospital patients, Emergency service vehicles, Firefighters, Taxis and private hire vehicles, Registered car clubs, Business cars used as goods vehicles, Personal cars used as goods vehicles for business purposes, Driving instructors, Hearses and funeral cars	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Make the roads a safer drivable condition, pot holes, broken tarmac repaired	Very negative	I work in Oxford and I drive around all of Oxford due to my work and I shouldn't. Be paying nor should anyone be paying to drive around their own city they live in	It shouldn't be allowed to happen, there is congestion down st clements due to the low traffic neighbourhoods that don't work	Remove the LTN's in Oxford and bus gates
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	About right	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all		Neutral	I cycle everyday, but see the queues of people trying to commute, but there doesnt seem to be a shift in behaviour of commuters, only a lot of moaning about other drivers getting in their way.	Making people shift to other forms of transport i.e. away from cars, must become a financial argument, and the buses are not a viable alternative - it is always cheaper for me to drive to the city centre even with parking, than get a bus for my family. Buses need to be so cheap that it is insane not to use them.	See above - buses have to be cheaper, a lot cheaper
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very positive	Very negative	Too low	Yes	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make bus services more frequent		Very positive			
an Oxford resident	daily	REDACTED	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Very negative	REDACTED. I cannot afford to pay £5 a day. Those with money will not be affected but those in a budget are being penalised. It's very unfair.	No	Yes, open up the side roads. Remove the LTN's to allow traffic to move more freely. Promote cycling by making dedicated cycle lanes that are safe to use.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	There should be no charges at all	Not sure	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Very negative	We shouldn't have to pay to move around the city when there isn't a viable alternative. I know the money will be used towards changing this but it will take time and in meantime we will all be screwed. Buses around my area NEVER run on time and so cannot be relied on to get to work. I also drop off a child at school and a baby at a childminder on the way, and would have to get multiple busses. It's not reasonable to get the bus for me and lots of other people. With the cost of living crisis and Oxford rent prices through the roof every single penny is being squeezed out of us. Paying to go to work on top of this is a disgrace.		Get rid of the LTNs. Everyone hates them and they are the reason for the clogged traffic at St Clements.
a member of the public living outside Oxfordshire	weekly		I don't	Very negative	Very negative	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all		Very negative	It's just another money making scheme that you won't take away and it will definitely stop people who want to shop in Oxford, coming.	DONT DO IT.	Make car parks easier to get in and out off. Get rid of certain traffic lights like the ones on roundabouts which should only possibly be used at peak hours. Allow traffic to move quickly in and out of town. Put back the dedicated bus lav-bvs.
an Oxford resident	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Very negative	Positive	There should be no charges at all	No	Make buses cheaper for all, Make bus services more frequent, Extend hours of operation for buses		Very negative	It will kill off what is left of retail in the city centre	Terrible idea	Bring in a tram.
a resident of Oxfordshire living outside Oxford	weekly		I don't	Very negative	Very negative	There should be no charges at all	No	Add new bus routes, Make bus services more frequent, Extend hours of operation for buses		Very negative	I am totally against charging to use roads u see any circumstance.		Build more roads, remove LTN's and allow FREE movement by vehicle anywhere at anytime.
a resident of Oxfordshire living outside Oxford	weekly		I don't	Very negative	Neutral	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Add new bus routes, Make bus services more frequent, Extend hours of operation for buses		Very negative	Times are harder than ever, with the squeeze on motorists also harder than ever. So many drivers simply need to get about for a living. It feels quite insulting at yet another charge being introduced.	The other roads will not be able to cope with the change in traffic levels, the problem is just being pushed elsewhere.	Open the roads near the station.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	There should be no charges at all	No	Other	If this has to be introduced, please use the money to make safer cycling routes throughout the city so cyclists are not sharing space with buses for example	Very negative	The main huge problem I see with this scheme or the proposed bus gates is the creating of more congestion on the ring road and main arterial routes into and out of the city, with all traffic driving between areas of Oxford forced to use these routes to get around. I fear it will leave the centre less congested but create hugely worse congestion on these routes, making living in and travelling around Oxford very negative and difficult (for cyclists and walkers too, outside of the very central areas). It will disproportionally impact more vulnerable residents eg the very elderly and those with young children It will also prevent us being able to drive to many places we often visit, meaning we will not visit locations in Oxford. We will instead drive further to go to Witney for example. This will result in a terrible impact on Oxford businesses, meaning it will be an even harder place to do business in than it is already - many shops and hospitality businesses will likely eventually have to close due to reduced footfall	There is no significant congestion on the Marston Ferry Road for most of the day - why is it felt necessary to include this in the scheme? Other access roads to Headington are already very congested - this will make that worse without helping a non-problem on the Marston Ferry road	Make it safer to cycle - so we are not taking our lives into our hands cycling in the same lane as buses for example. Make shorter bus journeys in the city cheaper
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Negative	Negative	There should be no charges at all	No	Make Park & Ride buses cheaper, Make buses cheaper for all, Make bus services more frequent		Very negative	Usual route to hospital and visiting friends compromised.	I do not support this proposal.	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice, Blue badge holders, Disability benefit claimants, School students with special educational needs, Unpaid carers, Frequent hospital patients	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	No impact	There should be no charges at all	Yes	Make buses cheaper for all		Very negative	During the times in operation, the buses may have a clear run until they reach the point where everything is at a standstill, because all you have done is moved more traffic onto congested roads ,already congested because of LTN's. Contrary to your own belief, LTN's do not reduce traffic, they move it somewhere else.	The only reason you are introducing these is because you can't implement the bus gate's. It's not going to make bus journeys easier and quicker, in fact I'll be surprised if you don't bring Oxford to a standstill. Try employing someone who actually knows about traffic management instead of a music teacher who just hates cars,businesses and people coming into Oxford for work.	Remove the LTN's, because as with Lambeth council, the high court told them to remove the LTN's because the council failed to listen to the majority and in the case of Oxford, the council did exactly the same thing. So there will be a court case for the council to answer.
a member of the public living outside Oxfordshire	weekly		I commute to the central permit area by car	Negative	Negative	Too high	Not sure	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Make bus services more frequent, Extend hours of operation for buses		Negative	I think putting in a train station by southern park and ride and a train every 10 or 15 mins to station. Could work really well. I think fare enough on the charge but parking needs to be reduced.	Need to make things more easier on expense for people. Otherwise reform will get votes and win. So there must be positive win for people.	Put in a train with the park and ride. Then no issues with the park and ride buses taking to long.
a resident of Oxfordshire living outside Oxford	less than weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	No impact	No impact	There should be no charges at all	No	Other	DO NOT ADD CONGESTION ZONES	Very negative	Ocford centre is losing trade daily and this WILL make it worse	This is nothing but a money making scheme, and will only impact residents, businesses and visitors negatively.	Anything but charges. We all know saying that they are temporary is a lie. If you want to help people in Oxford give them a break from the endless bills and chances.
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	No impact	Neutral	There should be no charges at all	Not sure	Make buses cheaper for all, Add new bus routes, Extend hours of operation for buses		Very negative	The infrastructure around oxfordshire and oxford centre is simply not good enough to support this without just making it impossible to get anywhere		
a resident of Oxfordshire living outside Oxford	weekly	100 day passes for residents in the Oxford permit area, on days of your choice, 25 day passes for residents in the Oxfordshire permit area, on days of your choice, Blue badge holders, Disability benefit claimants, Disabled tax cars, School students with special educational needs, Unpaid carers, Community health or care workers who need to visit multiple locations or travel urgently, Frequent hospital patients, Emergency service vehicles, Firefighters, Driving instructors, Hearses and funeral cars	I commute to the central permit area by car	Neutral	Neutral	There should be no charges at all	No	Other	No charges at all	Very negative	It's money a lot of people don't have.		
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all		Very negative			
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Very negative	Hold network rail accountable for the issues at Botley and make them pay for improved transport links rather than the people who are made to have longer journeys because of it. Open LTN's and improve bus frequency and affordability instead		Open up LTN's which cause delays and traffic from East oxford to city centre. Make buses more affordable.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Negative	Negative	There should be no charges at all	No			Negative	The two outer roads, Marston Ferry and Holloway, don't really see significant congestion, so why is the fee needed? The residents who live on the outer perimeter of Oxford shouldn't be penalised like this, many poorer communities already have a different lived experience to those who live near better facilities in the centre. unfortunately, all that will potentially will happen is that traffic will be pushed onto the boundary roads, exacerbating inequality. The LTNS as they currently exist need to be reduced in size and to be used sparingly as a last measure so instead of hitting everything and everyone (including small businesses) with a sledgehammer, perhaps you could be more nuanced and thoughtful in your approach? Use one-way systems, better buses, build a new park and ride just off Garsington Road, revert some of the LTNS back to one way to improve network resilience, increase road safety (yes, really) improved school bus provision, tackle private school and term time traffic if those are issues. If small business start to close down due to reduced footfall from increasing restrictions, then local jobs will be lost, and people will start to go elsewhere, even if this doesn't happen overnight. And finally if you cant manage without a congestion charge, use it on the approach into the centre, not right on the outskirts of Oxford and only during rush hour. It's not needed other times	See above	Above really. I do think you need to be careful about what you consider a priority. There are many priority reasons why people need to use a car that don't fit neatly into the categories above e.g., picking up elderly members of the community to take them to Church, visiting relatives who are at end of life outside of Oxford. It's called life. Stop trying to make it difficult in pursuit of the ideal and start building better bridges with the communities you are meant to serve.
other	less than weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice, Frequent hospital patients	I don't	Very negative	Positive	There should be no charges at all	Not sure	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make bus services more frequent		Very negative	Why? It's obvious as this people are already paying too much to drive a car anyway consider this a older person driving a car three times a week to any of the Oxford hospitals yes another £ 15 a week + hospital parking charges if you want to cut down car travel in Oxford make it compulsory for every car to be full up ie four people in one car saving 3 other cars not coming in & it cuts down conoestion 🙈	Scrap it fix the roads instead look at making small electric cars to hire from park & ride into Oxford this could work as well as provide jobs for people the local talent is already there use it instead of hair brained short term expensive plans that nobody wants	Yes as I have already stated small electric cars to drive into Oxford centre from park and ride and all other cars made to be full up

Survey Response													
I am responding to this survey as	How often do you travel in or around Oxford?	Please tick which of the following free permits and passes you think you may be eligible for	Do you live in, visit a resident by car or commute by car to the proposed central Oxford	Central Oxford residents' permitit is proposed that residents in the central Oxford	Central Oxford permit area commuters' permitit is proposed workers commuting	We are proposing a single charge of £5 to allow cars without a day pass or permit	Do you think that charges should vary, with drivers of larger cars paying more and	Income generated by introducing the proposed temporary congestion charge would be used to cover the set-up and operating costs of the scheme.	If other improvement, please state	Taking into account all the information we have provided about the proposal to	Please explain your answer	Do you have any other comments about the proposal for six temporary congestion charge locations in Oxford that you have not already shared in this survey?	Do you have any suggestions for other ways to reduce traffic and tackle congestion in and around Oxford?
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Positive	Negative	About right	No	Make buses cheaper for all, Make bus services more frequent, Add public cycle parking		Positive	I am hoping it will reduce traffic.	I am concerned this, like the fingers, will increase traffic through Old Marston at peak commuter times.	An aerial egg lift linking Thornhill P&R > Osler Road / JR hospital > Town Centre.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Negative	Too low	Yes	Make Park & Ride buses cheaper, Make buses cheaper for all, Make bus services more frequent		Positive	Could go further, eg restricting hours of access for "other" vehicles (delivery etc) to outside normal peak times		Reduce the amount of parking currently available with a aim to discourage driving into the centre
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Positive	Negative	Too low	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Add new bus routes, Make bus services more frequent, Extend hours of operation for buses, Add public cycle parking		Positive		I think 3 cars for commuting is excessive	restrict larger vehicles such as trucks and vans within certain hours - so not during peak schools hours (7:30-9, and 3:30 to 5). This would make cycling with kids safer and more appealing.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	About right	Not sure	Make buses cheaper for all, Add new bus routes, Add public cycle parking		Very positive	Would expect to see fewer cars crossing the city centre, so buses would be faster/more timely and walking/cycling would be safer and more pleasant	Seems like a good way to test out the traffic filter ideas before going into the trial proper	School term times seem to produce the heaviest traffic, finding better ways for children to get to schools (rather than being driven in and out individually) could make a big difference. A shift away from the near-universal 9-5 working hours could also help soread out "rush hours".
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	Yes			Very negative	I'm an NHS manager, working almost 24/7, working every day after job planned hours from hime, additional commuting time will have neoative impact on my service		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	Too low	Yes	Add new bus routes, Make bus services more frequent, Add public cycle parking		Very positive	It is currently quicker to cycle in and around the city than to go by bus. The roads should be clearer for people who *need* to use their cars and permit the free flow of traffic. Buses will be quicker, and therefore more appealing to use, and cycling will be safer.	Owing to the timing of sessions, there needs to be provision for access to the ice rink, whether that is by improving bus services or adjusting the congestion charge for users. Otherwise, training would be affected to such an extent that competitive skaters will need to move to other rinks, such as Swindon, which are further away, which will affect the rink's ability to operate and remain competitive.	Look to other medieval cities abroad that have put cycling first and see what measures we can adopt. A good example is Uppsala, in Sweden, which is also a medieval university town and is almost entirely car-free in the centre. Cars should be used for getting out of Oxford, and not necessary for getting into or around Oxford.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	There should be no charges at all	Yes	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Negative	I will have to leave my job at the school where I work part time because the most direct route includes one of the charging zones and going the long way would take too long and will use too much petrol. Going there by bus would take ages as there is not a good direct service available.	They are not a good idea because the rich can afford to pay and will continue congesting the road, but those on lower income will struggle.	Removing the LTNs in East Oxford would be a good start. Have more bus routes that cover the entire city and better connection services to the surrounding villages.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	Too high	No	Make buses cheaper for all		Negative	Push traffic onto already busy alternate routes already impacted by LTNs		Use the river to provide alternative transportation into Oxford
an Oxford resident	daily	Taxis and private hire vehicles	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Make BUSES FREE FOR LOCAL PEOPLE BETWEEN WORKING HOURS AND SEE WHAT IMPACT THAT HAS ON TRAFFIC AND SCHOOL RUNS	Very negative	Will hurt people that come to Oxford to work and who live locally .. turning Oxford into a Prison	All the surrounding roads will be impacted massively, there wasn't a congestion problem before that LTNS went in.. SUMMERTOWN IS THE WORST FOR PEOPLE THAT DON'T LIVE LOCALLY	Free bus passes, council has the ability now to run its own bus services due to changes in the law, also bus ticket prices are extortionate for such small journeys and cause issues financially, Park and Ride should be free and buses to and from them should be one pound no more, if you want people to use Oxford and use it services make it cheaper for them to access them.
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Fix the badly managed roads and roundabouts	Very negative	It's literally a money making scheme. Not everyone falls into the same category of 'they should walk, get a bus or cycle' I now live in Abingdon, but I grew up in Cowley, I work in Cowley, my partner works in Cowley, my daughter goes to nursery in Rose Hill, I still have a lot of friends and family in Cowley that I see regularly, usually after work. You have already made that difficult with LTNs, I have to sit in a lot more traffic now than I ever did before. People will not stop driving! We pay for our cars, our insurance, our tax, and you want to charge us more just for the privilege of driving in our own city! There is no bus route that will allow me to go to drop off my daughter at nursery, go to work, then to pick up my daughter, and then to visit my family! And if there was it would probably double my journey time! I cycle to work when I can, but not if I have to do the nursery run. I have never ever had a problem cycling round Oxford! The majority of families and households rely on these cars to go about their daily business! Stop trying to penalise them!	You never spoke about this pre election as you knew you would struggle to get voted in! You have ruined Cowley with your LTNs already! You as a council are not listening to residents. Just look at the petition with over 10,000 signatures against! Look at the comments! Put your congestion charge in areas where you were voted in! Leave Cowley alone! Majority of residents do not want your greedy schemes! You seem to be targeting the poorer areas! If you really want it, then open up some of the LTNs so that the traffic can flow freely!	Open up the LTNs! Simple!
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice, 25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Very negative	Very negative	There should be no charges at all	No	Other	Don't do it at all	Very negative	It's a silly idea we don't need it	Very silly idea	Get ride of the poles in the roads so cars can go down every street again
an Oxford resident	less than weekly		I don't	Very negative	Very negative	There should be no charges at all	No			Very negative	Network rail should be fined for the time and impact on residents and businesses due to the overrunning of the Botley Road bridge. It should not be another tax on the public. Oxford traffic management is appalling which is solely due to the LTN introduction it must NOT	It should NOT go ahead and the result of this survey must be listened to	Remove LTN
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Don't do it	Very negative			
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make buses cheaper for all, Make bus services more frequent		Very negative	It is already difficult to access central oxford so people choose not to visit the museums, shops and theatre area so they may close. Further barriers to public accessino central London would be a disaster. Oxford will be emoty	Do not do this. No one wants it. It is a mistadv	Cheaper buses
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	Too high	No	Add public cycle parking		Negative	We live in Kennington, OX1 5NA. We are outside the Oxford residents area. However, we are not further away than the north or the west limits of the Oxford residents area. Why is Kennington out of that area please?	The whole scheme will add minimum value outside of peak hours, when congestion in Oxford is typically minimal. Why not have this charge apply only during the morning and late afternoon/ early evening peak traffic times?	Deliver bike routes which are fast and safe (and not necessarily on main roads). Fight bike theft crime (CCTV etc). Provide more bike locking areas in central Oxford. Deploy shareable fleet of small e-cars (buses are not everything!). Encourage people to car share. Survey and publish reasons why people use their cars to travel or transverse city centre by car and then invite creative discussion on reducing low-value movements.
an Oxford resident	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	School buses to prevent congestion as during school half terms and holidays it's a pleasure to drive around Oxford with no traffic lams	As it will just cause congestion in other areas and the town centre will become a ghost town		Wrong description ,the county council should give school places nearest to where people live to cut down on the need to take the car to take them to school and put on school buses for the further afield pupils as when there are school holidays or inset days there is hardly anv traffic on the roads . do a survey on this if you don't believe me	School buses and a better selection process for school places ,and we probably wouldn't need the bus gates or LTNs ,and forcibly restricting the residents of Oxford from travelling around
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	About right	Yes	Make Park & Ride parking cheaper, Make buses cheaper for all, Add public cycle parking		Positive	I drive through the locations fewer than 100 times per year so it won't cost me anything and it might slightly reduce traffic which would make cycling safer.	No	Stop tour buses driving into Oxford. Day trips don't do much for the city's economy but harm its environment. Sort out Broad street so cyclists are separate from pedestrians - it's not just frustrating but potentially dangerous at present.
a resident of Oxfordshire living outside Oxford	less than weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Neutral	Neutral	There should be no charges at all	Yes	Add new bus routes, Make bus services more frequent, Extend hours of operation for buses		Negative	I think it will just push traffic out on to other roads causing more congestion, I don't believe it will incentivise people to take public transport. Furthermore, it's nonsensical, those who can afford it will still drive into Oxford.		If you want to incentivise people away from cars, public transport needs to be improved.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice, Community health or care workers who need to visit multiple locations or travel urgently	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very positive	Very positive	There should be no charges at all	No	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Negative			
an Oxford resident	daily		I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Negative	There should be no charges at all	Yes	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Very negative	I am one of 6 siblings to my parents living in the affected area, we all take turns to look after our parents take them to appointments etc the limited passes will not be sufficient and we will be hugely impacted by this proposal. Looking after our parents as unpaid carer our costs is increasing, also using this area to take my children to clubs	With the alarms and congestions charge really dividing communities, Oxford is becoming grid locked, time to travel has increased significantly	Bus fares are extremely expensive particularly is the whole family is travelling, bus frequency for my route is hourly. Adds to inaccessibility.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice, 25 day passes for residents in the Oxfordshire permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Neutral	Negative	About right	No	Make buses cheaper for all		Very positive	I cycle or use the bus with my very young children. The congestion charge would reduce traffic and make cycling safer and the buses more reliable. It is also an important signal to drivers that they aren't always the most important road users.	Some of my car journeys will be disrupted, take longer or be more expensive. However it is more important to have better and more environmentally friendly transport in our city. It is a sacrifice/reprioritisation we all need to make.	The bike lanes have been really helpful. Often the joins between cycle paths on different roads are unclear and unsafe.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I commute to the central permit area by car	Very negative	No impact	There should be no charges at all	No	Make buses cheaper for all, Other	Remove LTNs	Very negative	Little impact on congestion. Improves profits for bus companies over needs of permanent residents within the ring road.		Remove LTNs to stop forcing traffic onto known hazard points (like the Plain). Improve car access and flow to allow cars to visit centre (good for families and shopping). Consider emissions based zones if air quality truly a concern - and exempt electric vehicles
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Maintenance of existing infrastructure, that has been so poorly managed over the past few years. This includes existing roads, pot holes, pathways in residential streets as well as main roads.	Very negative	I regularly take my parents (who are in their late 80's) and live within a proposed charging areas /litter to medical appointments. One for medical dressings, 3 times a weeks at a GP in Oxford. And the other to regular appointments at both the JR and Churchill hospitals for treatment. Tell me how and why I should now be expected to pay £15 to £25 on an almost weekly basis. I would only qualify for 25 passes a year, given I come in from outside of the central area, even though I have a OX1 ooxtcode?This would be an absolutely crioolno situation financially.	I am opposed to any charges relating to car travel in and around Oxford. This concept means that only those with money will be able to access Oxford by car.	Re-open most areas where LTN's have been enforced in Oxford, as this looks to have been a catalyst to additional congestion. Look to create one way systems in some of these locations, if needed. Wait until the Botley road has re-opened before doing anything further.
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Negative	Very negative	Too low	Not sure	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Positive	The scheme is too lenient providing too many concessions to people commuting into Oxford by car. Motorcycles should not be exempt. 100 days of free passes is far too generous for Oxford residents. The biggest losers in Oxford congestion are bus passengers. Please don't pander to drivers by making park and ride free. Put the money into general bus improvements.		Oxford needs car free bus routes (or more ambitiously a metro, tram, monorail or suspended railway) on the Abingdon Road and routes to and from the JR. Accompanied children aged 5-16 should have free bus travel. Park and Ride buses should not be cheaper than public buses. Bus companies should be required to use the air conditioning that is fitted in their vehicles to increase the comfort and therefore desirability of bus travel, and to prevent drivers from being exposed to dangerous working conditions.
a business	daily	Personal cars used as goods vehicles for business purposes	I commute to the central permit area by car	No impact	No impact	There should be no charges at all	No	Add new bus routes, Make bus services more frequent, Extend hours of operation for buses		Very negative	As a self employed peripatetic teacher visiting more than one school each day in the city centre, unless I can move around the city centre carnvios excensive and heavy eauioment in my car. my iob will become unviable.	Why are teachers not included in the exemption permits? Also, the congestion on the other roads will be huge. Not being able to drive to the main city car parks is a joke.	Remove the LTns to ease congestion on the main routes that cars are having to use unnecessarily.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	Not sure	Make buses cheaper for all, Make bus services more frequent, Extend hours of operation for buses		Very negative	I have two reasons: I live in Wolvercote, my non-driving elderly mother lives off the Cowley Rd. She is not entitled to a blue badge, but she lives alone and does need my help - especially as the LTN's have meant lots of tradespeople will NOT visit her anymore because it takes too long to get to her. I need to be able to get to her quickly - via Marston Ferry Rd, when needed. She has no other family alive but me and my children and no other access to a car. 2. I work for a Nursery that is based in Eynsham and in Summertown. I am often needed in both locations to work/deliver essentials etc. I need to travel to these locations with no penalties or further worries. I am a single parent, I am also an only child, so all family responsibilities fall to me. One of my children is classed as disabled. I do not need all of this extra worry and expense just trying to get to work or get to support my elderly mother. The stress that these proposals are causing to normal people is just awful, I thought nothing could be worse than the LTNs. How wrong am I	See above Perhaps look at numbers of cars per household ? Charges in that area ?	Get rid of the LTN's. The traffic problems they have caused is ridiculous.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Add new bus routes, Add public cycle parking		Very negative	I need to get to and from family with our health without worry of extra taxes that'll be wasted on bus gates and traffic barriers, at the same time as the roads not being fit to cycling on!	It's just a money making purse to be wasted in the future.	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	There should be no charges at all	Not sure	Add new bus routes, Make bus services more frequent, Extend hours of operation for buses		Very negative	I live just outside the pink central zone in the city so don't qualify for the unlimited passes, but also have to pass through a toll road to commute to work each day. I work shifts, as and the current public transport options are not viable. The 100 passes I do qualify for will not be enough for a year for me to go to work 5 days a week, and will essentially be a fine for living in central oxford, but outside the pink zone.	They essentially prohibit residents in oxford from leaving towards the east as all options (Marston ferry and St clements) are in the zone.	Residents should not be charged to leave the city.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice, Blue badge holders, Unpaid carers	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	Yes	Other	Don't introduce this stupidity nonsense	Very negative	I took after two people in their 80s who live in Rewley road. I live in navigation way, so I have to pad through the central zone to get to them. By bring this this in you are making my horribly complicated life unimaginably more difficult with endless permit [REDACTED]	Please please please please don't do this	Get the Botley road bridge open asap and get network rail or whoever was in charge of this REDACTED to pay my council tax for a year in compensation.
a resident of Oxfordshire living outside Oxford	weekly			Very negative	Very negative	There should be no charges at all	No	Extend hours of operation for buses, Other		Very negative	More burocracy	Everone should be egible to drive to oxford	
an Oxford resident	daily	Blue badge holders, Disability benefit claimants	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Negative	There should be no charges at all	No	Other	Buses are not an option for a lot of people and many people will not have the proof to provide to show that they need their car which means a lot of vulnerable people will be able closed and them getting around would be more restricted causing upset	Very negative	I work around Oxford and have to visits many locations throughout the day, I am also registered disabled and need suoport from others often and being that they live all around Oxford it will restrict the support i receive and restrict how I work making my job more stressful which could potentially result in me ending my job for my mental and physical health. This also applies to many others in Oxford. Also families with children in different schools that cannot travel alone, this would make school runs near on impossible. Stop wasting money on unnecessary things and use that money to make bus travel cheaper rather than making us pay even more to be the roads than we already pay while restricting how much we can drive .	Constant rise in the cost of driving and then have the cheek to restrict our driving. This is very corrupt and close on theft, taking more money from the public in an already hard time with the cost of living.	Open the roads back up and put speed bumps to slow cars down in neighbourhoods.
an Oxford resident	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	Not sure	Make buses cheaper for all, Add new bus routes, Make bus services more frequent, Extend hours of operation for buses		Very negative			
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	There should be no charges at all	No	Make buses cheaper for all, Make bus services more frequent, Add public cycle parking		Very negative	There is already enough financial strain on families, due to the cost of living crisis. Such charge will put even more pressure on individual and families		
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	No impact	No impact	About right	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Add new bus routes		Negative	I work in keble triangle at the top of St Giles and frequently travel to the law building next to the st cross gate. The congestion I experience is not in the charging zone but in summer town and cuttesslow/wolvercote roundabouts and iffley road. I commute from Faringdon, west of Botley. A Botley road reopened the the bridge filter will incentivise me to continue travelling round the ring road and in through summer town rather than the more direct West Oxford route. This defies logic by massively increasing my emissions and commute time and adding congestion to one of the worst routes. It will also stop me exiting Oxford southwards.	The only people I hear pushing for the filters are the bus operators who have a vested interest in disincentivising private transport. I do not believe the plans target congestion hot spots. They could add to Congestion elsewhere by limiting choice of alternative routes, and will add to emissions by forcing long journeys (an extra 6k in each direction in the case of my commute via north Oxford rather than botley road). Congestion in North Oxford would be better tackled by targeting transport to private schools, since there is a notable difference when they are not open. I do not believe other options have been well considered. One way systems on Banbury/Woodstock and iffley/Cowley roads might have a bigger impact on congestion, and release space for more bus lanes.	Make North Oxford one way, with Woodstock and Banbury road acting as unidirectional spines. Consider the same for Cowley/iffley roads. Work with private schools to reduce traffic at peak times, citing changes in traffic flow in public school vs state holidays vs term time. Actively manage impacts of pedestrian crossings on traffic flow- a 5x delay waiting for the green man wouldn't greatly impact pedestrians but would allow traffic to flow- on Woodstock road the constant stream of pedestrians and cycles halting the traffic at school drop off time has a greater impact than traffic volume
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	Too low	Yes	Make Park & Ride buses cheaper, Make bus services more frequent, Add public cycle parking		Positive	It will deliver some of the traffic reduction benefits of the filters, but the exemptions are too numerous and the charge probably too low to deliver substantial reductions.		Introduce Eastern Arc filters (St. Cross Road, St. Clements, Hollow Way, Marston Road) immediately, with congestion charging for the Thames Street and Hythe Bridge Street filters
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Positive	Positive	There should be no charges at all	No	Make buses cheaper for all, Add new bus routes, Add public cycle parking		Negative	Adding fees will not stop people traveling by car and it will not reduce traffic. We have seen this be true with the LTNs- they keep some roads traffic free but it's just moving the problem to other roads by bottlenecking neighborhoods and adding longer journey times to car drivers	We made informed decisions about living in Oxford based on the accessibility and commutability for work. We have already been negatively impacted by LTNs, permit holder parking only, permit badges required for parking and now this proposal.	If you want to encourage people to drive less, there needs to be more of a focus on cycling becoming more affordable, safer and more designated paths.
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Neutral	Very negative	Too low	Yes	Make Park & Ride buses cheaper, Make buses cheaper for all, Make buses cheaper for young people		Positive	This scheme is very important and I support it, I think it should go further and not allow any permits for people not resident in Oxford. I think the charge should be higher and should penalise larger and heavier vehicles. For this reason, I am positive but I cannot be 'very positive' unless inprovements are implemented.	The locations should not be temporary. They should be permanent even if/when the bus gate system is implemented. Using public transport in Oxford is extremely negatively impacted by inefficient use of personal vehicles and more steps should be taken to discourage the use of cars.	Make the congestion charge permanent, pedestrianise more of the city centre, make bus routes cheaper and more regular. If we're really doing blue sky thinking, I'd like to suggest that we (re)introduce trams because they are the most efficient way to move larae numbers of people around a city.
a resident of Oxfordshire living outside Oxford	weekly	Community health or care workers who need to visit multiple locations or travel urgently	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make Park & Ride parking cheaper, Make buses cheaper for all, Make bus services more frequent		Very negative		Stupid idea	No
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	No impact	No impact	There should be no charges at all	Not sure	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for young people, Add new bus routes, Make bus services more frequent, Extend hours of operation for buses		Negative	I would be less likely to visit places that I can't get to easily by bus, and so classes that I would like to attend or places that I would visit and spend money at I will no longer be likely to do so.	Oxfordshire is already an extremely expensive area to live in and this will serve to make Oxford more difficult to access for anyone living outside of the city. I would like to use the buses more but they are expensive and unreliable and certain areas are not well served by bus.	Subsidise buses and make the park and ride free to park at like it used to be. Currently it is not a particularly cheap option. Maybe it would be worth creating more park and ride areas outside of the ring road with good bus links into different areas of the city
a resident of Oxfordshire living outside Oxford	less than weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Very negative	Very negative	There should be no charges at all	No	Other	Busses from Chalgrove are in frequent and very expensive, not suitable for travel late afternoon or evening. focus on support for Oxfordshire residents as it always looks like Oxford is anti anyone living outside the city, surely killing city businesses.	Very negative	This is another tax that I am sure will not stop after 2 years, and continues to deter anyone to visit Oxford to use restaurants and entertainment. Why doesn't the council take responsibility for allowing the Botley road rail mess to happen and all resign. Being in force on bank holidays shows this is a money making scheme to benefit Oxford city council and not a congestion charge	You are making Oxford city too complicated to visit with and car policies and now I very rarely ever visit to use shops, restaurants etc. Even to visit a renowned pub for a meal off iffley road is impossible due to resident parking, this lead to not showing for a booking as it's impossible to park anywhere.	Charge Oxford city residents £10 to drive their cars inside the city as they have realistic cycling/bus options and allow outsiders to drive for free to attempt to salvage patronage and save trade.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	Very positive	About right	Yes	Add new bus routes, Other	Please resurface Oxford city's roads. They are shocking	Negative	Why no incentives for EV car owners? Why reward multi car households? Why not fix the coaches problem on St Giles & school run traffic in North of Oxford?	Think you should stick to a congestion charge rather than bring in the filters. The filters are so punitive with £70 fines if you eg need to take your cat to the vet once your 100 permits are exoired.	Sort school run & coach parking - use Park & Ride. This plan does nothing for that. Resurface the roads please. Support EV cars more - charging in Oxford has stalled
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice, Business cars used as goods vehicles	I commute to the central permit area by car	Negative	Negative	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Make buses cheaper for young people, Add new bus routes, Make bus services more frequent, Extend hours of operation for buses		Negative	Totally unnecessary to ask residents to pay for the absolute mess that is the Botley road delay. This is a stealth tax, and any mention of 'temporary' will soon go away	See my answer to the last question. Temporary will become permanent, mark my words	How about getting the park and ride at Eynsham up and running for starters. How dare you spend that much money, then leave it dormant for years!
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Very negative	Very negative	There should be no charges at all	No	Other	Use council tax money to fund your virtue signaling projects. g	Very negative	You do realise that most of the jobs in Oxfordshire are in Oxford. Do people have a choice? You are taxing those who chose to work to feed their family. What a fanatic bunch of coincidors we have got.	Abolish	Build less homes. But if you are really looking to reduce congestion then think of what are the bottleneck points in the traffic system and how you can improve those. Could you invest to have tram system? You would say that it is not financially viable. So ultimately it is money that you want to make from these schemes. If you bunch are not sadists then you wouldn't have thought of a scheme which seanalises its own citizens.
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice, Frequent hospital patients	I don't	No impact	Negative	There should be no charges at all	No	Extend hours of operation for buses		Very negative	This scheme will simply make driving into the city less attractive whilst alienating outlying Oxfordshire residents from Oxford. Furthermore this will further increase discontent with council leadership inside and outside of Oxford given congestion is being made significantly worse by the botched roadworks taking place on the railway bridge at Botley road. This scheme is being introduced to remedy an onaoing council failure.	Yes - scrap the proposal for a congestion charge and sort out the ongoing roadworks. Or alternatively at least clarify what is meant by temporary - as knowing how local governments operate temporary can become permanent with no warning whatsoever	Rectify the ongoing delay with the botley roadworks - recognise your failure as a council rather than punishing road users. Alternatively ban learner motorcyclists from operating as delivery drivers - these individuals cause more havoc, confusion and potential delays on the road than any other group
an Oxford resident	weekly		I don't	Very positive	Very positive	About right	Yes	Make buses cheaper for all, Add new bus routes, Make bus services more frequent, Extend hours of operation for buses, Add public cycle parking		Very positive	I usually walk around Oxford for work and to go into town, but sometimes take the bus or cycle, and find the traffic really terrible. The buses are greatly affected and I don't feel safe as a cyclist. People should be incentivised to use public transport or cycle instead of driving by car where possible so I support the idea of the congestion charge being used to support local bus routes		Oxford really needs to ban pavement parking, this badly impacts traffic and is dangerous for pedestrians and cyclists
a resident of Oxfordshire living outside Oxford	less than weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Negative	Neutral	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make bus services more frequent		Negative	Oxford is already unfriendly enough for people living outside to visit this would make it a no go zone. Park and ride to hospitals is abysmal and options for public transport to Oxford from some rural areas is practically non-existent or difficult to get to services because thev are too distant to walk to and there is no nearby parkina.		Maybe encourage residents not to use cars rather than excluding visitors from nearby towns, villages and rural areas
a resident of Oxfordshire living outside Oxford	less than weekly	Blue badge holders, Disabled tax cans, School students with special educational needs, Unpaid carers, Community health or care workers who need to visit multiple locations or travel urgently, Frequent hospital patients, Emergency service vehicles, Firefighters, Personal cars used as goods vehicles for business purposes	I don't	Very positive	Very positive	There should be no charges at all	No	Other	Improve the roads (potholes line painting etc.)	Very negative	You would have to pay more to go to the hospitals (even more on top of the extortionate parking) It would deter me from going to Oxford at all. All of the efforts so far (LTNs for example) just make Oxford less appealing to visit.		Prioritise making more ways to drive into central oxford (fixing Botley road)
a resident of Oxfordshire living outside Oxford	daily		I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all		Very negative	You are penalising people getting to work, going shopping. Already extortionate. No point coming to Oxford. Sort out Botley Road there will be oenalty clauses fines to be levied. Disasterous scheme proposed for Oxford footfall.	Dont do it	Cut bus prices apleal to the pocket.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice, Community health or care workers who need to visit multiple locations or travel urgently	I don't	Neutral	Negative	Too low	Yes	Make buses cheaper for all, Make bus services more frequent, Add public cycle parking		Positive	I think it is a good idea, overdue. I hope it will improve traffic in Oxford. I don't think it will be popular though.	No	Prevent people from driving schoolchildren to school. School buses?
an Oxford resident	daily	Personal cars used as goods vehicles for business purposes	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Roads conditions	Very negative	With the cost of life going up and as a father for 3 kids who need the money to feed my family this will add more and not necessary cost on me		Open all that roads you closed around cowley are
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	Not sure	Make buses cheaper for all		Very negative	The cause of congestion also because of traffic filters, close of Botley Road, construction works. However, cars users are penalized by the council.	This is not solving the issue. Council members are lazy and not willing to tackle the issue. Only want to find an easy way out by imposing unnecessary charges on car users.	Reopen Botley Road and lift traffic filters. Don't force the traffic to the main road.
an Oxford resident	daily		I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	Not sure	Other	No congestion charging	Very negative	We cannot afford to pay anymore money	This will affect majority of people who are already struggling financially.	Make buses free
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Do not charge for cars	Very negative	I'm driving every day in Oxford for work. I can NOT afford to pay any charge for my car and I don't have possibility to commute with a bus.	Please don't change anything!!!! At least until the Botley Road will open.	

Survey Response												
I am responding to this survey as	How often do you travel in or around Oxford?	Please tick which of the following free permits and passes you think you may be eligible for	Do you live in, visit a resident by car or commute by car to the proposed central Oxford	Central Oxford residents' permitIt is proposed that residents in the central Oxford	Central Oxford permit area commuters' permitIt is proposed workers commuting	We are proposing a single charge of £5 to allow cars without a day pass or permit	Do you think that charges should vary, with drivers of larger cars paying more and	Income generated by introducing the proposed temporary congestion charge would be used to cover the set-up and operating costs of the scheme.	If other improvement, please state	Taking into account all the information we have provided about the proposal to	Please explain your answer	Do you have any other comments about the proposal for six temporary congestion charge locations in Oxford that you have not already shared in this survey?	Do you have any suggestions for other ways to reduce traffic and tackle congestion in and around Oxford?
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Positive	Negative	About right	No	Make buses cheaper for all, Make bus services more frequent, Add public cycle parking		Positive	I am hoping it will reduce traffic.	I am concerned this, like the fingers, will increase traffic through Old Marston at peak commuter times.	An aerial egg lift linking Thornhill P&R > Osler Road / JR hospital > Town Centre.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Negative	Too low	Yes	Make Park & Ride buses cheaper, Make buses cheaper for all, Make bus services more frequent		Positive	Could go further, eg restricting hours of access for "other" vehicles (delivery etc) to outside normal peak times		Reduce the amount of parking currently available with a aim to discourage driving into the centre
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Positive	Negative	Too low	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Add new bus routes, Make bus services more frequent, Extend hours of operation for buses, Add public cycle parking		Positive		I think 3 cars for commuting is excessive	restrict larger vehicles such as trucks and vans within certain hours - so not during peak schools hours (7:30-9, and 3:30 to 5). This would make cycling with kids safer and more appealing.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	About right	Not sure	Make buses cheaper for all, Add new bus routes, Add public cycle parking		Very positive	Would expect to see fewer cars crossing the city centre, so buses would be faster/more timely and walking/cycling would be safer and more pleasant		School term times seem to produce the heaviest traffic, finding better ways for children to get to schools (rather than being driven in and out individually) could make a big difference. A shift away from the near-universal 9-5 working hours could also help soread out "rush hours".
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	Yes			Very negative	I'm an NHS manager, working almost 24/7, working every day after job planned hours from hime, additional commuting time will have neoative imoact on my service		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	Too low	Yes	Add new bus routes, Make bus services more frequent, Add public cycle parking		Very positive	It is currently quicker to cycle in and around the city than to go by bus. The roads should be clearer for people who *need* to use their cars and permit the free flow of traffic. Buses will be quicker, and therefore more appealing to use, and cycling will be safer.	Owing to the timing of sessions, there needs to be provision for access to the ice rink, whether that is by improving bus services or adjusting the congestion charge for users. Otherwise, training would be affected to such an extent that competitive skaters will need to move to other rinks, such as Swindon, which are further away, which will affect the rink's ability to operate and remain competitive.	Look to other medieval cities abroad that have put cycling first and see what measures we can adopt. A good example is Uppsala, in Sweden, which is also a medieval university town and is almost entirely car-free in the centre. Cars should be used for getting out of Oxford, and not necessary for getting into or around Oxford.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	There should be no charges at all	Yes	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Negative	I will have to leave my job at the school where I work part time because the most direct route includes one of the charging zones and going the long way would take too long and will use too much petrol. Going there by bus would take ages as there is not a good direct service available.	They are not a good idea because the rich can afford to pay and will continue congesting the road, but those on lower income will struggle.	Removing the LTNs in East Oxford would be a good start. Have more bus routes that cover the entire city and better connection services to the surrounding villages.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	Too high	No	Make buses cheaper for all		Negative	Push traffic onto already busy alternate routes already impacted by LTNs		Use the river to provide alternative transportation into Oxford
an Oxford resident	daily	Taxis and private hire vehicles	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Make BUSES FREE FOR LOCAL PEOPLE BETWEEN WORKING HOURS AND SEE WHAT IMPACT THAT HAS ON TRAFFIC AND SCHOOL RUNS	Very negative	Will hurt people that come to Oxford to work and who live locally .. turning Oxford into a Prison	All the surrounding roads will be impacted massively, there wasn't a congestion problem before that LTNS went in.. SUMMERTOWN IS THE WORST FOR PEOPLE THAT DON'T LIVE LOCALLY	Free bus passes, council has the ability now to run its own bus services due to changes in the law, also bus ticket prices are extortionate for such small journeys and cause issues financially, Park and Ride should be free and buses to and from them should be one pound no more, if you want people to use Oxford and use it services make it cheaper for them to access them.
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Fix the badly managed roads and roundabouts	Very negative	It's literally a money making scheme. Not everyone falls into the same category of 'they should walk, get a bus or cycle' I now live in Abingdon, but I grew up in Cowley, I work in Cowley, my partner works in Cowley, my daughter goes to nursery in Rose Hill, I still have a lot of friends and family in Cowley that I see regularly, usually after work. You have already made that difficult with LTNs, I have to sit in a lot more traffic now than I ever did before. People will not stop driving! We pay for our cars, our insurance, our tax, and you want to charge us more just for the privilege of driving in our own city! There is no bus route that will allow me to go to drop off my daughter at nursery, go to work, then to pick up my daughter, and then to visit my family! And if there was it would probably double my journey time! I cycle to work when I can, but not if I have to do the nursery run. I have never ever had a problem cycling round Oxford! The majority of families and households rely on these cars to go about their daily business! Stop trying to penalise them!	You never spoke about this pre election as you knew you would struggle to get voted in! You have ruined Cowley with your LTNs already! You as a council are not listening to residents. Just look at the petition with over 10,000 signatures against! Look at the comments! Put your congestion charge in areas where you were voted in! Leave Cowley alone! Majority of residents do not want your greedy schemes! You seem to be targeting the poorer areas! If you really want it, then open up some of the LTNs so that the traffic can flow freely!	Open up the LTNs! Simple!
a resident of Oxfordshire living outside Oxford	less than weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Negative	Very negative	Too low	Yes	Add new bus routes, Make bus services more frequent, Add public cycle parking		Very positive	Cycling often feels unsafe and bus journeys are slow due to car traffic. Any reduction in private vehicle use is very positive.	N/A	No
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Very negative	Very negative	There should be no charges at all	No	Make Park & Ride buses cheaper, Make buses cheaper for all, Make bus services more frequent		Very negative	I expect that in order to avoid the charge there is going to be a much higher use and suffocating congestion of the ring road and the roads that lead to the ring road.		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Neutral	Neutral	There should be no charges at all	No	Make buses cheaper for all, Make bus services more frequent		Very negative	I live in Cranmer Road, I cant see how I can get out without using Hollow Way. If I need to alter the route to other small streets, there will be another congestion point. Please be considerate.	I live in Cranmer Road, I cant see how I can get out without using Hollow Way. If I need to alter the route to other small streets, there will be another congestion point. Please be considerate.	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Fix the existing roads which are some of the worst in the country.	Very negative	It will stop me visiting Oxford entirely. I won't spend money whilst shopping or for leisure in Oxford once its implemented. I will stop volunteering in Oxford. I will discourage my kids to choose schools in Oxford. I will laugh hard when the town centre becomes a ghost town full of coffee shops and charity shops. The stupid, dumb elected officials and council officers will ONLY have themselves to BLAME. They ruined the town with their stupid ideas.	Oxford is currently experiencing some of the best air quality its ever had. This is NOT the result of council policy, its the result of improving emissions from vehicle tailpipes as technology improves. Don't be idiots and pretend this is to improve the environment. It's about money and politics.	Get rid of the under used buses and replace with minibuses. Value the car driver. Finally come to the realisation that public transport doesn't work for commuting or school travel - it takes hours to get anywhere, its not direct enough and its too expensive. Enforce road safety standards on cyclists at the start of the academic year to stop poor cyclists behavior. Get the police out there issuing tickets.
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Neutral	Neutral	There should be no charges at all	Yes	Make buses cheaper for all, Make bus services more frequent, Extend hours of operation for buses		Very negative			
an Oxford resident	daily		I live in the central Oxford permit area, or visit a resident of the central permit area by car	Neutral	Neutral	There should be no charges at all	Not sure	Other	Better cycling paths which are safe	Very negative	I need to drop my baby of at nursery on Marston road every day. This means I will have to pay a 5 pound fee every working day. Considering the already high cost of childcare, this just adds an additional burden. Also congestion on the ring road is already terrible in the mornings. the crocossed chances will make it even worse.	Please do not put the Marston road congestion charge in place. There is a nursery there and this is an unfair financial burden just for dropping children off in the morning.	Create better cycling infrastructure, such as consistent cycle roots on Banbury road (at the Summertown shops there is no cycle lane so it's dangerous to cycle with children).
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Very negative	Very negative	About right	Yes	Add new bus routes, Make bus services more frequent, Extend hours of operation for buses		Very positive	Less traffic means less congestion, noise and pollution. Road pricing is a proven method for reducing traffic.		Substantially restrict on-road parking, especially on bus routes, to improve traffic flow. Ban all pavement parking (including where already permitted), with strict enforcement and bollards/barriers where needed. Improve pavements to make walking less unpleasant - sort out the mess of bumpy driveway access, make footways continuous across side roads (or at least have reliable drop kerbs for wheelchairs and buggies).
a resident of Oxfordshire living outside Oxford	less than weekly		I don't	No impact	No impact	Too low	Yes	Other	Parking at the JR and in the centre of town. Upgrade the a34 so i can bypass Oxford instead of getting stuck in the local traffic.	Negative	Makes visiting Oxford more difficult. Would likely travel to Milton Keynes instead.	Congestion charge is a far superior idea to bus gates. Fundamentally nobody wants to use the bus. For the 2 days a year i actually visit (i actively avoid Oxford if possible because travel by car is difficult) I'd rather pay even £50 congestion charge than ride a bus.	The buses are choking the city. I can't stop by bus or by bike. Just sort the roads out and provide adequate parking. Oxford is the only city I've visited that has these problems. There is congestion because the roads don't cater for free flowing traffic and the a34 needs to be a three lane motorway that doesn't serve local traffic.
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	No impact	Positive	Too high	No	Make Park & Ride parking cheaper, Make buses cheaper for all, Extend hours of operation for buses		Very negative			
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Neutral	Neutral	There should be no charges at all	Not sure	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Very negative			
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Negative	No impact	There should be no charges at all	Not sure	Other	I very much doubt they'll be any money left after covering the set up and running costs. It seems a complete waste of time, money and resources to set this up for as a temporary measure. I can't believe this is leaal.	Very negative	I have family and friend living in central Oxford that I visit regularly and it's not always possible to use the bus. Parking is already so expensive and with this scheme, we would have to pay even extra to accesa the simply access the car parks at the westgate & oxpens. It find it outrageous to allow the westgate carpark to be expanded to then charge people to access it.	I am completely against it, especially as a short term measure. A waste of time, money and resources that is gonna piss people off and move traffic issues to other areas. Still against it but it only makes sense to set this up if intended for long term use.	Improve public transport (times, routes & costs) continue educating people on benefits of cycling & the use of public transport.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Very positive	Very positive	About right	Yes	Make buses cheaper for all, Make bus services more frequent, Other	Improve cycle routes	Very positive	It should reduce car usage so improve bus services and make cyclists life less challenging.	Given the objectives of the scheme it is absurd not to treat private hire vehicles and taxis exactly like private cars, as the impact is identical.	Proceed as fast as possible with rail line to Blackbird Leys etc. Consider reintroducing minibuses which can be "booked" via use of an app. In other words the bus can carry say 10 or so passengers, and people give an advance notice of where they'd like to be picked up. An algorithm then sorts the best route and advises pick up times and locations.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Add public cycle parking		Very negative			
a resident of Oxfordshire living outside Oxford	less than weekly	Frequent hospital patients	I commute to the central permit area by car	Positive	Very positive	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Make buses cheaper for young people, Make bus services more frequent, Extend hours of operation for buses, Add public cycle parking		Very positive	UK economy is going down if need charge for outside visitor or traveller how big impact for the SMALL SHOP and Restaurant? Affected employee cost go up!	First go change from 20mph back to 20mph Speed limited. Build more council car park at nearly city centre by from Four direction drive in. That road should be dual carriages direct point to the car park.	NA.
a representative of a group or organisation	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make buses cheaper for all		Very negative			
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	Too high	Yes	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Add public cycle parking		Negative	Make it expensive for me to collect or drop off family and other visitors who arrive at the station by train with luggage	Congestion charge will always affect the less well off far more than the well off who can easily pay £5 without any pain. If there is a charge it needs to be linked somehow to the driver's ability to pay. Not size of car alone, but also age and book value could perhaps be taken into account. Better would be to allow access to certain lanes/routes to buses only and also set up proper segregated cycles routes, thereby limiting car access. Or one-way systems with more capacity out of the city than in. Better than a charge would be a permit system based on need (resident access, workplace, essential services, etc.), or	Main key for cycling is properly segregated routes. A large proportion of people will not cycle while it involves being unprotected next to motor traffic. The recent changes to cycle lane painting has made cycling more dangerous, not less, as the markings are now widely ignored (e.g. Marsh Lane, Iffley Rd) and in some cases the addition of lane markings has encouraged vehicles to close pass (Marston Rd, St Clement's end) whereas previously a reasonable number of drivers would give more space. The 20 speed limits are also largely ignored. LTNs have clearly increased congestion on roads leading to the Plain as there are now no alternatives – some of the LTNs need rethinking, and the use of one-way roads, alterations to on-road parking layouts, and the addition of segregated cycle routes would help a lot (e.g. cycling down the middle of St Mary's
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make buses cheaper for all, Make bus services more frequent, Other	Build a tram system — Newbury to Bicester, Witney to Thame.	Very negative	businesses and other employers based in Oxford could be required to provide transport from park and ride sites for their employees. I think this is a terrible idea. I live in Abingdon and come to Oxford to spend thousands of pounds a year. If I can't get there I'll take my business elsewhere.	Please don't follow this ghastly agenda. Roads are for cars. We should be free to go where we want. This type of micro-management is not welcomed in the city. People will vote you all out next time if you go ahead with this.	Road between two ranks of parked cars isn't great, and when a motor vehicle comes at you at speed leaving you nowhere to go, it can be terrifying. This happens roughly 10% of the times cycling in that area. Obviously better and cheaper bus services would help – or better, light rail / tram systems which could be combined with cycleways and replace cars all together on some roads in and out of the centre except for resident access. Build an OUT OF TOWN SHOPPING CENTRE with its own easy parking and access from the A34 or M40. Botley would be ideal. Build a tram system like Manchester or Sheffield.
a resident of Oxfordshire living outside Oxford	weekly		I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	Not sure	Other	Scrap the scheme and reconsider.	Very negative	As budgets are tight, chances are this will be made permanent, hurting the wallets of Oxfordshire residents for years to come.		
an Oxford resident	weekly	Blue badge holders	I don't	Neutral	Neutral	There should be no charges at all	Not sure	Make buses cheaper for all		Neutral			
a resident of Oxfordshire living outside Oxford	weekly		I commute to the central permit area by car	Negative	Negative	There should be no charges at all	Yes	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make bus services more frequent		Very negative	All it will do is push more traffic onto the ring road and increase congestion there. What happens when traffic has to be diverted due to incident? You will kill Oxford businesses as people will go elsewhere to shop.	Marston ferry is a key rd across Oxford...you will segregate the city. Meeting friends who live across Oxford will be difficult so will force us to meet out of Oxford and take our business elsewhere. Our teams go into schools on marston ferry to support students so that would stop as would not be prepared to pay charge.	Have more than one entrance/ exit to JR. Provide free parking/discounted train travel at all park and rides to staff at jr. Have a train stn on east side of Oxford. More direct bus routes from towns as we commute as we can't afford to live in Oxford. Adding an extra hour to my journey by bus each way is not aoceaible as it does round the houses
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Very positive	Very positive	Too low	Yes	Make Park & Ride buses cheaper, Make buses cheaper for all, Add new bus routes, Make bus services more frequent, Extend hours of operation for buses, Add public cycle parking		Very positive	We need measures to reduce the number of cars on Oxford roads, and encourage people to use public transport or cycle.		Busses need to be more reliable, serve more routes, and be cheaper. Going East to North, South to North, or West to East are currently a real pain. Also why don't more busses stop at the station?
a resident of Oxfordshire living outside Oxford	less than weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Negative	Negative	There should be no charges at all	No	Other	This is totally wrong there should be no fee to ho to Oxford	Very negative	We educate in Oxford, we use the hospital in Oxford and work in Oxford. My family provide trades in Oxford. You need to use incentives not punishment. LTNs and cameras are terrible ideas that punish businesses, residents, schools and hospital workers.	You won't listen as Oxford council just go through the motions of putting out surveys and ignoring the responses but this is a terrible idea as was the LTN and speed limit reductions that caused the congestion.	Move the Hospitals!
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	No impact	Neutral	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Add new bus routes		Very negative	Charging people money will not reduce the number of cars, just cause hassle and increased expense.		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Positive	Positive	About right	Yes	Make buses cheaper for all, Add new bus routes		Positive	Traffic control measures so far have wonderful in terms of general well-being for me and those I know. In particular, the LTN barriers by Florence Park and Temple Cowley have made it much easier to sleep at night and socialise with others in the neighborhood. Two of the proposed locations for the charges St Clements and Marston Ferry Road) would hopefully bring this benefit to where I live now, which would be a very welcome addition to a scheme that's already helped a lot.		LTNs and the addition of good bike lanes has already helped immeasurably, so I suppose more of the same, while continuing to ensure bus routes reach as much of the city as possible.
an Oxford resident	less than weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Negative	Positive	There should be no charges at all	No	Make Park & Ride buses cheaper, Make buses cheaper for all, Other	Extend Oxford area to Kennington - it's always excluded and is a suburb of Oxford	Very negative	How does this differ from the the trial gates proposed, such that this scheme can be introduced whilst Botley Road remains closed	St Clements literally cuts off the Church from churchgoers who drive!	Cheaper buses
an Oxford resident	daily		I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	Not sure	Other	The congestion charge won't cut traffic or pollution—cars will still come, just costlier. Oxford's transport hasn't improved despite promises. With more homes and people, traffic will worsen. This is just a money grab, not a real solution.	Very negative	I want to express my strong opposition to the proposed congestion charge scheme. While I understand the aim is to reduce traffic and pollution, this approach is fundamentally flawed and unlikely to deliver meaningful improvements. Charging drivers to enter congested areas does not eliminate congestion—it simply adds a financial burden. The same number of vehicles will still pass through, particularly those who have no alternative due to work, school, or essential travel. Pollution levels will remain largely unchanged, yet residents and workers will face higher costs in their daily lives. You claim that funds raised will be reinvested in public transport, as required by law. However, the reality is that Oxford's public transport has seen little to no noticeable improvement for years. Many communities remain poorly connected, and buses remain unreliable or infrequent—hardly a viable alternative to driving. The root issue is not just traffic volume, but rapid population growth and relentless housing development. Roads are increasingly overwhelmed, and without serious investment in infrastructure, no amount of charging will fix that. In fact, it's likely to worsen inequality, as only those who can afford the charge will be unaffected. This scheme feels more like a revenue-raising measure than a genuine solution. If the Council is truly committed to tackling congestion and pollution, it must focus on long-term infrastructure planning, improved public transport, and sustainable growth policies—not quick fixes at the public's expense.	The Westgate Centre should have been located outside the city centre. Its placement has increased car traffic in an area that is meant to be more pedestrian- and cycle-friendly. Additionally, concentrating retail activity there has negatively impacted traditional shopping areas like the High Street and the Covered Market. A more effective approach to reducing car use would be improving public transport connectivity—for example, activating a train station in Blackbird Leys near the Mini Plant. Better rail links into the city would give residents real alternatives to driving.	The Westgate Centre should have been located outside the city centre. Its placement has increased car traffic in an area that is meant to be more pedestrian- and cycle-friendly. Additionally, concentrating retail activity there has negatively impacted traditional shopping areas like the High Street and the Covered Market. A more effective approach to reducing car use would be improving public transport connectivity—for example, activating a train station in Blackbird Leys near the Mini Plant. Better rail links into the city would give residents real alternatives to driving.
a resident of Oxfordshire living outside Oxford	less than weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	No impact	No impact	About right	Yes	Add public cycle parking, Other	rail	Positive	I live in Didcot and visit central Oxford from time to time. I will not bother to make use of the free 25 days per year to which I would be entitled as an Oxfordshire resident: when visiting Oxford, I will continue to park just outside of the city and finish my journey to the centre by bicycle, as I do at present. With reduced traffic, I would benefit from safer cycle ride into town, and also a more pleasant environment in the centre once I arrive. I feel that on balance I would benefit, even though I might face more competition for parking in the areas where I might park my car, from other motorists who might get the same idea as me to replace the use of the central car parks. It is unlikely that I would be persuaded to avoid the use of my car completely, although that might change if the money raised was used to bring down the price of local rail services, in particular a day return from Didcot to Oxford. The bus is not an attractive option because it is very slow, and takes nearly as long as cycling all the way from Didcot.		
a resident of Oxfordshire living outside Oxford	less than weekly	Blue badge holders, Disability benefit claimants, Disabled tax cars	I don't	No impact	No impact	There should be no charges at all	No	Other	Make the buses fully accessible for wheelchairs (they are not) - see the Denver 16th St. Mall buses on how this SHOULD be done.	Negative	The charge will significantly reduce the incentive to go to Oxford by many who will go elsewhere. The decreased footfall will affect Oxford generally but the Westgate especially, decreasing income and likley leading to closures - further reducing the incentive to visit and making Oxford even more of a Student dormitory than it already is. Oxford is only marginally more attractive that many other towns and West London as it is.	Why are the bus gates still closed to disabled/blue badge drivers????? I gave to exit the town centre, run miles around the ring road using a map ONLY available on paper or on the internet (where it can be discovered) and re-enter the city again by an obscure unsigned route just to move a few streets, This us descruminatory, especially for disabled drivers NOT from the Oxford reaion.	light rail
a member of the public living outside Oxfordshire	daily		I don't			There should be no charges at all	Not sure	Add new bus routes		Very negative	REDACTED	This scheme will particularly impact teachers and nurses as well as parents plus local businesses as clientele will not want to come into Oxford as traffic will be even worse on the already congested ring road	Have regular bus routes with multiple shuttle buses between 730am - 815am from Thornhill Park and Ride (and other park and rides) that go direct to schools such as OHS plus something similar at the end of the school day from schools to Thornhill. Other routes should be out in to suoport students / teachers commuting to the universitv
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Make buses cheaper for young people, Add new bus routes, Make bus services more frequent, Extend hours of coeration for buses		Very negative	There should be a complete freedom of movement without any charges, anywhere.		Remove LTNs, build new roads, tunnels.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make buses cheaper for all		Very negative	Negative as the people of Oxford shouldn't have to pay to drive in their own city as we pay to drive on the roads already. A dav out visitino friends and costino £5 after 100 davs in each zone is ridiculous let alone a dav pass.		No as you will be reducing tourism in Oxford which already brings in a lot for the city already.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Negative	About right	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper		Very positive	A change is very much needed given the horrendous traffic issues in central Oxford.	Make it more expensive and reduce parking in city. It has to hurt otherwise people will not stop driving into the city!	Close Westgate parking
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	No impact	There should be no charges at all	No	Make buses cheaper for all		Very negative	Living in the permit zone I have to work across Oxfordshire and there is already so much traffic on the ring road this will make leaving Oxford even more difficult	No	Make the ring road more effective, perhaps something like a bypass. There is so much congestion I can barely leave Oxford
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	Not sure	Other		Very negative	I work in central oxford. Operationally I have to be in work for 8 am, and the earliest I can drop my baby to the child minder is 8am I therefore cannot rely on a bus and must drive. I already pay for a permit. I won't be able to afford to work with this charge	Read the room, you've destroyed Oxford enough with the LTNs.	Get rid of ltns
an Oxford resident				Very negative	Very negative	There should be no charges at all				Very negative			
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Positive	Very positive	About right	No	Make buses cheaper for all, Extend hours of operation for buses		Negative		Bollocks	
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Positive	Very positive	About right	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Extend hours of operation for buses		Very negative	It will be impossible to get to the Westgate car park without passing through one of the congestion gates. This will lead to reduction in business. I will not be driving in to Oxford and instead will go to reading or Bicester to do my retail shopping. It will succeed in reducing congestion but at the side effect of killing business in the centre, be prepared for shops to move out of the Westgate!	A similar proposal was made in Cambridge and several big businesses including shops like Waitrose and John Lewis said if it went ahead it would kill business and they would move out. I would note John Lewis holds the biggest unit space in the Westgate and that the Westgate has been silent on the matter so far which I would think is not good news.	Get rid of the LTN's! There wasn't anywhere near as much congestion before these went in! You artificially created congestion by forcing cars from quieter routes on to already busy roads!!!
a resident of Oxfordshire living outside Oxford	less than weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Negative	Negative	There should be no charges at all	No	Make buses cheaper for all		Very negative	The issue is over crowding and too many people, which will continue for as long as they keep building more and more houses. The traffic will stay exactly the same.	It won't work	Stop building houses use LTN's and give oxfordshire residents a set number of permits as you previously proposed invest in better shopping facilities outside of oxford...the reason most people come into oxford is the shops/restaurants etc in other parts of oxfordshire are crao
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Very positive	Positive	About right	No	Make buses cheaper for all, Add new bus routes, Other	Improve cycle paths and create more cycle provision	Negative			Improve cycle provision. Create public transport routes around ring road
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very positive	No impact	About right	Yes	Make buses cheaper for all, Extend hours of operation for buses, Add public cycle parking		Positive	Reduced congestion		Improve bike lanes at junctions. Too often bike lanes are good until a junction which is the most dangerous part
a resident of Oxfordshire living outside Oxford	less than weekly		I don't	Negative	Very negative	There should be no charges at all	No	Other	There won't be a surplus in the short term - operating costs will miraculously be excessive, and the vindictive inclusion of the access path to west gate car park will serve only to destroy value in Oxford as a retail and leisure destination	Very negative	I view the inclusion of the stretch of Thames street required to access westgate car park as extremely vindictive	This will drive businesses, retailers and leisure out of town. Will kill the (fabulous) Christmas market	Park and rail from didcot, parkway and the science park.

Survey Response													
I am responding to this survey as	How often do you travel in or around Oxford?	Please tick which of the following free permits and passes you think you may be eligible for	Do you live in, visit a resident by car or commute by car to the proposed central Oxford	Central Oxford residents' permitIt is proposed that residents in the central Oxford	Central Oxford permit area commuters' permitIt is proposed workers commuting	We are proposing a single charge of £5 to allow cars without a day pass or permit	Do you think that charges should vary, with drivers of longer cars paying more and	Income generated by introducing the proposed temporary congestion charge would be used to cover the set-up and operating costs of the scheme.	If other improvement, please state	Taking into account all the information we have provided about the proposal to	Please explain your answer	Do you have any other comments about the proposal for six temporary congestion charge locations in Oxford that you have not already shared in this survey?	Do you have any suggestions for other ways to reduce traffic and tackle congestion in and around Oxford?
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Positive	Negative	About right	No	Make buses cheaper for all, Make bus services more frequent, Add public cycle parking		Positive	I am hoping it will reduce traffic.	I am concerned this, like the fingers, will increase traffic through Old Marston at peak commuter times.	An aerial egg lift linking Thornhill P&R > Osler Road / JR hospital > Town Centre.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Negative	Too low	Yes	Make Park & Ride buses cheaper, Make buses cheaper for all, Make bus services more frequent		Positive	Could go further, eg restricting hours of access for "other" vehicles (delivery etc) to outside normal peak times		Reduce the amount of parking currently available with a aim to discourage driving into the centre
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Positive	Negative	Too low	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Add new bus routes, Make bus services more frequent, Extend hours of operation for buses, Add public cycle parking		Positive		I think 3 cars for commuting is excessive	restrict larger vehicles such as trucks and vans within certain hours - so not during peak schools hours (7:30-9, and 3:30 to 5). This would make cycling with kids safer and more appealing.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	About right	Not sure	Make buses cheaper for all, Add new bus routes, Add public cycle parking		Very positive	Would expect to see fewer cars crossing the city centre, so buses would be faster/more timely and walking/cycling would be safer and more pleasant	Seems like a good way to test out the traffic filter ideas before going into the trial proper	School term times seem to produce the heaviest traffic, finding better ways for children to get to schools (rather than being driven in and out individually) could make a big difference. A shift away from the near-universal 9-5 working hours could also help soread out "rush hours".
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	Yes			Very negative	I'm an NHS manager, working almost 24/7, working every day after job planned hours from hime, additional commuting time will have neoative imoact on my service		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	Too low	Yes	Add new bus routes, Make bus services more frequent, Add public cycle parking		Very positive	It is currently quicker to cycle in and around the city than to go by bus. The roads should be clearer for people who *need* to use their cars and permit the free flow of traffic. Buses will be quicker, and therefore more appealing to use, and cycling will be safer.	Owing to the timing of sessions, there needs to be provision for access to the ice rink, whether that is by improving bus services or adjusting the congestion charge for users. Otherwise, training would be affected to such an extent that competitive skaters will need to move to other rinks, such as Swindon, which are further away, which will affect the rink's ability to operate and remain competitive	Look to other medieval cities abroad that have put cycling first and see what measures we can adopt. A good example is Uppsala, in Sweden, which is also a medieval university town and is almost entirely car-free in the centre. Cars should be used for getting out of Oxford, and not necessary for getting into or around Oxford.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	There should be no charges at all	Yes	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Negative	I will have to leave my job at the school where I work part time because the most direct route includes one of the charging zones and going the long way would take too long and will use too much petrol. Going there by bus would take ages as there is not a good direct service available.	They are not a good idea because the rich can afford to pay and will continue congesting the road, but those on lower income will struggle.	Removing the LTNs in East Oxford would be a good start. Have more bus routes that cover the entire city and better connection services to the surrounding villages.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	Too high	No	Make buses cheaper for all		Negative	Push traffic onto already busy alternate routes already impacted by LTNs		Use the river to provide alternative transportation into Oxford
an Oxford resident	daily	Taxis and private hire vehicles	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Make BUSES FREE FOR LOCAL PEOPLE BETWEEN WORKING HOURS AND SEE WHAT IMPACT THAT HAS ON TRAFFIC AND SCHOOL RUNS	Very negative	Will hurt people that come to Oxford to work and who live locally .. turning Oxford into a Prison	All the surrounding roads will be impacted massively, there wasn't a congestion problem before that LTNS went in... SUMMERTOWN IS THE WORST FOR PEOPLE THAT DON'T LIVE LOCALLY	Free bus passes, council has the ability now to run its own bus services due to changes in the law, also bus ticket prices are extortionate for such small journeys and cause issues financially, Park and Ride should be free and buses to and from them should be one pound no more, if you want people to use Oxford and use it services make it cheaper for them to access them.
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Fix the badly managed roads and roundabouts	Very negative	It's literally a money making scheme. Not everyone falls into the same category of 'they should walk, get a bus or cycle' I now live in Abingdon, but I grew up in Cowley, I work in Cowley, my partner works in Cowley, my daughter goes to nursery in Rose Hill, I still have a lot of friends and family in Cowley that I see regularly, usually after work. You have already made that difficult with LTNs, I have to sit in a lot more traffic now than I ever did before. People will not stop driving! We pay for our cars, our insurance, our tax, and you want to charge us more just for the privilege of driving in our own city! There is no bus route that will allow me to go to drop off my daughter at nursery, go to work, then to pick up my daughter, and then to visit my family! And if there was it would probably double my journey time! I cycle to work when I can, but not if I have to do the nursery run. I have never ever had a problem cycling round Oxford! The majority of families and households rely on these cars to go about their daily business! Stop trying to penalise them!	You never spoke about this pre election as you knew you would struggle to get voted in! You have ruined Cowley with your LTNs already! You as a council are not listening to residents. Just look at the petition with over 10,000 signatures against! Look at the comments! Put your congestion charge in areas where you were voted in! Leave Cowley alone! Majority of residents do not want your greedy schemes! You seem to be targeting the poorer areas! If you really want it, then open up some of the LTNs so that the traffic can flow freely!	Open up the LTNs! Simple!
a resident of Oxfordshire living outside Oxford	less than weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Negative	Negative	There should be no charges at all	Not sure	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Make bus services more frequent, Add public cycle parking		Negative			
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice, Blue badge holders, Disability benefit claimants, Community health or care workers who need to visit multiple locations or travel urgently	I commute to the central permit area by car	No impact	No impact	There should be no charges at all	No	Make buses cheaper for all, Add new bus routes, Make bus services more frequent, Extend hours of operation for buses		Very negative	With the cost of living going up and Oxford being a VERY expensive city charging people is just a money grabbing exercise to line the pockets of the council	People who impose these charges should live in the areas it will affect so they can see first hand what it will do the people's travel and daily living	Remove some LNTs
a resident of Oxfordshire living outside Oxford	less than weekly		I don't	Very negative	No impact	There should be no charges at all	No	Make Park & Ride parking cheaper, Make bus services more frequent, Extend hours of operation for buses		Very negative	This proposal is likely to severely reduce visitor numbers to Oxford - not the organised tourist visits but the Oxfordshire resident and casual visitors who spend time and money in Oxford. The effect of this on businesses in central Oxford will be catastrophic. Already parking charges are excessive and adding a congestion charge will make matters so much worse. It is likely I would visit Oxford less frequently (if at all) and towns like Newbury and Reading will benefit from me spending time and money there.	This is a very bad proposal, I'll thought out and likely to be catastrophic for Oxford.	Reopening Botley Road to through traffic asap will reduce pressure on other routes into the city. The City needs visitors to spend money to provide a thriving and attractive place to visit/work/live. So, do not drive visitors away. Park & Ride is not appropriate for all shopping visits and there needs to be a way of encouraging genuine shoppers - perhaps a discount scheme for P&R users and free short time parking for shoppers to collect their purchases - OR a speedy free transfer of purchases to P&R sites?
a resident of Oxfordshire living outside Oxford	daily	Blue badge holders	I don't	Neutral	Neutral	There should be no charges at all	Not sure	Make buses cheaper for all, Add new bus routes, Make bus services more frequent, Extend hours of operation for buses		Very negative			
a business	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I commute to the central permit area by car	Very negative	Negative	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all		Very negative	As a business I have staff who are required to be onsite at different hours of the day, in addition I think contractors and clients will be put off visiting Oxford due to the extra tax. This scheme will negatively impact Oxford Castle and prison tourist attraction. This area is already see a drop in visitation, this will negatively impact the business in this area and the staff who work here.		Add an official coach drop off point outside the castle quarter.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Negative	Too low	Yes	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Very positive	My house overlooks London Place and the daily traffic jams and associated noise and air pollution since the introduction of the LTNs are a very serious nuisance.	This will be the most positive thing to have happened to Oxford in my lifetime. If you want to live and work in such a special place, you need to be willing to make some effort to preserve and improve it. The scheme isn't ambitious enough, but it's a good start.	In residential areas like Morrell Avenue, it would be very helpful (and very cheap) to put up 'residential area' signs like they do all over Europe, e.g. with a picture of a house and a child kicking a ball. Many people who commute into Oxford, and speed and hoot and have illegal modified exhausts, behave as if no one lived alono their route.
an Oxford resident	daily	Community health or care workers who need to visit multiple locations or travel urgently	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make buses cheaper for all, Other	Fix the terrible roads which are an embarrassment. Oxford is a famous tourist location but some of the worst road surfaces. Seen better roads on a safari	Very negative	I was born and raised in Oxford and now work for the local NHS organisations for last 20 years and can 1000% say for sure all the measures the OCC have tried in past years have done nothing but make traffic worse!!! From Cowley Road, St Clements, High Street, St Aldates, even in Littlemore - all have had a negative impact. What amazes me is why no one is asking for the OCC to provide any credible evidence of any 'improvements' any of the previous restrictions have had? The perspective from people living and working in Oxford - it has got consistently and increasingly worse for the last 20 years. Perhaps a reform of the Council is what is needed as clearly you are all out of touch.	Remove the ring road & implement a bus gate Remove the previous traffic restrictions imposed as they have only made things worse. Consider new routes in and out of major hotspots (including JR, Churchill, Botley,) consider new moder innovative methods to reduce/mitigate congestion on the ring road and a34 due to breakdowns or crashes (I drove past one yesterday 22/06/2025 20:30) and it was due to a lane closure where a single police officer was having a pleasant conversation with the recovery truck driver(!!). Invest and make Oxford a smart digital city, with intelligent cloud connected traffic lights that sense/detect if no need to go red Ona schedule if not needed to keep traffic flowing + better for the environment, less emissions and less congestion. Remove 20mph zones they are waste of time and only causes more congestion and frustration. Create a multi storey car park at the JR and Churchill Hospitals for staff and patients. Free parkina for patients at all NHS sites.
a resident of Oxfordshire living outside Oxford	daily		I don't	Very negative	Very negative	There should be no charges at all	No			Very negative	this charge will prevent me to come into Oxford to experience social events, and will strongly limit my quality of life	No to this charge,people suffer enough from waiting in traffic and high parking fees, don't make it easier for rich vs poor to enjov Oxford	expand the roads, build more parkings in the city, build a tram
a resident of Oxfordshire living outside Oxford	daily	Blue badge holders, Disabled tax cars, School students with special educational needs, Community health or care workers who need to visit multiple locations or travel urgently, Frequent hosoital patients. Drivina instructors	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all		Very negative			
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Very negative	Very negative	There should be no charges at all	No	Make buses cheaper for all, Make bus services more frequent		Very negative	Remove the low traffic neighbours and you will be resolve the traffic issues you have created. I've lived in many different places, I'm usually in favour of green policies but when they are reasonable. You can't have all traffic going through only one place (the plain roundabout). LTNs have made traffic worse and create traffic jams that are one of the most contaminating thino.	Stop doing stupid things, remove LTNs and accept that schemes applicable in other towns don't work in Oxford.	Unless you can take down some houses and buildings you cannot cut streets for the LTN. Since you implemented the LTN travels by bus are taking longer than before due to the additional traffic you have generated in the Plain. Moreover, that extra traffic is also annoying and more dangerous for cyclists. Remove LTN and stop implementing stupid schemes that are not applicable for a city like Oxford.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Very positive	Very positive	There should be no charges at all	No	Make buses cheaper for all, Extend hours of operation for buses, Other		Very negative			
a resident of Oxfordshire living outside Oxford	daily	Blue badge holders, Disabled tax cars	I don't	Neutral	Neutral	There should be no charges at all	No			Neutral	I would get a free pass anyway	My partner would not automatically receive a free pass, but does need to enter these areas for business on occasion so shouldn't need to sav as her business mav suffer.	Remove LTNs
a resident of Oxfordshire living outside Oxford	daily		I commute to the central permit area by car	No impact	Positive	There should be no charges at all	No	Make Park & Ride parking cheaper, Add new bus routes, Extend hours of operation for buses		Very negative	Oxford is an expensive city to live in so people have to commute in. It is all ready hard to recruit teachers and this will make it harder		Remove LTN
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Negative	Negative	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper		Negative	I don't want to pay to visit my home town and it will push more traffic onto the already congested ring road that I sit in traffic every week when visitino my mum.	I will not visit Oxford for shopping, food or theatre any more.	Stop blocking all the roads with LTN and let cars use every road to spread the load.
an Oxford resident	daily	School students with special educational needs	I commute to the central permit area by car	Very positive	Very positive	There should be no charges at all	Not sure	Other	Free park and ride	Very positive	Too busy more public transport services	There should be no charge	Park and ride is the answer
an Oxford resident	daily		I don't	Very negative	Very negative	There should be no charges at all	No	Other	Re open gated roads they cause the congestion & more pollution people have to do more miles each day & it causes delays all it's done is treble the amount of pollution in oxford overhaul what a way to waste money	Very negative	Already have it's the gated roads causing the problem & wasting money on stupid so called safety features like painting white picture of a bike on the road every road user already knows bikes use roads next yue be painting picture of people in case they cross the road no common sense anymore just stupidity fix the roads use the money wisely instead of wasting it every time the road needs repair the picture have to be repainted causeing longer road delays & increased cost also get someone to check out the traffic lights at the bottom of rose hill they need a filter for turning right it turns red before cars can turn	Yes scrap them stupid idea trying to fix problems caused by you	Use common sense
an Oxford resident	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Neutral	Very negative	About right	Yes	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Very positive	I cycle and use the bus. Fewer cars will make my travel quicker and safer.		Restrict drop offs at Magdalen College School as it blocks traffic on the plain Improve cycling infrastructure - better bike lanes with more separation More regular buses with no increase in fares, to provide the transport capacity to replace car journeys Pursue Cowley train station proposal
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Very negative	Very negative	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Other	I can see no other improvement	Very negative	This is nothing more than another anti-car revenue generation scheme dreamed up by Andrew Gant and OCC to replace the debaved income from the traffic filter revenue generation scheme. sorry "trial".	I believe this consultation is purely to satisfy the legal requirements of introducing this extra local tax on cars and car usage. I further believe that OCC will ignore anv obiections raised and proceed with its introduction.	
a business	daily	Personal cars used as goods vehicles for business purposes	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Negative	There should be no charges at all	No	Other	How about fixing the Eynsham park & ride scandal!	Very negative	As a business owner with myself & staff teaching the most vulnerable children in the city this is going to have an enormous impact due to the increased traffic	Absolutely awful idea, look at the chaos the LTN's have caused.	Re open the LTN's.
a resident of Oxfordshire living outside Oxford	less than weekly		I don't	No impact	No impact	There should be no charges at all	No	Make Park & Ride buses cheaper		No impact		Utter nonsense	
an Oxford resident	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Neutral	Neutral	Too low	No	Make buses cheaper for all, Add new bus routes, Add public cycle parking		Positive	If it reduces traffic going into the city it will be positive.	Why does it cost less than a return bus fare? It should cost more ...	Limit parking at Westgate. Sanction private schools for not encouraging more use of public transport. Stop coaches parking on iffley road at peak times.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I commute to the central permit area by car	Neutral	Neutral	There should be no charges at all	No	Make Park & Ride parking cheaper, Make bus services more frequent, Extend hours of operation for buses		Neutral	I do not think these areas will be temporary since the closure of the Botley Road. It is difficult for people from my end of Oxford to get into town for those who are mobility impaired need to be able to get into Oxford maybe even just to go through Oxford to get to there GP surgery, going around the Ring Road is not always viable because of accidents delays it just quicker to get through town to get from my end to Walton Street to the Jericho health Centre and for other patients that go to the Beaumont surgeries you have other people that go down through to Cowley Road surgeries and to get 23 buses is not really very good for people. Also cars are now much cleaner a lot less emissions than they was 20 to 30 years ago. They are more efficient there are other reasons for the pollutions not lust the vehicles.	I think I said everything I need to in the above statement.	Public transport better and a lot less price more local services on public transport perhaps then you will reduce the congestion in Ox
a resident of Oxfordshire living outside Oxford	less than weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Neutral	Neutral	Too high	Yes	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for young people		Neutral	It's clearly negative not just because of the cost but also the admin of paying the fee. I appreciate the need to reduce congestion. I do no think this will relieve congestion on the A40 which is an extreme bottleneck. Without this relief the improvements to bus times from Witney will be marginal.		I often come in from Witney to take family members to the coach station in Gloucester Green,. Can you work with coach providers like National Express to ensure all coaches also stop at one of the Park and Rides, like Ashhi and the Oxford Tube? Likewise you could ask Great Western to ensure that all trains that terminate in Oxford carry on to Oxford Parkway so that it is easier from people out of town to commute without adding unnecessary congestion at peak times?
a resident of Oxfordshire living outside Oxford	daily		I commute to the central permit area by car	No impact	Positive	There should be no charges at all	No	Make Park & Ride parking cheaper, Make buses cheaper for all, Make bus services more frequent		Negative	All traffic currently diverted due to Botley works will end up causing congestion via the main routes. Peak hours continue to be heavily congested for drivers. I used to commute to the JR by bus from Abingdon but buses getting home often take 1 hour 30 and more sometimes to get me home whereas my car can take up to an hour. If I were able to cycle I could make it in an hour but cycle paths are not safe		Better management and most importantly communication by the council when coordinating continuous road works.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other		Very negative			
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very positive	Neutral	About right	Yes	Make Park & Ride parking cheaper, Make buses cheaper for young people, Add public cycle parking		Very positive	Current system is unsustainable and pricing scheme is the only alternative.		
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Very negative	Negative	There should be no charges at all	No	Add new bus routes		Negative	It will put me off visiting places in Oxford		Circular route buses
a resident of Oxfordshire living outside Oxford	less than weekly		I don't	No impact	No impact	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper		Very negative	You will price poor car owners out of Oxford, the rich will be fine..	Don't do it.	Make park and ride free
a resident of Oxfordshire living outside Oxford	less than weekly		I don't	No impact	No impact	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all		Neutral	I don t go to Oxford if I can avoid it. It's difficult to get into if you need to drive in. park a ride only works for some visits. This is another reason not to go to Oxford		
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very positive	Neutral	About right	Yes	Make Park & Ride parking cheaper, Make buses cheaper for young people, Make bus services more frequent		Very positive	We need to get a collective grip on this		
a resident of Oxfordshire living outside Oxford	daily		I commute to the central permit area by car	Very negative	Neutral	There should be no charges at all	Yes	Make buses cheaper for all, Make bus services more frequent, Extend hours of operation for buses		Very negative			
a member of the public living outside Oxfordshire	weekly	100 day passes for residents in the Oxford permit area, on days of your choice, 25 day passes for residents in the Oxfordshire permit area, on days of your choice, Blue badge holders, Disability benefit claimants, Disabled tax cars, School students with special educational needs, Unpaid carers, Community health or care workers who need to visit multiple locations or travel urgently, Frequent hospital patients, Emergency service vehicles, Firefighters, Taxis and private hire vehicles, Registered car clubs, Business cars used as goods vehicles, Personal cars used as goods vehicles for business purposes, Driving instructors, Hearses and funeral cars		Negative	Very negative	There should be no charges at all	No	Other	NO CONGESTION TAX ITS PURELY AN UNWARRANTED PENALTY	Negative	Taxation by deception	There is no justification for any introduction of a further tax on motorists. This is just a political move to justify more control over people's movements.	Traffic = commerce = more businesses = more financial expenditure = taxation = revenue for services. Congestion charge = less commerce = less business = less financial input = NO TAXATION = reduction in local government services. Improve the road surfaces,
an Oxford resident	daily	Community health or care workers who need to visit multiple locations or travel urgently	I commute to the central permit area by car	No impact	No impact	Too high	No	Make buses cheaper for all		Very negative			
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice, Personal cars used as goods vehicles for business purposes	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Positive	Positive	About right	Yes	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Make bus services more frequent, Add public cycle parking		Negative	Oxford businesses both hospitality and retail are already struggling with reduce footfall and I think this will negatively impact them further.	I think hollow way and marston ferry road should be mon to Friday and to reduce the afternoon time to 3-5pm.	Reopen the LTN
an Oxford resident	daily	Blue badge holders	I don't	Very positive	Very positive	There should be no charges at all	No	Make buses cheaper for all		Very negative	No congestion charge or bus gates It's a ridiculous idea	Do not introduce the congestion charge Take away the LTNs Let Oxford flow like it used too Do not kill Oxford	There is connection because of the current ltns Remove them then hey presto no congestion. People need to get to work etc. do not kill Oxford
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I commute to the central permit area by car	Very negative	Neutral	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all		Very negative	I will be even less able to recruit staff to work in East Oxford where traffic is abysmal as a result of current infrastructure, and commuting costs are so high for public transport	Clumsy and punitive, all sticks and no carrots approach engenders disgruntled driving	Bus hubs around ring Road to reduce number of mostly empty buses on roads such as Cowley, where at 0745 on a Saturday morning there were 10 buses lined up for 1 bus stop, and no more than 7 people on each bus heading to the Plain roundabout
a resident of Oxfordshire living outside Oxford	weekly		I commute to the central permit area by car	Negative	Negative	Too high	No	Make Park & Ride buses cheaper, Make buses cheaper for all, Make bus services more frequent		Negative			
a resident of Oxfordshire living outside Oxford	less than weekly		I commute to the central permit area by car	Very negative	Very negative	Too low	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Make buses cheaper for young people, Add new bus routes, Make bus services more frequent		Very negative	Too expensive and you statement on where the money is going to to very woolly,COULD make the buses cheaper and it will pay for the permits ?	I will stop going to Oxford, you already messed us Botley Rd works and didn't put any pressure on the works to get sorted quicker	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Very negative	Very negative	There should be no charges at all	No	Other	Open the Park and Ride at Eynsham which is currently a £60 million black hole	Very negative			According to INRIX, and my experience of living in many other cities worldwide, I don't agree that Oxford is unusually congested except where the council has interfered (LTNs) or abjectly failed to manage the roads (Botley Road closure). According to INRIX there are around 110 British towns in the top 1,000 most congested worldwide - Oxford not amongst them. The council publishes no data to support its assertions - a cursory look at the data suggest traffic volumes are at the same level as 2014. Suggestion : improve public transport, make it cheaper, and a natural equilibrium will follow. The other thing which could be done is to stop the daily parking of buses in St Giles and side roads instead making them park in Park and Rides
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice, Frequent hospital patients	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	Not sure			Very negative	Just keep squeezing residents for money that's all this is, as if the University doesn't generate enough funds for Oxford already	Not in, this is Oxford not London where millionaires can pay to go shop in central London	What traffic congestion, it is another council ploy to get the residents and visitors to pay for the botched up botley road works that have disrupted lives
an Oxford resident	weekly	Personal cars used as goods vehicles for business purposes	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make buses cheaper for all, Add new bus routes		Very negative	I have 3 kids. We have a long car. 2 are home educated, we don't receive any help. We travel with the car to do activities. Congestion charge is horrendous	Don't do it. Remove all the LTNs created the last 3 years, they have generated traffic, pollution and more time in cars. Cowley has turned in a prison. Iffley to Headington has multiplied the commuting by 4	Remove LTNs set in the last 3 years

Survey Response													
I am responding to this survey as	How often do you travel in or around Oxford?	Please tick which of the following free permits and passes you think you may be eligible for	Do you live in, visit a resident by car or commute by car to the proposed central Oxford	Central Oxford residents' permitit is proposed that residents in the central Oxford	Central Oxford permit area commuters' permitit is proposed workers commuting	We are proposing a single charge of £5 to allow cars without a day pass or permit	Do you think that charges should vary, with drivers of larger cars paying more and	Income generated by introducing the proposed temporary congestion charge would be used to cover the set-up and operating costs of the scheme.	If other improvement, please state	Taking into account all the information we have provided about the proposal to	Please explain your answer	Do you have any other comments about the proposal for six temporary congestion charge locations in Oxford that you have not already shared in this survey?	Do you have any suggestions for other ways to reduce traffic and tackle congestion in and around Oxford?
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Positive	Negative	About right	No	Make buses cheaper for all, Make bus services more frequent, Add public cycle parking		Positive	I am hoping it will reduce traffic.	I am concerned this, like the fingers, will increase traffic through Old Marston at peak commuter times.	An aerial egg lift linking Thornhill P&R > Osler Road / JR hospital > Town Centre.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Negative	Too low	Yes	Make Park & Ride buses cheaper, Make buses cheaper for all, Make bus services more frequent		Positive	Could go further, eg restricting hours of access for "other" vehicles (delivery etc) to outside normal peak times		Reduce the amount of parking currently available with a aim to discourage driving into the centre
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Positive	Negative	Too low	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Add new bus routes, Make bus services more frequent, Extend hours of operation for buses, Add public cycle parking		Positive		I think 3 cars for commuting is excessive	restrict larger vehicles such as trucks and vans within certain hours - so not during peak schools hours (7:30-9, and 3:30 to 5). This would make cycling with kids safer and more appealing.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	About right	Not sure	Make buses cheaper for all, Add new bus routes, Add public cycle parking		Very positive	Would expect to see fewer cars crossing the city centre, so buses would be faster/more timely and walking/cycling would be safer and more pleasant	Seems like a good way to test out the traffic filter ideas before going into the trial proper	School term times seem to produce the heaviest traffic, finding better ways for children to get to schools (rather than being driven in and out individually) could make a big difference. A shift away from the near-universal 9-5 working hours could also help soread out "rush hours".
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	Yes			Very negative	I'm an NHS manager, working almost 24/7, working every day after job planned hours from hime, additional commuting time will have neoative imoact on my service		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	Too low	Yes	Add new bus routes, Make bus services more frequent, Add public cycle parking		Very positive	It is currently quicker to cycle in and around the city than to go by bus. The roads should be clearer for people who *need* to use their cars and permit the free flow of traffic. Buses will be quicker, and therefore more appealing to use, and cycling will be safer.	Owing to the timing of sessions, there needs to be provision for access to the ice rink, whether that is by improving bus services or adjusting the congestion charge for users. Otherwise, training would be affected to such an extent that competitive skaters will need to move to other rinks, such as Swindon, which are further away, which will affect the rink's ability to operate and remain competitive.	Look to other medieval cities abroad that have put cycling first and see what measures we can adopt. A good example is Uppsala, in Sweden, which is also a medieval university town and is almost entirely car-free in the centre. Cars should be used for getting out of Oxford, and not necessary for getting into or around Oxford.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	There should be no charges at all	Yes	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Negative	I will have to leave my job at the school where I work part time because the most direct route includes one of the charging zones and going the long way would take too long and will use too much petrol. Going there by bus would take ages as there is not a good direct service available.	They are not a good idea because the rich can afford to pay and will continue congesting the road, but those on lower income will struggle.	Removing the LTNs in East Oxford would be a good start. Have more bus routes that cover the entire city and better connection services to the surrounding villages.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	Too high	No	Make buses cheaper for all		Negative	Push traffic onto already busy alternate routes already impacted by LTNs		Use the river to provide alternative transportation into Oxford
an Oxford resident	daily	Taxis and private hire vehicles	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Make BUSES FREE FOR LOCAL PEOPLE BETWEEN WORKING HOURS AND SEE WHAT IMPACT THAT HAS ON TRAFFIC AND SCHOOL RUNS	Very negative	Will hurt people that come to Oxford to work and who live locally .. turning Oxford into a Prison	All the surrounding roads will be impacted massively, there wasn't a congestion problem before that LTNS went in.. SUMMERTOWN IS THE WORST FOR PEOPLE THAT DON'T LIVE LOCALLY	Free bus passes, council has the ability now to run its own bus services due to changes in the law, also bus ticket prices are extortionate for such small journeys and cause issues financially, Park and Ride should be free and buses to and from them should be one pound no more, if you want people to use Oxford and use it services make it cheaper for them to access them.
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Fix the badly managed roads and roundabouts	Very negative	It's literally a money making scheme. Not everyone falls into the same category of 'they should walk, get a bus or cycle' I now live in Abingdon, but I grew up in Cowley, I work in Cowley, my partner works in Cowley, my daughter goes to nursery in Rose Hill, I still have a lot of friends and family in Cowley that I see regularly, usually after work. You have already made that difficult with LTNs, I have to sit in a lot more traffic now than I ever did before. People will not stop driving! We pay for our cars, our insurance, our tax, and you want to charge us more just for the privilege of driving in our own city! There is no bus route that will allow me to go to drop off my daughter at nursery, go to work, then to pick up my daughter, and then to visit my family! And if there was it would probably double my journey time! I cycle to work when I can, but not if I have to do the nursery run. I have never ever had a problem cycling round Oxford! The majority of families and households rely on these cars to go about their daily business! Stop trying to penalise them!	You never spoke about this pre election as you knew you would struggle to get voted in! You have ruined Cowley with your LTNs already! You as a council are not listening to residents. Just look at the petition with over 10,000 signatures against! Look at the comments! Put your congestion charge in areas where you were voted in! Leave Cowley alone! Majority of residents do not want your greedy schemes! You seem to be targeting the poorer areas! If you really want it, then open up some of the LTNs so that the traffic can flow freely!	Open up the LTNs! Simple!
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice, 25 day passes for residents in the Oxfordshire permit area, on days of your choice, Blue badge holders, Disability benefit claimants, Disabled tax cars, School students with special educational needs, Unpaid carers, Community health or care workers who need to visit multiple locations or travel urgently, Frequent hospital patients, Emergency service vehicles, Firefighters, Taxis and private hire vehicles, Registered car clubs, Business cars used as goods vehicles, Personal cars used as goods vehicles for business purposes, Driving instructors, Hearses and funeral cars	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Make bus services more frequent, Extend hours of operation for buses, Add public cycle parking		Very negative	Too much control over my life by council /frauds Punishments, We are already paying a lot in council taxes , other taxes and this is another charge introduced by council	Make our lives more comfortable do not punished us for everything!	Free bus service for all residents (money paying in council tax should cover this)
a resident of Oxfordshire living outside Oxford	less than weekly		I don't	No impact	No impact	There should be no charges at all	Yes	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Add new bus routes		Very negative			
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	No impact	No impact	There should be no charges at all	No			Very negative	Traffic levels in Oxford are down compared to 2019 levels. Acute congestion is due to a reduction in road capacity, owing to the East Oxford LTN scheme and the systematic reduction in road space, including at junctions, as a direct result of council policies. Council modelling has shown this. The congestion charge did not appear in the Lib Dem manifesto and is deeply divisive, ill-thought out, and will harm professionals. This includes doctors who work non standard/antisocial shifts where at least one limb of their journey is in charging hours. The Liberal Democrats risk a permanent fracturing of trust in democracy if they continue to aggressively proceed in imposing their radical ideology on the people of Oxford. There is no public support for this removal.	There is no need for a charging point on the Marston Ferry Road. This road is not a residential road, provides critical access to the JR for summertown residents, and is a strategic communication between Marston and Summertown. Please remove the Marston ferry road from the scheme if the council feels compelled to impose it nonetheless.	Removal of the East Oxford LTN scheme will immediately and permanently resolve the acute issues at The Plain roundabout and the surrounding area. Reversal of the 20mph policy will increase road capacity. Reversal of the quick ways scheme by re-instating the central lines on roads, and removing underused cycle lanes. Appointing a 'Democracy Tsar' who advocates for the protection the public's wishes.
a resident of Oxfordshire living outside Oxford	weekly	Blue badge holders, Disability benefit claimants, Disabled tax cars, Unpaid carers, Frequent hospital patients	I commute to the central permit area by car	Very negative	Very positive	There should be no charges at all	No	Make Park & Ride parking cheaper, Make buses cheaper for all, Other	Allow cars to drive to ice rink	Very negative	My 2 children play ice hockey , this is already a very expensive sport and to now add more money onto my trip is criminal . I would worry the ice rink would close!!! E		
a member of the public living outside Oxfordshire	less than weekly	Blue badge holders	I don't	No impact	Very negative	There should be no charges at all	No	Other	It's a stupid idea	Very negative	People will avoid coming.	It needs scrapping before it's started. Just a money grabbing scheme. What a disaster for local businesses.	It's not necessary
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	No impact	No impact	There should be no charges at all	Not sure	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Very negative	Charging drivers simply for using the roads is unreasonable—especially if cyclists, who are also road users, are not subject to the same fees. I don't understand why motorists should bear the cost of funding this project. It feels unfair and counterproductive. Rather than investing time and resources into a project that adds financial burdens without clear benefits, it would be wiser to reconsider the approach. This could help reduce unnecessary spending. Moreover, implementing such charges is likely to discourage people from visiting the city center, which could significantly harm local businesses. Less foot traffic means fewer customers—and ultimately, less revenue for those who rely on daily visitors.	This survey contains leading questions that seem designed to steer people toward agreeing with the temporary congestion charge proposal. It's not a fair or neutral way to capture public opinion. As a result, it doesn't truly reflect what people actually think or want to say. If the goal is to gather honest feedback, the questions need to be balanced and unbiased—otherwise, the outcome is misleading and undermines public trust.	Traffic Signal Optimisation: Use smart traffic management systems to improve traffic flow at key junctions, reducing unnecessary idling and congestion. Enforce Existing Regulations: Tackle illegal parking, double parking, and blocking of bus lanes, which often cause avoidable delays and congestion. Pilot Non-Monetary Schemes First: Before introducing charges, trial non-monetary interventions and collect data to see if congestion goals can be met without imposing extra financial burdens on residents and visitors.
a resident of Oxfordshire living outside Oxford	daily		I live in the central Oxford permit area, or visit a resident of the central permit area by car	No impact	No impact	There should be no charges at all	Not sure	Make Park & Ride parking cheaper		Very negative	I work for NHS and will not be able to afford to regaurly visit vulnerable family if this charge comes into place. I take them to hospital and out of oxford. They cannot drive. It has taken me 9 hours at most to leave oxford via the ring road. It on average at busy times takes me 2-3 hours to leave oxford via the rino road at busy times.	Not st clements. St clements is only busy at peak times when people are going to and from work and leaving school. ie 8-9 ,15-17. Other than that it is clear.	Have taxis and busses use alternative routes , reccomend businesses have different staff rota times, open up side roads to ease traffic on main roads.
a resident of Oxfordshire living outside Oxford	less than weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Very negative	No impact	There should be no charges at all	No	Make Park & Ride parking cheaper		Very negative	I will avoid Oxford. There are other shopping centres offering the same shops like Cheltenham. I can drive to Cheltenham in the same time it takes to get the North Leigh bus to Oxford. The traffic through Wolvercote roundabout won't change so our bus won't be quicker! My husband has to visit the Churchill Hospital 3-4 times a year for check ups and it's not right he should have to pay a concestion charge.	I can't see this being "temporary". Once the council have their income stream they will not want to lose it!	Sort out Wolvercote roundabout. Put the bus lanes in from the park and ride at Eynsham,oops there's no entrance there yet! Another council cock up!
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Add public cycle parking		Very negative			
a resident of Oxfordshire living outside Oxford	less than weekly		I don't	Very negative	Very negative	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all		Very negative	I will not go to Oxford again if charges are put in place.	The cost to run this will be under estimated, larger profits for those that run the scheme! Do not trust this yo improve buses or make them cheaper.	You are doing it! Introduce the charges and people will go elsewhere!
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	About right	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all		Neutral	We do not need to commute into town. Whenever we need to drive into town we can use a free permit so it wouldn't affect us except an admin overhead to activate some day pass or so	I'd expect that people would try driving around the sites. Wouldn't it be useful to put one system on each road into Oxford right by the ring roads rather than at the central location	For my family it is already very convenient to come into town by bus and bike. Sometimes my wife dreads going into town by bike because of fear of bike theft. That would be my only improvement. Add more cctv bike parking spots to deter bike theft and more oeople would be a le to leave their bikes with more peace of mind.
a resident of Oxfordshire living outside Oxford	weekly		I commute to the central permit area by car	Very negative	Neutral	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all		Very negative	I travel to Oxford for my daughters to do ballet. Due to timings and location of the ballet we do not have the time to catch two different buses to reach the location. I would therefore have to pay the charge 4 times a week and this adds extra costs and if this is the case I'll have to stop their ballet.	It just not required and Oxford is already difficult to reach or enter by vat	
an Oxford resident	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Very negative	Very negative	There should be no charges at all	No	Make Park & Ride buses cheaper, Make buses cheaper for all, Make bus services more frequent		Very negative	The scheme does not appear to cover Banbury Road and Woodstock Road, both of which I use daily and are very congested during the week, especially during school term time. It seems crazy to introduce a scheme that does not cover one of the main problem areas.	I don't see that the proposals will actually reduce congestion but will simply serve as a way to impose 'fines' on drivers for very little benefit in return.	Stop building / allowing the building of more houses in the edges of Oxford - this is simply adding more traffic to a road system that already cannot cope with the volume.
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Neutral	Neutral	About right	Yes	Make buses cheaper for young people, Add new bus routes, Make bus services more frequent		Very negative	All car parks are in the congestion zone.	The cost of parking in Oxford AND congestion charge.	Increase bus routes, reduce bus costs. I know the infrastructure is no longer there, but trains!!! We love to use the train routes, but for us to get to our nearest train station we have drive 10 minutes, but then the local trains have been unreliable for us in the past too. We only have 1 bus an hour to Oxford, and that is unreliable, being late
a resident of Oxfordshire living outside Oxford	less than weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	No impact	Very negative	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all		Very negative			
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Positive	Negative	Too low	Yes	Make buses cheaper for all, Make buses cheaper for young people, Add public cycle parking		Positive	I feel there are too many exemptions and there will still be a lot of traffic.	I absolutely support the proposal as I frequently take buses. I would like fewer drivers to be exempt from the filters as there will still be a lot of traffic as it stands. I would also like the daily cost to be higher, at least as high as the cost of two single bus tickets , as it would still be more cost effective to drive into Oxford than it would be to catch a bus.	All the improvements to active travel have really helped, but these need to go further. For example, cycling along Cowley rd is still dangerous due to the amount of traffic, and the number of parked cars create a risk of being 'doored'. I would like bus travel to be free (or much cheaper) for children and young people to encourage families to travel via public transport rather than by drivina.
a resident of Oxfordshire living outside Oxford	less than weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Very negative	Neutral	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Make buses cheaper for young people, Add new bus routes, Make bus services more frequent, Extend hours of operation for buses		Very negative	Businesses will be impacted as you can no longer just pop into somewhere like the Westgate now. Every journey would need to be planned in advance. Going to the theatre will be something I'll look at booking at a different venue.		
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Very negative	Very negative	There should be no charges at all	No	Make buses cheaper for all, Add new bus routes		Very negative	It will push even more traffic onto the ring road, which is already extremely congested because of the LTns. I have no alternative but to drive as my home and place of work are not on an accessible bus route. Adding to the pollution by getting even more vehicles to sit in queues cannot be a good thing. It already takes twice as long as it should for my journey. I would have to consider leavina my iob.	No	Yes open the ltns again and let traffic flow freely, then people would not be frustrated and would not be sat in queues and adding to pollution. Understand that not everyone can access a bus route to their place of work and that people have too much luggage too so that public transport is not always a viable option.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Very negative	Very negative	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Add new bus routes, Make bus services more frequent, Extend hours of operation for buses		Very negative	It's a city not a meadow or a nature reserve! You are supposed to move freely in your car not calculate every journey fearing fines and taxes. You can't take away our freedom of movement however way we want. You can't introduce bus filters, congestion charges or LTNs. These block people 's freedom essentially. Remove and drop all this nonsense at once. We pay high taxes in an expensive city/ region to be able to move freely not to be stuck, isolated, forced to pay. There too few buses, they should be every 5 minutes everyday of the week, and over night, in Oxford and the wider shire! It's lack of civilization to not have public frequent transport. £5 per journey is unacceptably expensive for such a small town. A few minutes on the bus for £3 is enormous!! No LTNs, no bus gates, no congestion charges, buses every 5min every day of the week and at night, cheaper bus tickets.	Stop coming up with ridiculous ideas	
an Oxford resident	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	There should be no charge people commute to work to spend less time travelling and more time with the family	Very negative	You should not charge people to come to Oxford, Oxford is already known as expensive to visit and you want make it even worse	Just don't be greedy	Open botley road
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Neutral	Neutral	There should be no charges at all	No	Make Park & Ride parking cheaper		Very negative	Likely to hit businesses, people with physical disabilities, and poorer people harder than anyone else - surely a failing in Oxford's statutory responsibilities	Many aren't busy outside of term time	'- Remove the traffic filters
a resident of Oxfordshire living outside Oxford	weekly		I live in the central Oxford permit area, or visit a resident of the central permit area by car	Neutral	Neutral	There should be no charges at all	No	Other	This shouldn't be happening. The scheme will inevitably be miss managed and will cost more than expected due to council inefficiencies	Very negative	It will impact businesses and make Oxford even less accessible to visit. A once great city to visit. Now off my list as I would rather visit reading or Swindon		
a resident of Oxfordshire living outside Oxford	less than weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Negative	Negative	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Other	Improve the roads	Negative	The road system in and around Oxford is disgraceful. Why it should take 40 mins to drive down Abingdon Road is beyond me.	Why is there a charge to drive to Westgate	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	About right	No	Make bus services more frequent, Add public cycle parking		Very positive			Better cycling infrastructure!
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Negative	Very negative	There should be no charges at all	No	Other	My view , we only have issues around Marston when the private schools are in term time . Most Swan school and Chenwell kids use bikes and I avoid the area . Personally I need to get to visite my elderly mother everyday and visited the JR .	Very negative	Stop making it harder to live in Oxford just close roads at school time not charging residents to get around	Stop what you are doing and remove the LTNs and congestion charge , leave Oxford alone . Unless you build a new hospital Marston will always be blocked	Just have restricted access for areas at busy times but better bus routes
a resident of Oxfordshire living outside Oxford	daily	100 day passes for residents in the Oxford permit area, on days of your choice, Blue badge holders, Disability benefit claimants, Disabled tax cars, School students with special educational needs, Unpaid carers, Community health or care workers who need to visit multiple locations or travel urgently, Frequent hospital patients, Emergency service vehicles, Firefighters, Taxis and private hire vehicles, Business cars used as goods vehicles	I commute to the central permit area by car	Very negative	Very positive	There should be no charges at all	No	Make buses cheaper for all, Make bus services more frequent		Very negative	The reason for congestion at the moment is the closure of the botley road. You should not do this until all roads are fully open and then see how traffic flows. I cannot get to work in a timely and low cost manner in time by public transport from outside Oxford and I cannot afford to live in the city. This is the case for many		More services from Bicester and joint train and bus tickets
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice, 25 day passes for residents in the Oxfordshire permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	Not sure	Other	Don't bloody make this stupid idiotic change this absolute moronic of councillors doing. Please leave the residents of Oxford alone. You've effed our life enough with your LTN, now you want to make us suffer more like we are animals?	Very negative	This proposal will have a very negative impact. You've already destroyed communities and livelihoods with LTNs — now you're making it worse. More congestion zones mean more suffering, more division, and more cost for ordinary people. Enough is enough. Scrap this madness before you do irreversible damage.	Yes — stop punishing residents for simply trying to live their lives. This isn't about climate or traffic; it's about control and draining even more money from us. You're already making enough from council tax, parking fines, and LTNs. Now you want to add more. These "temporary" charges always become permanent. We're not your guinea pigs. We're fed up, and we're not backing down. Listen to the people — not your aaenda.	Yes — remove the damn LTNs. They're the root cause of all the traffic and chaos. You created the problem and now you're trying to charge us for it. Reopen the roads and stop making life harder for everyone.
an Oxford resident	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Very negative	Positive	Too high	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Make bus services more frequent		Negative	This would solve my issues in terms of running two schools but would significantly impact my parents who are old and struggle without their car. I am not sure how this will impact on the traffic and I wonder if there are more pressing issues to solve.	Why is Kennington not a 100 ticket are? If everyone in central Oxford has a permit will it actually reduce traffic because all of those people can drive wherever they like? Will the commenting passes allow you to drive anywhere?	Free park and ride parking Permit parking in areas such as Kennington to prevent the commuter slide where people park on the streets to avoid paying for parking. Safe bike routes from all park and rides so that commuters who want to cycle into town can. Much cheaper buses. Free school transport (bus passes) for all children which can be used Mon- Friday between 7-9am and them from 2-7pm
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice, Unpaid carers, Community health or care workers who need to visit multiple locations or travel urgently	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Positive	Positive	Too high	No	Make buses cheaper for all, Add new bus routes		Negative	Getting to places where travel kn rongroad is involved is already awful, but it will get worse. Travel time will not reduce but increase if ring road is used. My colleagues at work already complain about travel time and are thinking of quitting. Most of them live outside of Oxford.	We do not need them, just as we need to remove the LTNs	Buses need to be cheaper or even free. We need trams, rather than more buses.
a resident of Oxfordshire living outside Oxford	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make buses cheaper for all		Very negative			
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral		No	Add public cycle parking		Positive		If you use a permit/pay the £5 charge will it cover you to drive through all of the 6 check points for the day or are they each run seperately?	
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	No impact	No impact	There should be no charges at all	No	Other	Remove LTNs to improve traffic flow back to pre-pandemic levels	Very negative	We travel to oxford primarily for cultural events, theatre (long time members of Playhouse etc). This proposal will reduce greatly the number of times we do this. My wife has MS, so bus and cycle are not an option, she doesn't however qualify for a blue badge. This change is nothing short of discrimination against people who are disabled but not quite disabled enough to get a blue badge. I feel this will end up in court action against the local council as it is a form of discrimination pure and simple, if you aren't well enough to ride a bike or walk to a bus you can't come in. Local businesses, restaurants and theatres will suffer from these proposed changes. Driving in from Abingdon takes just 11 minutes at 4:45pm for theatre trips. There is NO traffic at this time. The draconian times chosen for the charges are a sledge hammer to crack a very small nut.	Having lived in other cities Oxford, apart from a very short period during morning "into the city only" and evening "out of the city only" does not have a traffic problem. A much shorter time window on the charges would make more sense, so 6-8am and 4-6pm. Leaving charging in place until 7pm means no theatre trips for an awful lot of people with reduced mobility. Thames Street is a particular culprit here.	Open up the failed LTN experiment. Make all bus stops lay by type stops so a bus stopping doesn't hold up the flow of traffic each time they stop. Make the system fairer in their location, remove Thames Street, being next to the shopping centre that one makes no sense at all - and put some in the more affluent northern parts of the city too, although I understand that effects your core voters so is something you'd be reluctant to do.
a resident of Oxfordshire living outside Oxford	less than weekly	Blue badge holders	I don't	Neutral	Neutral	Too high	Yes	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all		Very negative	It wastes money to set up a temporary scheme. It further enhances the existing mood that you must be rich to exist in Oxford and is divisive and excludes people. The bus service is unsuitable from villages and this move will destroy the struggling retail sector		Make the park n ride free or very very cheap. Hurry up and open the Eynsham park n ride
a resident of Oxfordshire living outside Oxford	less than weekly		I don't	No impact	No impact	There should be no charges at all	Not sure	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Very negative	I don't travel into Oxford more frequently than a couple of times a month maximum, but I do choose to drive when I do. Living in Thame, the bus service takes too long and it is much easier and more convenient to drive in. Yes there are routes that can be used that would not involve the permit areas, but I believe the introduction of this would just push the existing congestion to these other roads. I don't think that this will have the desired outcome of encouraging people to use the bus service more frequently because it doesn't address the issue of the length of time of the journey and the lack of convenience. It seems unfair to pay £5 each time and actually, it would be most likely that we wouldn't go into Oxford as often and if other families feel the same, this may reduce shopping and visitors to the town centre.		Improve the safety of cycle lanes, but look further afield. E.g cycle lanes in Oxfordshire (not just Oxford city). I imagine most people driving in live in Oxfordshire and not Oxford city, so you're not really addressing the target issue.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice, Blue badge holders, Disabled tax cars, Unpaid carers, Frequent hospital patients, Business cars used as goods vehicles, Personal cars used as goods vehicles for business purposes	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Neutral	Very positive	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Make buses cheaper for young people, Add new bus routes, Make bus services more frequent, Extend hours of operation for buses		Very negative	It's an absolute Joke.	Our city is already ruined. This will just about kill it off.	LTNs get rid. More parking locations that don't extorte people.
an Oxford resident	daily	Personal cars used as goods vehicles for business purposes	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Get rid of the LTN. Open up all roads and stop congestion! Not rocket science	Very negative	I pay road tax and council tax so why would I pay this. I travel around Oxford every day, it's hard enough as it is		Get rid of the LTN. More buses
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice, Emergency service vehicles	I commute to the central permit area by car	Very negative	Very positive	There should be no charges at all	Not sure	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Extend hours of operation for buses, Add public cycle parking		Very negative	It's just going to make the alternative routes to the city centre ie. A34 and Abingdon road even more congested. I shouldn't have to pay £5 to get to work in the city centre because you've kept Botley Road shut an inordinate amount of time.	Don't do it.	
a resident of Oxfordshire living outside Oxford	daily		I commute to the central permit area by car		Very positive	There should be no charges at all	No	Other		Very negative	This scheme just moves traffic to other areas of the city when access is already limited due to the Botley Road closure	It will not be temporary, it is too expensive to live in central Oxford and this will make it impossible for workers to travel to work around other carino resonsibilities	Stop closing roads for so long and spread traffic routes to avoid congestion
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Very negative	Very negative	There should be no charges at all	No	Other	No charge	Very negative	Get botley open first		

Survey Response													
I am responding to this survey as	How often do you travel in or around Oxford?	Please tick which of the following free permits and passes you think you may be eligible for	Do you live in, visit a resident by car or commute by car to the proposed central Oxford	Central Oxford residents' permitit is proposed that residents in the central Oxford	Central Oxford permit area commuters' permitit is proposed workers commuting	We are proposing a single charge of £5 to allow cars without a day pass or permit	Do you think that charges should vary, with drivers of longer cars paying more and	Income generated by introducing the proposed temporary congestion charge would be used to cover the set-up and operating costs of the scheme.	If other improvement, please state	Taking into account all the information we have provided about the proposal to	Please explain your answer	Do you have any other comments about the proposal for six temporary congestion charge locations in Oxford that you have not already shared in this survey?	Do you have any suggestions for other ways to reduce traffic and tackle congestion in and around Oxford?
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Positive	Negative	About right	No	Make buses cheaper for all, Make bus services more frequent, Add public cycle parking		Positive	I am hoping it will reduce traffic.	I am concerned this, like the fingers, will increase traffic through Old Marston at peak commuter times.	An aerial egg lift linking Thornhill P&R > Osler Road / JR hospital > Town Centre.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Negative	Too low	Yes	Make Park & Ride buses cheaper, Make buses cheaper for all, Make bus services more frequent		Positive	Could go further, eg restricting hours of access for "other" vehicles (delivery etc) to outside normal peak times		Reduce the amount of parking currently available with a aim to discourage driving into the centre
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Positive	Negative	Too low	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Add new bus routes, Make bus services more frequent, Extend hours of operation for buses, Add public cycle parking		Positive		I think 3 cars for commuting is excessive	restrict larger vehicles such as trucks and vans within certain hours - so not during peak schools hours (7:30-9, and 3:30 to 5). This would make cycling with kids safer and more appealing.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	About right	Not sure	Make buses cheaper for all, Add new bus routes, Add public cycle parking		Very positive	Would expect to see fewer cars crossing the city centre, so buses would be faster/more timely and walking/cycling would be safer and more pleasant	Seems like a good way to test out the traffic filter ideas before going into the trial proper	School term times seem to produce the heaviest traffic, finding better ways for children to get to schools (rather than being driven in and out individually) could make a big difference. A shift away from the near-universal 9-5 working hours could also help soread out "rush hours".
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on davs of vour choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	Yes			Very negative	I'm an NHS manager, working almost 24/7, working every day after job planned hours from hime, additional commuting time will have neoative imoact on my service		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	Too low	Yes	Add new bus routes, Make bus services more frequent, Add public cycle parking		Very positive	It is currently quicker to cycle in and around the city than to go by bus. The roads should be clearer for people who *need* to use their cars and permit the free flow of traffic. Buses will be quicker, and therefore more appealing to use, and cycling will be safer.	Owing to the timing of sessions, there needs to be provision for access to the ice rink, whether that is by improving bus services or adjusting the congestion charge for users. Otherwise, training would be affected to such an extent that competitive skaters will need to move to other rinks, such as Swindon, which are further away, which will affect the rink's ability to operate and remain competitive	Look to other medieval cities abroad that have put cycling first and see what measures we can adopt. A good example is Uppsala, in Sweden, which is also a medieval university town and is almost entirely car-free in the centre. Cars should be used for getting out of Oxford, and not necessary for getting into or around Oxford.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	There should be no charges at all	Yes	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Negative	I will have to leave my job at the school where I work part time because the most direct route includes one of the charging zones and going the long way would take too long and will use too much petrol. Going there by bus would take ages as there is not a good direct service available.	They are not a good idea because the rich can afford to pay and will continue congesting the road, but those on lower income will struggle.	Removing the LTNs in East Oxford would be a good start. Have more bus routes that cover the entire city and better connection services to the surrounding villages.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	Too high	No	Make buses cheaper for all		Negative	Push traffic onto already busy alternate routes already impacted by LTNs		Use the river to provide alternative transportation into Oxford
an Oxford resident	daily	Taxis and private hire vehicles	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Make BUSES FREE FOR LOCAL PEOPLE BETWEEN WORKING HOURS AND SEE WHAT IMPACT THAT HAS ON TRAFFIC AND SCHOOL RUNS	Very negative	Will hurt people that come to Oxford to work and who live locally .. turning Oxford into a Prison	All the surrounding roads will be impacted massively, there wasn't a congestion problem before that LTNS went in.. SUMMERTOWN IS THE WORST FOR PEOPLE THAT DON'T LIVE LOCALLY	Free bus passes, council has the ability now to run its own bus services due to changes in the law, also bus ticket prices are extortionate for such small journeys and cause issues financially, Park and Ride should be free and buses to and from them should be one pound no more, if you want people to use Oxford and use it services make it cheaper for them to access them.
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Fix the badly managed roads and roundabouts	Very negative	It's literally a money making scheme. Not everyone falls into the same category of 'they should walk, get a bus or cycle' I now live in Abingdon, but I grew up in Cowley, I work in Cowley, my partner works in Cowley, my daughter goes to nursery in Rose Hill, I still have a lot of friends and family in Cowley that I see regularly, usually after work. You have already made that difficult with LTNs, I have to sit in a lot more traffic now than I ever did before. People will not stop driving! We pay for our cars, our insurance, our tax, and you want to charge us more just for the privilege of driving in our own city! There is no bus route that will allow me to go to drop off my daughter at nursery, go to work, then to pick up my daughter, and then to visit my family! And if there was it would probably double my journey time! I cycle to work when I can, but not if I have to do the nursery run. I have never ever had a problem cycling round Oxford! The majority of families and households rely on these cars to go about their daily business! Stop trying to penalise them!	You never spoke about this pre election as you knew you would struggle to get voted in! You have ruined Cowley with your LTNs already! You as a council are not listening to residents. Just look at the petition with over 10,000 signatures against! Look at the comments! Put your congestion charge in areas where you were voted in! Leave Cowley alone! Majority of residents do not want your greedy schemes! You seem to be targeting the poorer areas! If you really want it, then open up some of the LTNs so that the traffic can flow freely!	Open up the LTNs! Simple!
an Oxford resident	weekly	Blue badge holders, School students with special educational needs, Unpaid carers, Frequent hospital patients, Taxis and private hire vehicles	I don't	Very negative	Very negative	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper		Very negative	congestion on other rds making them very difficult to get anywhere? Just like the other rds that you have blocked off in Oxford		Cycles should pay some kind of rd tax as they take up half of the rd
a resident of Oxfordshire living outside Oxford	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Stop messing with the roads	Very negative	Limits times we can visit family. Oxford will no longer be a place to go to shop because of poor access	This needs to stop it another form of tax. People that don't live in oxford make rule that don't affect them	Traffic was not that bad till this now all traffic is forced onto road that cannot cope
a resident of Oxfordshire living outside Oxford	weekly		I don't	Very negative	Very negative	There should be no charges at all	No	Other	No charges	Very negative	Have lived and work in Oxford all my life and will no longer be able to drive to the Westgate car park without paying charges. We will no longer visit Oxford if they come in and will look for alternative shopping centre.	Temporary congestion charge before filters are imposed on residents living in Oxfordshire is unfair as only wealthy people or students can afford accommodation which would be eligible for permits. Most people born in Oxford have had to move away from centre ring and need to travel by car to access centre Oxford and Westgate to maintain links with our roots.	Bicycles are making Oxford city dangerous for pedestrians. They should be stopped driving through the town centre. Bicycles are going through red traffic lights and cyclists have no lights on when it is dark. We need cyclists to be policed in same way the council is targeting cars.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very positive	Neutral	About right	Yes	Make buses cheaper for all, Extend hours of operation for buses, Add public cycle parking		Very positive	The traffic on the Cowley road is unbearable, anything which reduces that is a huge positive.	No.	A park and ride near the top of Cowley road.
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Neutral	Positive	About right	Yes	Extend hours of operation for buses		Neutral	Because you are introducing a system that allows those who are better off to pay to go where they want.	Put the cameras on thr ring road entry points and don't properly.	You should have built the hard hat by passnround the north of Oxford years ago to divert the A40 from the ring road. There should an alternative road to the A34. It is ridiculous that the Oxford Ring Road has 2 major trunk roads that slow down traffic in and out of Oxford. If you are going to have a congestion charge then do it properly and target those people whondrive into Oxford every day and park in their free work parkinc spaces.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	About right	Yes	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all		Positive	Hopefully it'll ease congestion and drive more people coming into Oxford to use the park & rides.		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I commute to the central permit area by car	No impact	Neutral	There should be no charges at all	No	Make buses cheaper for all, Make buses cheaper for young people, Add new bus routes, Make bus services more frequent		Very negative	The only alternative route to get from one end of town to the other (our daily commute to school), i.e. the ring road, is already congested during peak times, this will only make the situation worse. The alternative route needs to be improved first, if throuch city traffic is to be rerouted.	Think about the change's impact on other routes not just the city center.	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Very positive	Neutral	Too low	Yes	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper		Very positive		£5 charge is less than the cost of travel using buses currently	
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Very positive	Positive	About right	Not sure	Make Park & Ride buses cheaper, Make buses cheaper for all, Make bus services more frequent		Very positive	I commute from Kidlington to central Oxford by bike and the traffic jams make this much more dangerous for me. So anything to reduce the traffic will help me		The bike lanes on Banbury road are not fit for purpose. Also not enough cycle racks in central Oxford. Do this and more people would cycle. Also something needs to be done about the junction at Marston ferry and Banbury rd. Lots of drivers are confused about the lights and cause worse conxestion bv stopping mid junction
a resident of Oxfordshire living outside Oxford	less than weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Very negative	Very negative	There should be no charges at all	No	Other	Better car parking in city, make park and ride completely free	Very negative	We are health care workers working at the OUH sites. We work shifts and on call sessions. It is not feasible to use park and ride due to emergency on calls and the need to be at the hospital fast. We will not be able to get to the JR or transfer to NOC or Churchill quickly due to this system. Avoiding charges will mean diverting via ring road and sitting in traffic whilst patients are sick and or monbund. This will add to the burden on hospital workers as getting to their shifts will become more arduous and or costly. The health care system in Oxfordshire is struggling due to low wages and high living costs all this does is make that worse. You need to think very carefully about unintended consequences for staff especially low paid. This system is poorly considered and plain stupid	Free parking and ride schemes for tourists/visitors.
a resident of Oxfordshire living outside Oxford	less than weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	No impact	No impact	There should be no charges at all	No	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Negative	I try to avoid Oxford when ever possible these days as parking is so expensive. If I have to go somewhere, as does happen, I don't want the added stress of further payments. I used to visit Oxford frequently, two or three times a week for shopping and socialising, spending money on each occasion. I now visit other local towns and cities where parking charges are more realistic, Newbury, Witney, Banbury and Winchester as examples.		
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Very negative	Negative	There should be no charges at all	No	Make Park & Ride parking cheaper, Make buses cheaper for all, Add public cycle parking		Very negative	This will only achieve - outlying areas being used as unofficial park and rides even more than already are (for example Wolvercote, Kidlington), causing further financial hardship to business and residents who don't qualify for a permit at a time when the city is already on its knees and will just push the traffic elsewhere not remove it	Having been told the bus gates cannot be implemented until Botley Road reopens this scheme is a thinly veiled attempt to bring in the same under a different name. Stop treating the residents and workers of the city as your personal piggy bank. The very fact that tour coaches would pay zero charges only supports this feeling	Make the park and rides and bus services cheaper so people can actually justify using them. I only live just outside the city but for me and my partner to come in with the bus still costs. C £10 - driving considerably less.
a resident of Oxfordshire living outside Oxford	less than weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Negative	Neutral	There should be no charges at all	No			Very negative			
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice, 25 day passes for residents in the Oxfordshire permit area, on days of your choice, Blue badge holders, Disability benefit claimants, Disabled tax cars, School students with special educational needs, Unpaid carers, Community health or care workers who need to visit multiple locations or travel urgently, Frequent hospital patients, Emergency service vehicles, Firefighters, Taxis and private hire vehicles, Registered car clubs, Business cars used as goods vehicles, Personal cars used as goods vehicles for business purposes, Driving instructors, Hearsers and funeral cars	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Make bus services more frequent, Extend hours of operation for buses, Add public cycle parking		Very negative	Terrible idea		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I commute to the central permit area by car	Neutral	Negative	There should be no charges at all	Not sure	Make buses cheaper for all		Negative		I work in Central Oxford for more than 100 days a year, so this cap would make my commute more difficult for most of the year	
a resident of Oxfordshire living outside Oxford	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I commute to the central permit area by car	Very positive	Very positive	There should be no charges at all	Not sure	Make Park & Ride buses cheaper, Make buses cheaper for all		Very negative	Everyone will use the Woodstock road.		
a member of the public living outside Oxfordshire	weekly		I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	None	Very negative			
a resident of Oxfordshire living outside Oxford	less than weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	No impact	No impact	About right	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper		Positive	As long as Oxfordshire residents get the permits I'm good with this.		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Very negative	Negative	There should be no charges at all	No	Make buses cheaper for all		Very negative	All policies and measures which deter people from visiting the centre of Oxford contribute to the continued and accelerating hollowing out of a once vibrant city. No one chooses to use a car if there is any other viable option. Retail is being driven out of the city as more people have no option but to shop elsewhere or online	The bus operators have already declared that the major cause of their current difficulties is the introduction of LTNs, but this seems to have been ignored. Your protestations that the congestion charge is to improve bus journey times is utterly spurious	Fine cyclists who fail to use cycle lanes which have been created - at huge expense - for them. A 21st century public transport service with smaller buses but more frequent services which are accessible to those who live some distance from a main road
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice, Blue badge holders, Disability benefit claimants, Disabled tax cars, School students with special educational needs, Unpaid carers	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	Too high	No	Other	Alot of the congestion is buses , especially st clements , barton , cowley road , oxford road littlemore with the high majority of the day these buses are completely empty , i was hit of my bike my a bus and left disabled but you only focus on cars	Very negative	Too many empty buses on roads , you talk about safety and congestion but a high majority of congestion is the buses , barton alone have buses take breaks on a blind cross road sections on bth sides completely blocking the roads and making it dangerous , cowley road and st clements and iffley road are just massive ques of buses that are empty or have 1-3 people on , something needs to be looked at about that , large families that are poor can't afford to take there family on buses every day or even a train due to expenses but just about scraping through to run a car for them to use and escape oxford to go shopping. This isnt looking out for local residents at all and you can't force people to use alternative transport , i used to cycle to and from work in oxford city centre apart from my bikes constantly being stolen , i was knocked off by a bus that tried to overtake to close and left disabled now i get to live everyday in excruciating pain and have panic attacks when a bus passes me , i would also like to add since the buses being double deckers you get zero privacy in your homes , the new albuild homes actually shake and crack from them whooshing past and blind you with the sun	Find this congestion zone a joke pushing all the traffic to the bypass which is already constantly blocked so what next a pay per mile tax .... greedy council scheme hitting people who can't afford it	Less buses in non peak times (excluding morning rush hour-evening rush hour) if you was to look at cars maybe look at the single car uses constantly driving around , you also need to look into propet tests and identification for cyclists as alot of them doing dangerous things like zooming red lights cause congestion as it cause accidents, also like a clamp down in the ammount of L plate mopeds around oxford as it's off the charts riding on pavements/ carrying passengers/ parking on double yellows in the city centre and the ticket man just tells them to move on no tickets given then they are back within 10 minutes . My other idea is also stop building so many houses here and push them further afield, building houses and in the brochure talking about how easy the drive is to London to attract London people to move here brings more cars , my neighbour moved from London and his family have 6 cars that are all used daily by single drivers so that equals more congestion
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Very negative	No impact	There should be no charges at all	No			Very negative	We go to the central area for my son and daughters studies and lessons. This will significantly increase our cost to do so. We live in Didcot and it's not practical to get to the central are without a car. It would take over 1 hours to travel one way to the central area that would have taken 20 mins by car. With 2 vouns children this is not feasible.		
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Very positive	Very positive	There should be no charges at all	No	Add new bus routes		Very negative		Why are you putting a charge on Holloway when the problem is the shade leading to Headington. Why are you not doing anything about Cowley Road.	Improve the roads
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice, Blue badge holders, Taxis and private hire vehicles	I commute to the central permit area by car	Neutral	Neutral	There should be no charges at all	No	Make Park & Ride parking cheaper, Make buses cheaper for all, Make bus services more frequent		Neutral	Traffic filters are supposed to reduce traffic for the residents of the areas in question but also to facilitate travel for the list of cars in the exemption list. If people that work in central Oxford, but do not fall in any of the other exemption list, and normally drive in to get to work are also added in the list then you are left with no car eligible to pay the congestion charge. I doubt the charge will even pay for the cost of this consultation and putting the cameras and signs up. The main traffic in oxford roads in the morning and afternoons is due to private school drop offs and people who park in central Oxford. Private school parents will utilise their free permit days through using all their three cars and people that normally park in central Oxford will use this specific exemption through their employer. This means the council will only benefit from a rogue out of town visitor that gets lost in our roads. Ah, and there will not be traffic reduction.		The main traffic is when during private school term time. Enforce these to provide park and ride facilities for parents at the many park and ride schemes in the Oxford ring road perimeter. Also offer incentives to businesses to encourage their staff to use park and rides rather than exempt them
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Negative	Negative	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Make bus services more frequent		Negative	My parents are elderly and find the whole scheme hard to understand and administer. They struggle with technology	Traffic is bad enough since LTN especially getting through St clements	Re open some connections between cowley road and St clements rather than every one around the Plane. Dangerous for cars trying to see cyclists especially coming down iffley and cowley road
other	daily		I commute to the central permit area by car	Very negative	Very positive	There should be no charges at all	No	Other	Make busses 24 hours from as far away as banbury with chaperones for children you are now forcing on them	Very negative	To make it impossible for a chalice to get to school or he sports club is not beneficial for anyone. It is 28 miles for us to cycle on dangerous roads that are as fast as 60mph and have no dedicated cycle lane every day at 4am so that she can swim in a high risk to life location Leys. Where her bike is likely to be stolen. Or pay even more money to you for what a service that is not fit for the purpose!	yes! It's ill thought of and only thought of for older people who commute. You havent thought about young children who live outside of oxford. And stop wasting money moving bus lanes from one side of the road to another like you did on Woodstock road!	yes get industry to build in the villages outside oxford rather than in the centre
an Oxford resident	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	No impact	No impact	There should be no charges at all	Yes	Add new bus routes, Make bus services more frequent		Very negative	My child is in school that requires us or babysitter to drive through Marston ferry Road. This makes it very difficult forworking parents (with early shifts) requiring childcare - to now consider an added charge to use the road or to factor in added time for drop off at a public school	Will there be charge through out the day/ peak times? What about for child minders whose job requires them to go into central Oxford for the school run	Better more frequent bus services that take less time
an Oxford resident	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	Not sure	Make bus services more frequent		Very negative	I work at the hospice, in a non clinical role but in one that raises money to fund an under funded service. That sound familiar? It's bad enough having to leave at 7am to get to work for 8am when you live 5 miles away. You want to know the significant and negative impact you'll have on Oxford residents? You're welcome to join me on my journey and work a day that starts and finishes stressed and tired because of the traffic. Hooe Andrew Gant is haopy.		You need more frequent and affordable direct hospital buses from places like Abingdon and Kennington. And this should be implemented before you start putting stupid ideas like this in place for some twisted, demented agenda that affects working class people who are just trying to go to work, get home quickly in an emergency, drop their kids off to school and still live in some part of Oxfordshire without having to donate their left kidney to afford to
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Positive	Neutral	About right	Yes	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Add public cycle parking		Positive	I support efforts to reduce car use Not sure this will have a huge effect Would support more-reaching measures if coupled with free park and ride I live in Headington on Quarry Road - difficult even to drive away from house due to cars cutting through Quarry		Cycles and car traffic struggle to 'mix' safely I support efforts to make cycling safer Old Road has some dangerous places where cyclists are expected to turn off into cycle lane very sharply - it means slowing right down and coming in from wider - difficult and dangerous Many choose not to, which then winds drivers up - pls extend and reduce the drop kerb to make the transition easier
a resident of Oxfordshire living outside Oxford	weekly		I commute to the central permit area by car	No impact	No impact	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make bus services more frequent		Very negative	The economy is struggling and this congestion charge only adds to restrictions to people to come shopping and support local businesses. As a resident of south Oxfordshire, my bills have increased significantly year on year and now this is being crocosed which is utterly ridiculous.	It should be dropped and the council should stop squeezing money out of residents. Perhaps selling land or asking Oxford University to better support the council instead of sitting on property/land would be a better solution.	
an Oxford resident	daily			Very negative	Very negative	There should be no charges at all	No	Make buses cheaper for all, Add new bus routes, Make bus services more frequent, Other	The worst congestion encountered in Oxford is around the Cowley Road, Iffley Road St Clements and Headington areas, this is where the busses are being delayed where people are trying to navigate around the LTNs. Remove them	Very negative	This will cause longer journeys, more pollution and more congestion due to even less Road space.	The congestion charge points are just another name for the already planned bus gates. What is the difference?	Remove the LTNS
a resident of Oxfordshire living outside Oxford	daily		I don't	Very negative	Positive	There should be no charges at all	No	Make Park & Ride parking cheaper		Very negative	This will kill shopping in oxford. No customers means no shops means no jobs. Don't do it!	Another stupid anti car policy for oxford	Road improvements that actually help the flow of traffic
an Oxford resident	daily		I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No			Very negative	will kill oxford city centre shops people will go elsewhere	Ridiculous	more car parks ,better traffic flows and cheaper public transport
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	No impact	There should be no charges at all	Not sure	Other		Very negative	- further inequalities in Oxford (only privileged can use this) - displace traffic to the ring road - I won't even be able to go to visit my vulnerable friend who lives on block down without passing through the filter - using Westgate's cheap parking in the early evening after work will be impossible with the additional charge - 100 passes a year is a joke - we work longer than 100 days per year.	We already pay road tax to use the roads. Now we'll have to pay additional tax to use the same roads. This system is discriminating and only pushes residents who can barely live in Oxford to other areas. We pay triple amounts for water bills compared to 2 years ago, we have the highest council tax in the country, and now this.	Remove LTNs and fix Botley bridge and it will all go back to normal.
a member of the public living outside Oxfordshire	weekly		I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Very negative	As a business in Oxford the proposed congestion charge will discourage business , shops and restaurants will close and the city will struadle to attract talent.	Oxford has discouraged cars for the last 30 years - the roads are not fit for purpose and as a result unless you live in Oxford it is a very unattractive place to work .	The park and ride is not fit for purpose - it takes too long , waiting for buses , parking later in the day can be tricky and on a cold dark day if you have a reasonable drive to Oxford it is not an attractive option .
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Negative	Negative	There should be no charges at all	No	Make Park & Ride parking cheaper, Make buses cheaper for all, Add new bus routes, Make bus services more frequent, Extend hours of operation for buses		Very negative	For anyone living in West Oxfordshire who needs to travel to Oxford for work or leisure the congestion charge is just another kick in the teeth and a further disincentive to work or support local businesses in Oxford. This is exasperated by the Botley road debacle which is continues to make Oxford travel a laughing stock and a model of incompetence. I am a low income worker and have no real alternative to get to work except by car. The simple maths from the scheme will cost me £30 per week or £1560 per year to continue to work in Oxford. I love my job but with this charge the council puts me under unreasonable financial pressure to have to make a choice of paying my energy bills, or continue to work in Oxford. The decision is an obvious one and after 20 years working in Oxford providing services to Oxford students I am being driven out of the city and am left with little alternative but to find work elsewhere if I am to survive.	The scheme is an example of poor judgement on behalf of the council and will just provide people with more reasons to work, shop and spend leisure time away from Oxford and further damage the local economy.	Fixing the Botley Road as a priority and not just continuing to deny responsibility. Then improve the public transport links.
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	Too high	Yes	Other	Upgrade roads to halve congestion, such as one way routes etc.	Very negative	The plan will increase congestion dramatically in other areas. People will try to avoid paying the charge driving around the charging points. This will increase overall pollution and congestion. Plus will affect low income workers that usually carned work from home	It is unfair and shameful against the people visiting JR. Who goes to JR in the vast majority of cases has no other choice that use a car.	I would use a data driven approach rather than an ideological approach, I would propose a collaboration with the University to implement a real data based model of the traffic patterns and congestions causes ; then use AI to simulate a large number of mitigation actions. Then work out to implement what is performing better
an Oxford resident	less than weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Very positive	Negative	About right	Yes	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Extend hours of operation for buses		Positive	As a resident of the Botley Road, journeys through the city have increased dramatically in recent years, increasing time travelling and costs of travel. Anything which helps alleviate congestion should be seen as positive, provided that the money generated is actively used to continue to alleviate congestion. There seems little sense in the charge being less than it would cost to use the park and ride.	Although this scheme has been proposed as a specific result of the ongoing botley road closure, it doesn't seem to acknowledge the additional transport issues inflicted on residents here. Might it not be a fair acknowledgement of the inconvenience caused for residents of this area to receive additional day passes. Many would like to travel by public transport but journeys such as to the hospitals are so much increased at the moment and require a change of bus across the closure that many are forced to drive	Get the Botley Road reopened as soon as possible
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Negative	About right	Not sure	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Make bus services more frequent, Add public cycle parking, Other	Change the timings of the congestion charge, or give certain professions (key workers - teachers & nurses) free passes.	Positive		Marston Ferry Road - this will mostly affect teachers and nurses using this road. Either give them a permanent free pass on this road, or change the timings (7.30-9am and 4-6.30pm)	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	DO NOT DO THIS	Very negative	This is a terrible idea.	Awful.	Don't do it

Survey Response													
I am responding to this survey as	How often do you travel in or around Oxford?	Please tick which of the following free permits and passes you think you may be eligible for	Do you live in, visit a resident by car or commute by car to the proposed central Oxford	Central Oxford residents' permitit is proposed that residents in the central Oxford	Central Oxford permit area commuters' permitit is proposed workers commuting	We are proposing a single charge of £5 to allow cars without a day pass or permit	Do you think that charges should vary, with drivers of longer cars paying more and	Income generated by introducing the proposed temporary congestion charge would be used to cover the set-up and operating costs of the scheme.	If other improvement, please state	Taking into account all the information we have provided about the proposal to	Please explain your answer	Do you have any other comments about the proposal for six temporary congestion charge locations in Oxford that you have not already shared in this survey?	Do you have any suggestions for other ways to reduce traffic and tackle congestion in and around Oxford?
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Positive	Negative	About right	No	Make buses cheaper for all, Make bus services more frequent, Add public cycle parking		Positive	I am hoping it will reduce traffic.	I am concerned this, like the fingers, will increase traffic through Old Marston at peak commuter times.	An aerial egg lift linking Thornhill P&R > Osler Road / JR hospital > Town Centre.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Negative	Too low	Yes	Make Park & Ride buses cheaper, Make buses cheaper for all, Make bus services more frequent		Positive	Could go further, eg restricting hours of access for "other" vehicles (delivery etc) to outside normal peak times		Reduce the amount of parking currently available with a aim to discourage driving into the centre
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Positive	Negative	Too low	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Add new bus routes, Make bus services more frequent, Extend hours of operation for buses, Add public cycle parking		Positive		I think 3 cars for commuting is excessive	restrict larger vehicles such as trucks and vans within certain hours - so not during peak schools hours (7:30-9, and 3:30 to 5). This would make cycling with kids safer and more appealing.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	About right	Not sure	Make buses cheaper for all, Add new bus routes, Add public cycle parking		Very positive	Would expect to see fewer cars crossing the city centre, so buses would be faster/more timely and walking/cycling would be safer and more pleasant		School term times seem to produce the heaviest traffic, finding better ways for children to get to schools (rather than being driven in and out individually) could make a big difference. A shift away from the near-universal 9-5 working hours could also help soread out "rush hours".
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of vour choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	Yes			Very negative	I'm an NHS manager, working almost 24/7, working every day after job planned hours from hime, additional commuting time will have neoative impact on my service		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	Too low	Yes	Add new bus routes, Make bus services more frequent, Add public cycle parking		Very positive	It is currently quicker to cycle in and around the city than to go by bus. The roads should be clearer for people who *need* to use their cars and permit the free flow of traffic. Buses will be quicker, and therefore more appealing to use, and cycling will be safer.	Owing to the timing of sessions, there needs to be provision for access to the ice rink, whether that is by improving bus services or adjusting the congestion charge for users. Otherwise, training would be affected to such an extent that competitive skaters will need to move to other rinks, such as Swindon, which are further away, which will affect the rink's ability to operate and remain competitive.	Look to other medieval cities abroad that have put cycling first and see what measures we can adopt. A good example is Uppsala, in Sweden, which is also a medieval university town and is almost entirely car-free in the centre. Cars should be used for getting out of Oxford, and not necessary for getting into or around Oxford.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	There should be no charges at all	Yes	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Negative	I will have to leave my job at the school where I work part time because the most direct route includes one of the charging zones and going the long way would take too long and will use too much petrol. Going there by bus would take ages as there is not a good direct service available.	They are not a good idea because the rich can afford to pay and will continue congesting the road, but those on lower income will struggle.	Removing the LTNs in East Oxford would be a good start. Have more bus routes that cover the entire city and better connection services to the surrounding villages.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	Too high	No	Make buses cheaper for all		Negative	Push traffic onto already busy alternate routes already impacted by LTNs		Use the river to provide alternative transportation into Oxford
an Oxford resident	daily	Taxis and private hire vehicles	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Make BUSES FREE FOR LOCAL PEOPLE BETWEEN WORKING HOURS AND SEE WHAT IMPACT THAT HAS ON TRAFFIC AND SCHOOL RUNS	Very negative	Will hurt people that come to Oxford to work and who live locally .. turning Oxford into a Prison	All the surrounding roads will be impacted massively, there wasn't a congestion problem before that LTNS went in.. SUMMERTOWN IS THE WORST FOR PEOPLE THAT DON'T LIVE LOCALLY	Free bus passes, council has the ability now to run its own bus services due to changes in the law, also bus ticket prices are extortionate for such small journeys and cause issues financially, Park and Ride should be free and buses to and from them should be one pound no more, if you want people to use Oxford and use it services make it cheaper for them to access them.
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Fix the badly managed roads and roundabouts	Very negative	It's literally a money making scheme. Not everyone falls into the same category of 'they should walk, get a bus or cycle' I now live in Abingdon, but I grew up in Cowley, I work in Cowley, my partner works in Cowley, my daughter goes to nursery in Rose Hill, I still have a lot of friends and family in Cowley that I see regularly, usually after work. You have already made that difficult with LTNs, I have to sit in a lot more traffic now than I ever did before. People will not stop driving! We pay for our cars, our insurance, our tax, and you want to charge us more just for the privilege of driving in our own city! There is no bus route that will allow me to go to drop off my daughter at nursery, go to work, then to pick up my daughter, and then to visit my family! And if there was it would probably double my journey time! I cycle to work when I can, but not if I have to do the nursery run. I have never ever had a problem cycling round Oxford! The majority of families and households rely on these cars to go about their daily business! Stop trying to penalise them!	You never spoke about this pre election as you knew you would struggle to get voted in! You have ruined Cowley with your LTNs already! You as a council are not listening to residents. Just look at the petition with over 10,000 signatures against! Look at the comments! Put your congestion charge in areas where you were voted in! Leave Cowley alone! Majority of residents do not want your greedy schemes! You seem to be targeting the poorer areas! If you really want it, then open up some of the LTNs so that the traffic can flow freely!	Open up the LTNs! Simple!
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very positive	Negative	Too low	Yes	Make Park & Ride buses cheaper, Make buses cheaper for young people, Make bus services more frequent		Very positive	I live on Abingdon Road which is clogged with commuters and visitors, driving in to the city. I hope this might make more people think twice or travel by train or bus. But I think £5 is too cheap. To put people off it should be more like Birmingham or London.	Tourist buses are an ussue	Apart from not allowing Keir and Network Rail to completely mess up the city by blocking Botley Rd for years. They created a huge amount of extra miles and traffic. They should be made to pay for all of this.
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice, Blue badge holders, Frequent hospital patients	I don't	Very negative	Very negative	There should be no charges at all	No	Other	Don't have the scheme, by answering this question it would appear that correspondents agree with the scheme	Very negative	OCC is anti vehicle what will be next?	Was this mentioned on any election manifesto?	Stop all county councillors using their own vehicles, make surveys easier to complete and worded for people to make true feelings instead of loading the survey so you get the answers you want
a resident of Oxfordshire living outside Oxford	less than weekly	100 day passes for residents in the Oxford permit area, on days of your choice, 25 day passes for residents in the Oxfordshire permit area, on days of your choice, Blue badge holders, Disability benefit claimants, Disabled tax cars, School students with special educational needs, Unpaid carers, Community health or care workers who need to visit multiple locations or travel urgently, Frequent hospital patients, Emergency service vehicles, Firefighters, Taxis and private hire vehicles, Registered car clubs, Business cars used as goods vehicles, Personal cars used as goods vehicles for business purposes, Driving instructors, Hearses and funeral cars	I don't	Very negative	Very negative	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Other	This scheme should not exist so the answers are irrelevant	Very negative	Yet another tax this time targetting only car drivers. Why not van & lorry drivers and motorcyclists? If you really wish to reduce congestion simply pedestrianise the area. This charge just means that those people for whom £5 is inconsequential have free run of the city and for those for whom it isn't, do not.	Do not implement it.	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very positive	Neutral	About right	No	Add new bus routes, Make bus services more frequent, Add public cycle parking		Very positive	I live in old marston. The bumper to bumper traffic during school drop off / pick off has a very negative impact on the area.		Create an LTN in Old Marston with one directional traffic, from marston ferry road to the a40
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice, Community health or care workers who need to visit multiple locations or travel urgently	I don't	No impact	Neutral	There should be no charges at all	Not sure	Make buses cheaper for all, Make buses cheaper for young people, Add public cycle parking		Very negative	This will further isolate some of Oxfordshire most isolated communities. I'm a single parent with a disability but I don't receive disability benefits. I need to use my car for shopping necaise of my mobility issues. I drive to work along hallway to the hospital as I can't cycle far with bags. This proposal will deeply impacte and make things much harder for my family and I. This is the point where I say, enligh, I am leaving the city, its no longer the city it was. I am moving back to Bristol due to this. Its ovulating communities like mine and makes it harder for us to live.	Please see above. The city is fragmented. People on the outskirts have become isolated. The community has died because of the traffic restrictions already. It will be the end of Oxford if you bring this in. It will just be a city for those that can afford it. Shame in you council ignoring the people who already struggle.	If any chatges are introduced it should be for those commuting from outside the city into its not for those of us already living here. Put the charges on the ring road entry points not inside the city charge those coming in from outside amd not using park amd ride
a resident of Oxfordshire living outside Oxford	weekly		I commute to the central permit area by car	No impact	Positive	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all		Very negative	It will have a negative impact on people travelling into Oxford and potentially reduce numbers of visitors, shoppers and business wanting to be is located in Oxford	Learn from another places who offer cheapee park and ride with free travel on these services at certain times or for certain people. Encourage people to visit by ovino better alternatives instead of drivino people out of the city	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Very negative	Very negative	There should be no charges at all	Not sure	Other	Improving the ring road capacity. It will become gridlocked if cars cannot go through st Clements.	Very negative	I live very close to the st clements filter and I have to make a journey to Elsfield 4 times a week which is not covered by bus. By not going through the filter my journey time and distance increases 3-fold which is frustrating, a waste of petrol and generates more emissions. I should not be charged for living close to a filter, it feels like I'm being unfairly taxed. Please create another free permit (ie can travel everyday) for residents living near the other filters, not just the central ones.	The traffic through st clements isn't that bad currently, only at peak times which I would avoid anyway. If you feel that a charge is absolutely necessary then I would suggest only applying it a peak rush hour times. There is minimal traffic past 6.30pm in st clements, so trying to divert traffic at this time with a congestion charge is unnecessary. Diverting traffic away from these filters will create more congestion on the ring road. Please clarify how you will deal with this. If you have the 100-day permit, how will you know how many days you have left? 100 days is less than 2 per week - I think this should be increased to at least 3 days per week.	Invest in the ring road and improving the junctions around Oxford. This will make them more attractive to use and stop people trying to cut through the centre.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	There should be no charges at all	No	Make buses cheaper for all, Make bus services more frequent, Add public cycle parking		Very negative			
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	Neutral	About right	Not sure	Make Park & Ride buses cheaper, Make buses cheaper for all, Add public cycle parking		Positive	Worth a try. I walk or cycle most of the time so won't use many permits. Hopefully it will help reduce congestion and make people consider other ways of getting around (although i doubt it)		Cost and convenience are key so I guess bus infrastructure has to be fast and cheap. More cycle tracks away from the road like the one from Marston to South Parks Road or the one running parallel to the railway in Kennington
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very positive	Positive	Too low	Yes	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Add public cycle parking		Very positive	I support measures to reduce car traffic in to and through Oxford.		
a resident of Oxfordshire living outside Oxford	less than weekly		I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all		Very negative			Keep it as it was it's a nightmare to get around and elderly people are put off going out it's dangerous and mayhem
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Scrap all anti motorist measures - LTN's, 20 mph zones, LEZ, no bus gates etc. stop destroying Oxfordshire!	Very negative	People will not come into Oxford! Unnecessary, tinpot tyranny! Stop making life miserable for people and businesses alike! You are attemptina to carry out a alobalist aoenda. aaainst the will of the people! Despicable!		Remove LTN's, scrap 20 mph zones, no bus gates, ope up all roads! Net zero is a globalist hoax!
a resident of Oxfordshire living outside Oxford	less than weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	No impact	No impact	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Add new bus routes		No impact			
an Oxford resident	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	No impact	No impact	There should be no charges at all	No	Make buses cheaper for all, Add public cycle parking		Negative		People shouldn't have to pay to drive into Oxford locally. Major problem on Northern side is A40 through traffic.	Should have made slip road on A40 in the new northern development straight on to A40 so through traffic not all going through pear tree roundabout.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make buses cheaper for all, Add new bus routes, Add public cycle parking		Very negative	I drive to work. Now I will have to pay to get to work I might as well be unemployed	What about the people who live in the area who need that route to get to work	
a resident of Oxfordshire living outside Oxford	less than weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	No impact	No impact	There should be no charges at all	No	Add new bus routes, Make bus services more frequent, Extend hours of operation for buses		Very negative			
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Negative	Negative	About right	Yes	Add public cycle parking		Positive	Get on with it and don't make so many exceptions or it'll be useless	No	More cycle parking in city centre/near station, free p+R buses, better cycle lanes (protected) which a rent driven/parked in.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	About right	Yes	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all		Positive	I'm a cyclist so welcome any initiative to make roads safer, reduce congestion and limit motor traffic. But I worry about the impact on the Woodstock and Banbury roads which are already hazardous for cycling and may attract displaced traffic.		LTNs exxanded and enforced removina peoole oarkina in and blockina them Ban private school traffic which seems to be the main cause of rush hour congestion (from years of cycling in Oxford in term time and out of term and observing traffic). Make these schools transfer pupils who need to be driven from hubs at the Park and Rides.
a resident of Oxfordshire living outside Oxford	less than weekly		I don't	Positive	Negative	About right	Yes	Make buses cheaper for all, Add public cycle parking, Other	Improve active travel infrastructure.	Very positive	Fewer cars in central Oxford might enable me to cycle there more safely, and might improve air quality.		Improve active travel infrastructure. Ban pavement parking. Make Abingdon Rd and Iffley Rd one way only (would be a circular route) and thereby make soace for decent cycle lanes.
a member of the public living outside Oxfordshire	weekly		I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Make park and ride free and have busses running far more regularly - if you want commuters to use park and ride then you need to minimise the additional increase in travel times - especially if not eligible for permits as live 3miles out of oxfordshire!	Very negative	Actively discriminated against Oxford based commuters who live outside of Oxfordshire. Time zone is effectively all day. Will push traffic to other routes causing more issues there - unless you continue to block off roads as you have been doing which will then lust lead to even areater conaestion.	This is i'll thought through and will cause more issues and confession - not less - for traffic management in and around oxford. There are already bus lanes on the major roads into Oxford - this proposal does not change how easy it already is for busses to move around Oxford.	Moving westgate out of the city centre .... though too late now it's built .....
a resident of Oxfordshire living outside Oxford	weekly	100 day passes for residents in the Oxford permit area, on days of your choice, 25 day passes for residents in the Oxfordshire permit area, on days of your choice, Frequent hosoital patients	I don't	Neutral	Neutral	There should be no charges at all	No	Make buses cheaper for all, Add new bus routes		Very negative	We already get charged and taxed for everything. It's not the general public's fault for the network rail issues so why should they bear the brunt.	Same as above	It's not that bad.
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Positive	Positive	About right	Yes	Make Park & Ride parking cheaper, Add public cycle parking, Other	To really encourage people to use the P&R, parking should be free, as it is in many other cities. The current price difference between P&R + bus ticket vs parking in the Westgate is not enough to discourage shoppers from parking in the centre.	Positive	a congestion charge can have a positive impact and I support it, as someone who would need to pay for some trips into work, as long as it is introduced alongside genuine alternatives for commuters and visitors.		I agree that something needs to be done, and unnecessary trips into the centre need to be discouraged. As I have said previously, the parking at P&R sites should be free and well advertised to really encourage this, as well as better transport to the schools to discourage parents from driving their children to school. Perhaps free school buses running from the P&R sites? Properly enforced, or even better segregated cycle lanes may also help. I have noticed that many of the cycle lanes, such as along Woodstock road and Abingdon road often have cars parked in them, and drivers doing this should be fined for doing so. Could traffic wardens issue tickets as they are doino their rounds?
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	No impact	Negative	There should be no charges at all	No	Other	Make it easier for vehicles to pass through and travel around the city	No impact	People will still travel into oxford	I don't believe they will be temporary i believe it will become a permanent charge and increase in cost	
an Oxford resident	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make buses cheaper for all, Add new bus routes		Very negative	The concept will force traffic into condensed areas, just like the LTN's in Cowley. The whole of Oxford has turned into a disaster since the LTN's were introduced, no one I know was in favour	Work with the residents, not with the councils own personal agenda.	Remove the LTN's in Cowley and it will increase traffic flow around the whole of Oxfordshire
a member of the public living outside Oxfordshire	weekly		I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	No impact	There should be no charges at all	No	Make Park & Ride parking cheaper, Make buses cheaper for all, Add new bus routes		Very negative	My mum provides my childcare year round. As she lives in one of the zones proposed, the 50 free permits wouldn't work for me. For one, it wouldn't cover my childcare and even if it did, it would mean I couldn't visit her outside of her looking after my children.	Yes, I think this is just a way to punish the residents of Oxford and their visitors because the construction work at Botley is taking much longer than expected. This is not the fault of Oxford residents or their visitors so they shouldn't be being punished - that should fall solely on the company doina the work at Botley.	For a start, you need to reduce bus fares for Oxfordshire residents and introduce better bus routes. For example, there should be a bus from Holloway or Horspath Road over to the retail park (where Tesco, Food Warehouse etc are).
a resident of Oxfordshire living outside Oxford	weekly	Blue badge holders	I don't	No impact	Positive	There should be no charges at all	No	Other	Fill the pot holes	Negative	I won't ever shop in Oxford	No	Let the public vote
a resident of Oxfordshire living outside Oxford	less than weekly		I don't	Very negative	Very negative	There should be no charges at all	No	Other	Pay your overdue service contracts	Very negative	Restrictions are not the answer. Freedom of movement is. As a lifelong resident in Oxford's near proximity, I now make a point to shop/commute to towns further away because of poor access. I am not alone. This is net negative on resources. A larger and more extensive plan is needed. Busses are uncomfortable and unreliable. Birmingham's trams are great. It is expensive but the reintroduction of trams to Oxford is worth a look.		See answer to question 12
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Very positive	Very positive	About right	Yes	Make buses cheaper for all, Make buses cheaper for young people		Very positive			
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Negative	Very negative	Too low	Yes	Make Park & Ride parking cheaper, Make buses cheaper for young people, Add new bus routes		Very positive	This is long overdue. Too many drivers are inconveniencing pedestrian, cyclists and public transport users. Westgate parking is too cheap so drivers will happily be traffic and ignore park and rides. This scheme will help redress the balance. Thank you.	Tourist coaches need to oay	Oxford parkway park and ride should be a hub for tourist coach drivers to prevent coaches driving to centre and then parking in places like osney mead. Give drivers a canteen and rest and washing facilities. Put a nice tourist shop there too. Tourists can travel into centre by train. More, properly segregated, cycle lanes than are direct all the way along major routes and keep going to local villages and towns.
an Oxford resident	weekly	Community health or care workers who need to visit multiple locations or travel urgently	I commute to the central permit area by car	Neutral	Neutral	There should be no charges at all	Yes	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make bus services more frequent		Very negative	Oxford traffic is ridiculus ltns are awful and this is just too much money being made by the local authorities	Bad idea	Move ltns
an Oxford resident	daily	Disability benefit claimants		Very negative	Very negative	There should be no charges at all	No	Other	allow people to move freely whether driving cycling bussing or walking without charge	Very negative	people need to go about the business without hindrance this is a charge nobody wants or can afford there is no need for any restrictions and all should be removed it is those that don't think of the impact that implement these taxes on all residents unless it impacts councillors area or residents	they should not be introduced don't you think the driving public pay enough? why don't you charge cyclist to use the lanes and roads too . they cause as much congestion if not more and bus companies just want more revenue	open up the LTN's and stop putting silly wands up at junctions and sack those responsible for the carnage they have caused . the charge is just another tax as it wont save the planet
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice, Personal cars used as goods vehicles for business purposes	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Park and Ride should be free	Very negative		To be honest I'm fed up of OCC 'consulting' aka adhering to their legal obligations, just to 'interpit' the responses to suit their own agenda. I have no doubt whatsoever that this congestion charge will go ahead regardless of the consultation outcome. Very sad 😔	Open the LTNs let the traffic flow. No through traffic in the City centre (early and late loading/delivery times.) Free park and ride, with limited stops to ensure a quick journey to make the P&R attractive to use. Re-assess the Pick-me-up bus shuttle, reduce the size of the off peak buses, there is no need to be running empty electric buses around/through the city boundaries breaking up the road surfaces
a resident of Oxfordshire living outside Oxford	daily		I don't	Very negative	Very negative	There should be no charges at all	Yes	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Very negative	I work in Oxford and live outside Oxford. I have no choice than to use my car to go to work. The bus system coming from smaller town to Oxford is not efficient enough for me to go to work using public transport (it would take me over 1 hour and half to go to work by bus). The proposed scheme massively impact workers who cannot afford to live in Oxford and therefore have to commute. If such charges where imposed I would have to find another job(not in Oxford) as it would be one unaffordable for me to come to work. I am certain many people are like me and soon enough nobody will want or will be able to work in Oxford.	Why does Oxford not implement a tram system? It would make commute quicker. Or have actual express buses which go from the smaller town around Oxford to Oxford quickly. The express buses are a jock and stop at every possible stop making the journey ridiculously long.	A tram Actual express buses from smaller town to Oxford. Ones who only have 1 stop. Investing in an underground system
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Very positive	Very positive	There should be no charges at all	No	Make buses cheaper for all, Make bus services more frequent, Extend hours of operation for buses		Very negative	This charge would more than double the (already extortionate) cost of travelling into the city for people without access to regular buses or alternative transportation	The Thames street filter in particular seems extremely badly thought out as while botley road remains shut this will completely cut off access to the Westgate and oxpens car parks. If you take anything from this survey, maybe consider pausing or scrapping that particular filter entirely.	
a member of the public living outside Oxfordshire	daily			No impact	No impact	There should be no charges at all	Not sure			Very negative	I have 3 children at school in summer town and commute in from Buckinghamshire. The cost and service provided by the school buses is not practical and far to expensive to work. Costing over £850 per term per child with total journey times over 1hour 30 mins each way. I use an electric car drop off and do not park. By introducing this you have not considered the impact on school children out of area who there are many Discretion to their education is not acceptable		
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Very negative	Very negative	There should be no charges at all	No	Make Park & Ride parking cheaper, Make buses cheaper for all, Make bus services more frequent		Very negative	This scheme is clearly just another money making exercise at the expense of the residents of Oxford. It will hasten the current decline of the City, also caused by the mismanagement of the council. Why anyone would now choose to live, visit or shop in Oxford I really don't know. There are much better options elsewhere. The City is being turned into an elitist environment for the select few. Disgraceful.	I am totally opposed to this...like I was the LTNs. The sooner the councils LTN and congestion charge policy's are challenged in court, the better. The theory's and data behind these decisions are all flawed and yet the council still ploughs on regardless. No-one has been able to explain how doubling peoples journeys due to the introduction of ltns and future bus gates will reduce pollution (because obviously it doesn't!). We are beina taken for fools.	Remove the LTNs.
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make buses cheaper for all, Make bus services more frequent, Extend hours of operation for buses		Very negative	Oxford is already congested since the introduction on the ltns, more traffic will be pushed onto other roads.	This is totally unfair to charge people to use their cars when we already pay for road tax which electric cars are now being charged the same as a 3 litre diesel car	Remove the ltns

Survey Response													
I am responding to this survey as	How often do you travel in or around Oxford?	Please tick which of the following free permits and passes you think you may be eligible for	Do you live in, visit a resident by car or commute by car to the proposed central Oxford	Central Oxford residents' permitt is proposed that residents in the central Oxford	Central Oxford permit area commuters' permitt is proposed workers commuting	We are proposing a single charge of £5 to allow cars without a day pass or permit	Do you think that charges should vary, with drivers of larger cars paying more and	Income generated by introducing the proposed temporary congestion charge would be used to cover the set-up and operating costs of the scheme.	If other improvement, please state	Taking into account all the information we have provided about the proposal to	Please explain your answer	Do you have any other comments about the proposal for six temporary congestion charge locations in Oxford that you have not already shared in this survey?	Do you have any suggestions for other ways to reduce traffic and tackle congestion in and around Oxford?
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Positive	Negative	About right	No	Make buses cheaper for all, Make bus services more frequent, Add public cycle parking		Positive	I am hoping it will reduce traffic.	I am concerned this, like the fingers, will increase traffic through Old Marston at peak commuter times.	An aerial egg lift linking Thornhill P&R > Osler Road / JR hospital > Town Centre.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Negative	Too low	Yes	Make Park & Ride buses cheaper, Make buses cheaper for all, Make bus services more frequent		Positive	Could go further, eg restricting hours of access for "other" vehicles (delivery etc) to outside normal peak times		Reduce the amount of parking currently available with a aim to discourage driving into the centre
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Positive	Negative	Too low	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Add new bus routes, Make bus services more frequent, Extend hours of operation for buses, Add public cycle parking		Positive		I think 3 cars for commuting is excessive	restrict larger vehicles such as trucks and vans within certain hours - so not during peak schools hours (7:30-9, and 3:30 to 5). This would make cycling with kids safer and more appealing.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	About right	Not sure	Make buses cheaper for all, Add new bus routes, Add public cycle parking		Very positive	Would expect to see fewer cars crossing the city centre, so buses would be faster/more timely and walking/cycling would be safer and more pleasant	Seems like a good way to test out the traffic filter ideas before going into the trial proper	School term times seem to produce the heaviest traffic, finding better ways for children to get to schools (rather than being driven in and out individually) could make a big difference. A shift away from the near-universal 9-5 working hours could also help soread out "rush hours".
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	Yes			Very negative	I'm an NHS manager, working almost 24/7, working every day after job planned hours from hime, additional commuting time will have neoative impact on my service		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	Too low	Yes	Add new bus routes, Make bus services more frequent, Add public cycle parking		Very positive	It is currently quicker to cycle in and around the city than to go by bus. The roads should be clearer for people who *need* to use their cars and permit the free flow of traffic. Buses will be quicker, and therefore more appealing to use, and cycling will be safer.	Owing to the timing of sessions, there needs to be provision for access to the ice rink, whether that is by improving bus services or adjusting the congestion charge for users. Otherwise, training would be affected to such an extent that competitive skaters will need to move to other rinks, such as Swindon, which are further away, which will affect the rink's ability to operate and remain competitive	Look to other medieval cities abroad that have put cycling first and see what measures we can adopt. A good example is Uppsala, in Sweden, which is also a medieval university town and is almost entirely car-free in the centre. Cars should be used for getting out of Oxford, and not necessary for getting into or around Oxford.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	There should be no charges at all	Yes	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Negative	I will have to leave my job at the school where I work part time because the most direct route includes one of the charging zones and going the long way would take too long and will use too much petrol. Going there by bus would take ages as there is not a good direct service available.	They are not a good idea because the rich can afford to pay and will continue congesting the road, but those on lower income will struggle.	Removing the LTNs in East Oxford would be a good start. Have more bus routes that cover the entire city and better connection services to the surrounding villages.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	Too high	No	Make buses cheaper for all		Negative	Push traffic onto already busy alternate routes already impacted by LTNs		Use the river to provide alternative transportation into Oxford
an Oxford resident	daily	Taxis and private hire vehicles	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Make BUSES FREE FOR LOCAL PEOPLE BETWEEN WORKING HOURS AND SEE WHAT IMPACT THAT HAS ON TRAFFIC AND SCHOOL RUNS	Very negative	Will hurt people that come to Oxford to work and who live locally .. turning Oxford into a Prison	All the surrounding roads will be impacted massively, there wasn't a congestion problem before that LTNS went in.. SUMMERTOWN IS THE WORST FOR PEOPLE THAT DON'T LIVE LOCALLY	Free bus passes, council has the ability now to run its own bus services due to changes in the law, also bus ticket prices are extortionate for such small journeys and cause issues financially, Park and Ride should be free and buses to and from them should be one pound no more, if you want people to use Oxford and use it services make it cheaper for them to access them.
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Fix the badly managed roads and roundabouts	Very negative	It's literally a money making scheme. Not everyone falls into the same category of 'they should walk, get a bus or cycle' I now live in Abingdon, but I grew up in Cowley, I work in Cowley, my partner works in Cowley, my daughter goes to nursery in Rose Hill, I still have a lot of friends and family in Cowley that I see regularly, usually after work. You have already made that difficult with LTNs, I have to sit in a lot more traffic now than I ever did before. People will not stop driving! We pay for our cars, our insurance, our tax, and you want to charge us more just for the privilege of driving in our own city! There is no bus route that will allow me to go to drop off my daughter at nursery, go to work, then to pick up my daughter, and then to visit my family! And if there was it would probably double my journey time! I cycle to work when I can, but not if I have to do the nursery run. I have never ever had a problem cycling round Oxford! The majority of families and households rely on these cars to go about their daily business! Stop trying to penalise them!	You never spoke about this pre election as you knew you would struggle to get voted in! You have ruined Cowley with your LTNs already! You as a council are not listening to residents. Just look at the petition with over 10,000 signatures against! Look at the comments! Put your congestion charge in areas where you were voted in! Leave Cowley alone! Majority of residents do not want your greedy schemes! You seem to be targeting the poorer areas! If you really want it, then open up some of the LTNs so that the traffic can flow freely!	Open up the LTNs! Simple!
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	No impact	No impact	There should be no charges at all	Yes	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all		Very negative			
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I commute to the central permit area by car	Very positive	Very positive	There should be no charges at all	No	Other	This should not be done at all. All the questions are as if you are doing it. So it's not a consultation if you've made your mind up. Like the LTNs this is disgusting!!! Shame on you.	Very negative	This is disgusting behaviour once again by you. The LTNs are a sham. Only in certain parts of Oxford. It's made everything much much worse. We want a whole new political party to come in who listens to the people	Do not introduce this and remove the LTNs!!!	Fix the cycle lanes so cyclists can actually use them!!! So many pot holes and they are in such poor state it's dangerous. Why on earth this hasn't been done before LTNs and this new crazy idea god will only know.
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	No impact	No impact	There should be no charges at all	Yes	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper		Very negative	The operation times for the filter areas are excessive - there is no way that the traffic is congested for all that time! The impact on businesses in the centre of Oxford businesses, theatres and restaurants will be huge at a time when they are already struaalina	The operation times for the filter areas are excessive - there is no way that the traffic is congested for all that time! The impact on businesses in the centre of Oxford businesses, theatres and restaurants will be huge at a time when they are already struaalina	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Positive	Positive	There should be no charges at all	No	Make Park & Ride parking cheaper, Make buses cheaper for all, Make bus services more frequent		Neutral	Decreased level of freedom for car-using residents living within the ring road and immediate surrounds	Allow all cars registered within the affected areas (blue zone on map) free and unlimited transit through all zones without any requirements for residents to register. Having to apply for permits creates uncertainty and there are surely workarounds available. LTNs have been a net positive for air quality and ease of traffic flow in residential streets that were previously used as rat runs, but have created significant challenges for tradespeople and other services that rely on cars / vans.	If passes are going to be required for residents living within Oxford to drive through congestion zones, the Council should offer a corresponding number of free bus passes (X journeys per month / year) for residents. Many people cannot, or will not, switch to cycling regardless of how good the infrastructure is. Providing free bus travel retains their ability to get around the city on occasions when personal transport is not essential.
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice, Blue badge holders	I commute to the central permit area by car	Very negative	Very positive	There should be no charges at all	No	Make Park & Ride parking cheaper, Make bus services more frequent, Extend hours of operation for buses		Very negative	Rosking Hythbridge st access will make it difficult for residents living in the west of the county to travel and use the Westgate. As a result evening theatre trips become more expensive and become a deterrent. Especially as nighttime weekday services from Oxford back to the west Oxfordshire are less frequent and slow. For example a show ending at 10pm could mean waiting up to 30 mins for a bus then an 1 hour and 20 minute bus ride back to Carterton. It's worth noting that this will become a tax on residences living in villages like Bampton and other surrounding Carterton as these villages do not have evening services into the city (noted the Charging stops at 7pm but they would need to pay the free because to access the city during evenings as they will arrive into the city before 7pm)	More considerations needs to be given for residents living in West Oxfordshire like Carterton and the surrounding village who are poorly connected in terms of time and frequency on buses. If the scheme is to be implemented more express buses need to be implemented to make it quicker for the residents in these areas to get into the city.	Speed up the bus services. More express services. Reduce the number of stops especially ones that was too close to each other. Connect Carterton better to the city and hospitals. Look at using one way systems on existing roads to convert roads into bus lanes and speed the network up. Invest in the A40 to make the bus time quicker. Improve cycle lanes with more segregated lanes from traffic that have decent tarmac
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	About right	Yes	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Add public cycle parking		No impact	Don't drive through town often enough to exceed the 100 day quota, so won't be charged.	Concerned that what is currently presented as free passes will become a paid service over time like residents' parking schemes.	
a resident of Oxfordshire living outside Oxford	daily	School students with special educational needs, Frequent hospital patients	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Make buses cheaper for young people, Add new bus routes, Make bus services more frequent, Extend hours of operation for buses, Add public cycle parking		Very negative	This is the mess created by the works on Botley Road work. First, there should be a in depth analysis of what went wrong and why the work is not completed on time. Accordingly, actions should be taken towards the construction company to foot the bill for this congestion. Common people should be left alone as they already are sharing lot of burden created by lots of people in the government. Elected representatives should be working for people, not against people. They should think of making life easy for the electorate, not finding ways to penalise them.	Making difficult for people to drive around is not a sustainable solution. You can't stop people driving their cars, rather you should be thinking about alternatives, what can be done to make it better for all. Studies should be conducted to showcase the proposals will work otherwise this will be another gimmick from OCC.	Remove LTN on temp basis and then evaluate the impact and non impacts of it as you may have collected enough data by now. Also, reduce the bus travel cost, last time there was a straight increase of 50% in bus fares. From £2 to £3 now. Work in the bus time tables as the current scenarios is, either there are no bus or there are 4 buses at the same time, chocking the entire route and resulting in jams. Penalise the bus operators to make sure we have constant buses and if not, penalty. Do all the roadworks in spirit or weekends or during school term breaks, and make sure traffic can flow easily.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice, 25 day passes for residents in the Oxfordshire permit area, on days of your choice, Blue badge holders, Disability benefit claimants, School students with special educational needs, Personal cars used as goods vehicles for business purposes	I commute to the central permit area by car	No impact	Neutral	There should be no charges at all	No	Make Park & Ride parking cheaper, Make buses cheaper for all, Add new bus routes		Very negative	As a disabled person and parent with a child having SEND this has a massive affect in regards getting to appointments. I have friends in the city , not seeing these people would have a detrimental impact on mental health.		
a resident of Oxfordshire living outside Oxford	daily		I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Make bus and parking free as it would cost the same as driving in	Very negative	Daily cost just to work.		Nobody wants to travel by bus, they are slow, full of people.
an Oxford resident	weekly	Blue badge holders	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Positive	There should be no charges at all	No	Make buses cheaper for all		Very negative			No LTN's or congestion charges
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	Yes	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Make buses cheaper for young people, Add new bus routes, Make bus services more frequent, Extend hours of operation for buses, Other	Let people who live in the area have free passes for life why hurt the people who provide for this city	Very negative	I drop my kids to school everyday that's 190-195 days per year do you mean to say I have to pay £975 per year just to drop off my kids?	Don't say to us to use bike or walk because my two son would not fit in a bike and one has autism he will not ride on a bike and he will not walk does that mean I have to suffer to pay that everyday. Be better nobody wants this especially the people who live in Oxford.	Remove the LTN is that simple. LTN has very negative effects in oxford it doesn't work.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Very negative	Oxford is dying as a city, fewer visitors, more shops and facilities that don't meet the needs of the people who live and work there.	Ill thought out plan with no regard for businesses and families who are struggling.	Open the Botley Road.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	There should be no charges at all	Yes	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Neutral	The scheme as designed wouldn't have a particular impact on my household.	Money should be used to lower parking charges as these are crippling for those of us who use the facilities to attend evening concerts, go to church or purchase item that are not found in Harry Potter emporia.	I live on Woodstock Road. Make all buses that travel on this road stop at all stops. Take a tougher line on cyclists who frequently fail to use the cycle lanes preferring instead to weave in and out of traffic holding up bus lanes. Tax Baboo users they are a middle class nightmare. Why are parents delivering children to the Dragon, Lynams and Summerfields who frequently cause consestion with their large cars not being penalised if they live outside the zones?
a resident of Oxfordshire living outside Oxford	less than weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Negative	No impact	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all		Very negative		I dont know Oxford very well so the possibility of accidently driving through a congestion zone will stop me visiting Oxford	Better and cheaper public transport. Currently, with more than 2 people in a car, it is cheaper to drive and park in Westgate than it is to use park and ride
a resident of Oxfordshire living outside Oxford	daily		I commute to the central permit area by car			About right	Not sure	Other	Better trains	Neutral			
an Oxford resident	daily			Very negative	Very negative	There should be no charges at all	No			Very negative			Stop delaying Botley Road and penalising oxford residents for traffic issues you've caused. LTN's have bottle necked everyone and caused huge delays getting in and out of Oxford
a member of the public living outside Oxfordshire	less than weekly		I don't	No impact	No impact	There should be no charges at all	No	Other	Resign and call an election	Very negative	I despise you evil control freaks.	STOP IT NOW !	STOP MEDDLING !
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	About right	No	Make Park & Ride parking cheaper, Add public cycle parking		No impact	The income generated will be minimal and the overall effect on traffic minor. I feel the same about the traffic gates	I prefer this to the traffic gates	Stop the idiotic ltn blockages.
a resident of Oxfordshire living outside Oxford	less than weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	No impact	Neutral	There should be no charges at all	No	Make buses cheaper for all, Make bus services more frequent		Negative	1.I believe the charge will move traffic onto other roads and therefore increase congestion in other areas. 2. Network rail has caused the problem, Network Rail should pay 3. The hospital workers at JR and Churchill etc do not seem to be included in anv of the permit schemes.	Seems to be a lot of set up costs- ANPR recognition and admin for a temporary scheme	Trams
other	daily		I live in the central Oxford permit area, or visit a resident of the central permit area by car	Negative	Negative	There should be no charges at all	Not sure	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all		Very negative	I am already leaving for work over an hour earlier than I should need to simply to avoid traffic. I am priced out of being able to live in Oxford - why should I pay more to work there?		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Very negative	Very negative	There should be no charges at all	No	Other	Not charged at all	Very negative	Stop trying to micromanage everyone and just leave us in peace.	Stop it. Just stop. All this lunacy.	Close the Westgate car park which is the single biggest cause of congestion in the city.
a resident of Oxfordshire living outside Oxford	less than weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't			About right	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Add new bus routes, Make bus services more frequent, Extend hours of operation for buses, Add public cycle parking		Positive	Faster journey times into Oxford. Less congestion.	This should be temporary and removed once filters are in place	To appease the anti LTN community remove a couple of blocks in cowley and then measure the traffic . This will stop the minority who are wasting the council's time and money.
a resident of Oxfordshire living outside Oxford	daily		I commute to the central permit area by car	No impact	Very negative	There should be no charges at all	No			Very negative	All healthcare workers and teachers who commute to their jobs will no longer be able to get to their jobs. In the secondary school I work at the entire science department commutes. If this is introduced the entire science department would be unable to get to work. The offer for workers to 'apply for a pass' means nothing, with how long that takes it will make no difference legally alone if it is rejected. These congestion charges would cost me £100 per month and that is not something I should have to pay to educate the children of Oxford.	Bad idea	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice, Community health or care workers who need to visit multiple locations or travel urgently	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Negative	There should be no charges at all	Not sure	Other	Enforce cyclist to adhere to rules,	Very negative			
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Positive	Positive	There should be no charges at all	No	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Very negative	It will increase anxiety about getting around. I often used to cycle but babies under 1 are not able to go in a trailer, the roads without tins have got busier so are less safe, I didn't want to cycle when pregnant. It is cheaper to drive and park in the Westgate than get the bus to town for a couple of hours and it is often much more convenient and quicker than waiting for a bus (not the journey itself). It feels like making the city somewhere uninviting and unwelcoming especially for residents. We pay a premium to live in Oxford and are being prevented from travelling around our city. It will make other streets busier, and could actually increase pollution by increasing traffic in those areas. Why bother with multi storey carparks and massive shopping centre if you don't want people to go into the city. It makes me want to move away from Oxford but we can't because of work. It'll add mileage to people's journeys to avoid the paid routes which will increase congestion and traffic and pollution. Focus on making cycling safer. Painting a picture of a bike on a road (eg windmill st) doesn't make it safer. It is quicker for me to walk to Cowley than get the bus from Risinghurst because of the circulous route of the 600 (not because of cars)	Don't do it. And get rid of lins while you're at it	Better buses with better more direct routes serving the periphery of Oxford. Make proper cycle ways Make buses cheaper
a resident of Oxfordshire living outside Oxford	less than weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Neutral	Very positive	There should be no charges at all	Yes	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper		Very negative	I almost never go shopping in Oxford or restaurants or theatre etc. because I know parking will be awful. Westgate has ripped the heart out of oxford. Park and ride is expensive and slow. Sadeest you decide if Oxford should be a tourist trap or a working city. can't be both.	Reduce charge for EVs. Introduce free bikes to go to / from park and ride.	Introduce free bikes to go to / from park and ride Fillers at the roundabouts on north Oxford ring road could be small tunnels like in many french cities to allow cars to go straight through
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	No impact	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Make buses cheaper for young people, Add new bus routes, Make bus services more frequent, Extend hours of operation for buses, Add public cycle parking, Other	If you allow this I will harm myself because I won't be able to afford it.	Very negative	You people are the most stupid I've ever come across. In a time where cost of living is getting worse, war is now influencing prices. You decide to go and add a £5 charge just to drive in my own home. This is Oxford. Not London. You all should either be sacked for your intelligence or be reeducated.	May you all open eyes. Cars are made for a reason. History made 2 wheels into 4 for a reason.	Stop LTNS and introduce hybrid vehicles in oxford only. You don't have to be a genius. Only the oxford council would CREATE their OWN problems. What a joke for a bunch of brainless people.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Very positive	Very negative	Too low	Not sure	Make Park & Ride parking cheaper, Make buses cheaper for all, Other	Improve cycling infrastructure	Very positive	Oxford city centre is congested and polluted. Too many people are driving past a park and ride to get into the centre of Oxford. Congestion charges are essential as part of a whole system approach to improving health and wellbeing of residents. including safe cycling and walking in the city.	Welcome this as a temporary scheme as a way of testing the approach, gathering evidence and then improving the final scheme implemented.	Improving walking and cycling infrastructure but treat and assess differently. The cost of this investment is relatively low compared to the benefits, especially for women, children and less mobile groups.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	There should be no charges at all	No	Make buses cheaper for all, Other	I think you should be putting your effort into sorting out the Botley road fiasco, not thinking of ways to get more money from Oxford residents.	Negative	It will be yet another cost to factor in, on top of sky high council tax, a new parking permit scheme in my neighbourhood and the increase in bus fares. Everything about getting money from us but never any discernible improvement. Forcing everyone onto the A34 will just create more traffic there. What is the point?	If I want to go to North Oxford, I can take one of three routes at the moment: via Marston, via Long Wall Street, or via the A34- traffic is spread over these three routes, allowing alternatives if one area is snarled up. Just like with bollards, you force everyone onto one route and traffic jams increase and emissions go up, as does time waiting on buses etc.	Turn Meadow Lane into a cycle lane from Rose Hill, through Iffley, along the back of the houses in Iffley Borders and through the sports complex into Christ Church Meadow. At the moment, I am too scared to ride a bike, but if there was a cycle/pedestrian route, I would consider it.
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	No impact	Neutral	Too high	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Add new bus routes		Negative	I work in Oxford and use the park and ride but occasionally attend meetings in the area when I need my car to go elsewhere. This would be an additional expense for me.	The whole thing has been rushed through without seemingly proper thought and consideration for the impacts on the vulnerable living around the city.	
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very positive	There should be no charges at all	No	Make Park & Ride buses cheaper, Make buses cheaper for all, Make bus services more frequent		Very negative	I represent the staff at Cherwell School which will be adversely affected but by the charges on Marston ferry road. This is a STATE school and we are in the middle of a recruitment crisis for teachers. Making it expensive and difficult for colleagues to get to work will impact our staff and mean many leave. The idea of permits would mean we could get to work. Teachers cannot afford to live in Oxford. Many commute in from villages and towns outside where housing is affordable. This scheme is penalising those who cannot afford to live near work whereas you propose 100 passes to people who live in Oxford and can walk or cycle.	Yes- they penalise women. It is women who drive to work with children to do nursery drop offs and school runs. They trip chain not go a to b. You will be forcing many women out of jobs or your work force out of Oxford.	Make the private schools bus in. The traffic is so much better in The weeks they are off school.
a resident of Oxfordshire living outside Oxford	less than weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Negative	Negative	There should be no charges at all	Not sure	Make Park & Ride parking cheaper		Neutral		Not for it, never decreases road traffic-look at London	
a resident of Oxfordshire living outside Oxford	less than weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Negative	Negative	There should be no charges at all	No	Other	improve the state of the roads, repair pot holes and repaint road markings	Very negative	It will put people off entering Oxford for shopping by placing a camera in Thames Street and cause even worse congestion on the roads that are not covered by the cameras, makins the commute in even worse.	Since the instigation of the LTNs traffic on the peripheral roads has because dreadful, this proposal will cause greater consestion and out oecide off workins and shoosins in the Oxford area	
a resident of Oxfordshire living outside Oxford	less than weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	No impact	There should be no charges at all	Not sure	Add new bus routes, Make bus services more frequent, Extend hours of operation for buses		Very negative	With the congestion charge at Hythe Bridge Street, how will it be possible to reach Oxford station from north or west of the city in order to deliver or pick up passengers without incurring the charge - especially since Park End Street is not accessible coming from the north? Often these passengers are old or incapacitated or have heavy luggage, and cannot easily use buses. 25 permits per year is unlikely to be enough. Putting a congestion charge on the main access route to the station before Botley Road re-opens is simply ridiculous.	It will make getting to different places in Oxford which are not easily accessible by bus very complicated and difficult.	Much of the increased traffic and congestion is caused by online delivery vans. Solving this problem is not in the hands of Oxfordshire County Council
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	Too low	No	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Very negative	The unacceptable, devise, ill thought out and rubbish closure of Botley Road into town and total lack of interest or care for people walking through the 'tunnel of doom', especially with idiots who do not dismount. Unchallenged by any stewards. Why are they not even there?	Reduce the chaos of the 'school run' traffic madness by variable charging by time of day, as done in other cities around the world! Encourage car sharing. Stop anti-social parking	As above
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Add public cycle parking		Very negative	It will be confusing and expensive and won't work.	I can't imagine that you won't get people forgetting to pay the five pounds, or registering the free permit, in which case you as a council will get the penalty charge. Which is just too much for people who live outside Oxford in villages who need to go in to Oxford frequently.	
a resident of Oxfordshire living outside Oxford	less than weekly		I don't	No impact	No impact	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make bus services more frequent		Very negative	Cost of living continues to rise and you add to due the incompetency of Network Rail and you the Council. Already local businesses are struggling and having to shut due to the incompetent and never ending Botley Road works, you now want to punish the everyday public because of this, nevermind charging to have to visit a hospital which is absolutely absurd	This should not be happening	There would need to be a super efficient and reliable alternative, that is not expensive to use. Also make roadworks more efficient. The amount of times recently I have experienced temporary traffic lights, roadworks and delays due to digging up roads then a few months after they have finished and the same section of road is being dug up again is unbelievable and a joke.
an Oxford resident	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Very negative	It will force traffic into different areas, as the LTN's have done. The LTN's in the Cowley area have been a complete disaster and have resulted in congestion and stationary traffic everywhere. I personally have had to leave buses in several occasions as the bus was stationary for so lono.	Please work with the Oxfordshire people, nobody wants this, it will deliver more misery to Oxfordshire.	Remove the LTN system
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Neutral	Positive	About right	No	Make Park & Ride parking cheaper, Add new bus routes, Add public cycle parking		Positive	Really need to reduce congestion on st Clements so buses can be relied on. I don't think this scheme goes far enough (shouldn't be allowing all vans to pass for example) but it's a start	Needs to be more restrictions	Need to make cycle parking better! prioritise cycle lanes more/ reduce vehicle speeding on the quickways like Morrell Avenue so that cycling is safer

Survey Response													
I am responding to this survey as	How often do you travel in or around Oxford?	Please tick which of the following free permits and passes you think you may be eligible for	Do you live in, visit a resident by car or commute by car to the proposed central Oxford	Central Oxford residents' permitit is proposed that residents in the central Oxford	Central Oxford permit area commuters' permitit is proposed workers commuting	We are proposing a single charge of £5 to allow cars without a day pass or permit	Do you think that charges should vary, with drivers of larger cars paying more and	Income generated by introducing the proposed temporary congestion charge would be used to cover the set-up and operating costs of the scheme.	If other improvement, please state	Taking into account all the information we have provided about the proposal to	Please explain your answer	Do you have any other comments about the proposal for six temporary congestion charge locations in Oxford that you have not already shared in this survey?	Do you have any suggestions for other ways to reduce traffic and tackle congestion in and around Oxford?
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Positive	Negative	About right	No	Make buses cheaper for all, Make bus services more frequent, Add public cycle parking		Positive	I am hoping it will reduce traffic.	I am concerned this, like the fingers, will increase traffic through Old Marston at peak commuter times.	An aerial egg lift linking Thornhill P&R > Osler Road / JR hospital > Town Centre.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Negative	Too low	Yes	Make Park & Ride buses cheaper, Make buses cheaper for all, Make bus services more frequent		Positive	Could go further, eg restricting hours of access for "other" vehicles (delivery etc) to outside normal peak times		Reduce the amount of parking currently available with a aim to discourage driving into the centre
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Positive	Negative	Too low	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Add new bus routes, Make bus services more frequent, Extend hours of operation for buses, Add public cycle parking		Positive		I think 3 cars for commuting is excessive	restrict larger vehicles such as trucks and vans within certain hours - so not during peak schools hours (7:30-9, and 3:30 to 5). This would make cycling with kids safer and more appealing.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	About right	Not sure	Make buses cheaper for all, Add new bus routes, Add public cycle parking		Very positive	Would expect to see fewer cars crossing the city centre, so buses would be faster/more timely and walking/cycling would be safer and more pleasant	Seems like a good way to test out the traffic filter ideas before going into the trial proper	School term times seem to produce the heaviest traffic, finding better ways for children to get to schools (rather than being driven in and out individually) could make a big difference. A shift away from the near-universal 9-5 working hours could also help soread out "rush hours".
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	Yes			Very negative	I'm an NHS manager, working almost 24/7, working every day after job planned hours from hime, additional commuting time will have neoative imoact on my service		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	Too low	Yes	Add new bus routes, Make bus services more frequent, Add public cycle parking		Very positive	It is currently quicker to cycle in and around the city than to go by bus. The roads should be clearer for people who *need* to use their cars and permit the free flow of traffic. Buses will be quicker, and therefore more appealing to use, and cycling will be safer.	Owing to the timing of sessions, there needs to be provision for access to the ice rink, whether that is by improving bus services or adjusting the congestion charge for users. Otherwise, training would be affected to such an extent that competitive skaters will need to move to other rinks, such as Swindon, which are further away, which will affect the rink's ability to operate and remain competitive	Look to other medieval cities abroad that have put cycling first and see what measures we can adopt. A good example is Uppsala, in Sweden, which is also a medieval university town and is almost entirely car-free in the centre. Cars should be used for getting out of Oxford, and not necessary for getting into or around Oxford.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	There should be no charges at all	Yes	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Negative	I will have to leave my job at the school where I work part time because the most direct route includes one of the charging zones and going the long way would take too long and will use too much petrol. Going there by bus would take ages as there is not a good direct service available.	They are not a good idea because the rich can afford to pay and will continue congesting the road, but those on lower income will struggle.	Removing the LTNs in East Oxford would be a good start. Have more bus routes that cover the entire city and better connection services to the surrounding villages.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	Too high	No	Make buses cheaper for all		Negative	Push traffic onto already busy alternate routes already impacted by LTNs		Use the river to provide alternative transportation into Oxford
an Oxford resident	daily	Taxis and private hire vehicles	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Make BUSES FREE FOR LOCAL PEOPLE BETWEEN WORKING HOURS AND SEE WHAT IMPACT THAT HAS ON TRAFFIC AND SCHOOL RUNS	Very negative	Will hurt people that come to Oxford to work and who live locally .. turning Oxford into a Prison	All the surrounding roads will be impacted massively, there wasn't a congestion problem before that LTNS went in.. SUMMERTOWN IS THE WORST FOR PEOPLE THAT DON'T LIVE LOCALLY	Free bus passes, council has the ability now to run its own bus services due to changes in the law, also bus ticket prices are extortionate for such small journeys and cause issues financially, Park and Ride should be free and buses to and from them should be one pound no more, if you want people to use Oxford and use it services make it cheaper for them to access them.
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Fix the badly managed roads and roundabouts	Very negative	It's literally a money making scheme. Not everyone falls into the same category of 'they should walk, get a bus or cycle' I now live in Abingdon, but I grew up in Cowley, I work in Cowley, my partner works in Cowley, my daughter goes to nursery in Rose Hill, I still have a lot of friends and family in Cowley that I see regularly, usually after work. You have already made that difficult with LTNs, I have to sit in a lot more traffic now than I ever did before. People will not stop driving! We pay for our cars, our insurance, our tax, and you want to charge us more just for the privilege of driving in our own city! There is no bus route that will allow me to go to drop off my daughter at nursery, go to work, then to pick up my daughter, and then to visit my family! And if there was it would probably double my journey time! I cycle to work when I can, but not if I have to do the nursery run. I have never ever had a problem cycling round Oxford! The majority of families and households rely on there cars to go about their daily business! Stop trying to penalise them!	You never spoke about this pre election as you knew you would struggle to get voted in! You have ruined Cowley with your LTNs already! You as a council are not listening to residents. Just look at the petition with over 10,000 signatures against! Look at the comments! Put your congestion charge in areas where you were voted in! Leave Cowley alone! Majority of residents do not want your greedy schemes! You seem to be targeting the poorer areas! If you really want it, then open up some of the LTNs so that the traffic can flow freely!	Open up the LTNs! Simple!
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Very positive	Very negative	There should be no charges at all	Yes	Make Park & Ride buses cheaper, Add new bus routes, Make bus services more frequent		Very negative	I think it fails to deal with the bigger issue, the ring road is not suitable capacity for additional traffic created by LTNs I think this change will congest it even further causing those trying to avoid the city centre already to have worse journeys. There are very poor connections to the rural parts of the county so driving is the only choice for many.	I find it ridiculous that Summertown and Jericho areas are unaffected by this. it feels completely inexcuseable that the richest areas of Oxford continue to have free car access into the centre. The Summertown roundabout is also already extremely congested most of the time this will make it so much worse be diverting more traffic to it.	Look into school realted traffic there is a huge amount of it on the plain roundabout and old road caused by children being dropped off by parents at school, restricting this traffic would do a huge amount to relieving these two areas
an Oxford resident	daily		I live in the central Oxford permit area, or visit a resident of the central permit area by car	Neutral	Neutral	There should be no charges at all	Yes	Add new bus routes, Make bus services more frequent, Extend hours of operation for buses		Very negative	You should stop people by parking on narrow streets, like Hollow Way, which produces a bottle neck, as well as improving awful traffic lights systems. They are part of the congestion charge. Open the roads that have been closed to reduce pollution. They are causing to worsen and concentrate pollution on main roads.	All of you are a bunch of cranlopaths having no idea what you are doing.	Give me your salary and I will provide you with some ideas.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	Too low	Yes	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all		Positive	It will cut congestion and pollution by encouraging people onto buses		Tax workplace parking for commuters to encourage them to use park and ride
a resident of Oxfordshire living outside Oxford	daily	Community health or care workers who need to visit multiple locations or travel urgently	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Add new bus routes, Make bus services more frequent, Extend hours of operation for buses		Very negative			
a resident of Oxfordshire living outside Oxford	less than weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Negative	No impact	There should be no charges at all	No	Other	Better car parks	Very negative	It will do nothing to help Oxford develop as a visitor centre, will significantly impact cultural events, will be bad for businesses, as the cercecetion of those from outside Oxford/Oxfordshire will be that Oxford is 'closed for business'	The 'six months' survey is a sham, as it is well known that once introduced it will be permanent.	Cut unnecessary cycle lanes, provide better car parking in central Oxford
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Negative	Negative	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all		Very negative	It would stop us coming and spending money in oxford	None	Stop building in the center of Oxford, making it the only place to come. Build shopping centres, restaurants etc out of town.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very positive	Neutral	Too high	Not sure	Add public cycle parking, Other	improved cycling routes/pathways e.g. to Oxford Parkway Railway Station	Very positive	If this reduces traffic congestion in central Oxford then it will be worth doing		Improve cycle pathways to make cycling more attractive (than cars)
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	Too high	Yes	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Add new bus routes, Make bus services more frequent, Add public cycle parking		Very negative	as a resident that already pays extremely high council tax. I work in the NHS as a nurse with a salary that just about covers my bills , an additional outgoing of up to 35 pounds per week to go to work and live is unrealistic. Ultimately I think this will be th final tipping point for me to move away from Oxford to work and live somewhere cheaper.		nhs / key worker discount electric car discount better access for permeant residents
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very positive	Very positive	Too high	Yes	Add new bus routes, Make bus services more frequent, Extend hours of operation for buses		Very negative	I am elderly and have mobility problems and depend on my car .		Work on children walking or biking to school Ban students having cars . Open up side streets . There would be no traffic problems if you did this . You only have to see the situation in school holidays
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Very positive	Very positive	About right	Yes	Make buses cheaper for all, Make buses cheaper for young people, Add public cycle parking		Very positive	Something needs to be done to reduce traffic, I hope this works, well-done for trying		All tradesman should have free oaases all the time Stop Magdalen college school parents from picking up their children from the school, they should have buses to the park and ride if outside oxford or walk / bus if in the city
a member of the public living outside Oxfordshire	weekly		I don't	Negative	Negative	About right	Yes	Add new bus routes, Make bus services more frequent, Extend hours of operation for buses		Very positive	Oxford has far more traffic than it can deal with. This scheme helps to encourage people to use buses - because the buses should be quicker and cars more expensive - which allows more people to travel in and from the city	There seem to be a lot of exemptions! I wonder if it will make any difference at all? All the exemptions of the bus gates, but no hard stop	
a resident of Oxfordshire living outside Oxford	less than weekly		I don't	Very negative	Negative	There should be no charges at all	No			Negative	Reading or Newbury would be a cheaper option	Make/Reading and Newbury abetted option	Why?
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very positive	Very positive	About right	Yes	Make buses cheaper for all, Make bus services more frequent, Extend hours of operation for buses		Very positive	Oxford's roads are frequency clogged with cars, often with just one person in each. Given there are perfectly good park & rides all around Oxford, this is completely unnecessary. People need to be encouraged to use P+Rs - both by carrot and stick. The carrot would be making it cheaper to use them and the stick is making it more expensive not to. If more people do, roads will be less congested and everybody's journey time will, over average, reduce. And there will be less pollution and fewer accidents too. There really are very few reasons not to do this, and plenty of reasons to do it.		Make the congestion charge permanent, but the money raised must go to things like subsidising the bus service, making P+Rs cheaper to use, etc. We could probably do with more cycle parking in Oxford.
a resident of Oxfordshire living outside Oxford	less than weekly		I don't	Very positive	Very positive	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Make buses cheaper for young people, Add new bus routes, Make bus services more frequent, Extend hours of operation for buses, Add public cycle parking		Very negative	Bad idea		Stop building houses
a resident of Oxfordshire living outside Oxford	daily	Driving instructors	I commute to the central permit area by car	No impact	Very positive	There should be no charges at all	Yes	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Make buses cheaper for young people, Add new bus routes, Make bus services more frequent, Extend hours of operation for buses		Very negative	This proposal is an absolute disaster for Oxford. It's a regressive tax on ordinary citizens, especially those in outlying areas with poor public transport, who rely on cars for work, childcare, or vital appointments. Businesses will suffer immensely from reduced footfall and increased delivery costs, potentially leading to closures and job losses. It creates a two-tier city where only the wealthy can afford convenient access, further exacerbating inequality during a cost-of-living crisis. This "temporary" measure risks becoming permanent, turning Oxford into an elitist, inaccessible shell of its former self.	I have no faith in OCC that they will ever do any good	Tax cyclists, introduce more speed cameras and heavily fine motorists who break speed limits.
a member of the public living outside Oxfordshire	daily		I commute to the central permit area by car	No impact	No impact	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all		Very negative	I would usually drive to my workplace via Marston Ferry Road and will now need to come down the Banbury Road. The congestion is likely to be worse than it is currently. The £5 charge is less than paying park and ride and buses so is not going to stop people from driving into Oxford.	The explanation about whether you can commute into work is misleading - in some places it says commuting is allowed, but in others it specifies that this is only if there is no other route in The Council has explicitly named private schools as part of the issue contributing to congestion. However, the Marston Ferry Road is totally congested by traffic dropping children at Swan and Cherwell at around 8.15 each day. School drop offs - for whatever hoe of school - is always going to bring traffic	Free park and ride and free (and more regular) buses into town - this will make it so much easier for people to use public transport rather than cars
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Positive	Negative	There should be no charges at all	Not sure	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Add new bus routes		Negative	In our 80 s and everything online and difficult: Rush hours exist everywhere, no big deal. Air pollution is actually low now since electric buses. Make private schools use minibus contract: no parents collecting children.	No	As above, private schools are the problem.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Neutral	There should be no charges at all	No	Make buses cheaper for all, Make bus services more frequent, Extend hours of operation for buses		Very negative	I would be interested to know the modelling of the cost of introducing and the administrating of this scheme... e.g. the detail and the exemptions versus the income. I don't believe this has been shared.	Boulter Street is a dead end street which currently (perhaps pre-emptively) has a red line drawn by yourselves on the left hand exit into St. Clement's. Currently taxis and cars as well as vans use the the street as a place to do a three point turn. Also top left and top right of the street exit are bus stops (blind spots) catering delivery vehicles to the college at top left enter and turn in Boulter Street. I would prefer the line to be at the very entrance to the Plain Roundabout. I know there are varied views in the street about this. No one in the street likes it being used as a turnaround street for vehicles though, we are all agreed on that I think.	I don't think a congestion charge is the way to go please see my comments above re set up and administrative costs versus profit and the availability of a study. I don't believe this has been shared. Note the inconvenience. I note the accidents that I know of with bikes and pedestrians have been van related, not car related.
an Oxford resident	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Neutral	Negative	Too low	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all		Neutral	We live on Iffley Road, so I doubt it will have any effect on the congestion there		Implement the bus gates now. I really don't understand why you're not doing it, the Botley Road being closed seems irrelevant to the bus rate locations in East/North Oxford
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Positive	Positive	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all		Negative	I think this proposal is ill conceived and will not benefit the residents of Oxford who should be able to drive around their city without having to pay any charge whatsoever. How can the council believe it is appropriate to charge anybody to go to the shopping centre , which the council approved or to go to the train station to drop off or pick up passengers ..... this needs a proper rethink.	Yes..... Oxford needs a comprehensive and managed traffic plan to incorporate the best of LTN , 20 mpg roads , bus lanes , cycle lanes , congestion zones , or whatever is appropriate, not a series of cobbled together traffic restrictions that do not work and appear to make no sense of a workable solution.	Go back to square one and rethink Oxford traffic requirements given the council have built an enormous shopping centre in the middle of the city that attracts visitors in cars heading to the underground car park.....bonkers situation. Close the car park , but the shops will close as visitors will stay away so Oxford has a real problem which park and ride will not solve , people go shopping in their car !! Resolve the car parking and traffic will ease .
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very positive	Positive	Too high	Yes	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Negative	It will in many cases increase the need for longer journeys in and out of the city, making use of the bypass / ring road and therefore potentially leading to more emissions, albeit outside the city centre	No	Reopening the Cowley branch line
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very positive	Very positive	About right	Not sure	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Add public cycle parking		Very positive	We need to take action, and no one will know the true outcome unless we try it!!		Parking rules appear ONLY to be enforced in central Oxford. Where I live in Marston I have not seen a traffic warden for 10 years.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice, 25 day passes for residents in the Oxfordshire permit area, on days of your choice, School students with soecial educational needs.	I commute to the central permit area by car	Very positive	Very positive	There should be no charges at all	No	Other	Remove all LTNs around oxford so that traffic can move freely and this alone will ease traffic and pollution in oxford	Very positive	I live in Headington and travel to Botley, Marston every day for work and school and having to pay £35 a week to drive in oxford in ridiculous just a way to make more money when the cost of living is already so high		Remove LTNs and let traffic flow naturally insteady of causing traffic on the ring road. This causes more pollution as sat at idle your catalitic converter does not work as they are designed to work above 2000rpm
a resident of Oxfordshire living outside Oxford	less than weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Negative	Neutral	There should be no charges at all	No	Make Park & Ride parking cheaper, Make buses cheaper for young people, Add new bus routes, Make bus services more frequent, Extend hours of operation for buses		Negative	It will negatively impact local businesses by further driving shoppers away from the city. The onslaught of anti-vehicle measures in Oxford needs to be stooped.		
a member of the public living outside Oxfordshire	weekly		I don't	Very positive	Positive	About right	Yes	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all		Positive	It has to be done, traffic is terrible in Oxford.	I think you should be braver. The reason we don't use the park and ride instead if driving into Westgate is because the bus sits in traffic for at least half an hour on the way in. It's also as pricey as parking fees. You should expand the congestion charge route to wider areas of Oxford for further adress traffic and make buses the better choice. I used to live in Oxford but now live in a town which charges and the signage means drivers can't turn around safely when they see the sign, so are faced with the decision of a charge or being safe. Please make sure any signage takes into account drivers familiarity (or lack thereof) of Oxford and doesn't force them to do unsafe u turns in the middle of the roads!!	As I said above, I think your proposal is too generous. I would expand it.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Very positive	Positive	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Very negative	It's a money making scheme for the council plus more well-off residents won't care.	I don't have a car but I have family and friends who visit, this is just another bureaucratic nightmare to join the new visitors parking app.	I don't think this will be the answer. People from the villages who work in Oxford still need to journey in. This is a living city not a tourist attraction
a resident of Oxfordshire living outside Oxford	less than weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	No impact	No impact	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all		Negative	I would be less likely to visit Oxford for shopping/leisure and would likely take my business to another town like Newbury or Basingstoke where there are no charges.		I will be more likely to use the park and ride when the botley road roadworks are finished.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Neutral	No impact	There should be no charges at all	Not sure	Make Park & Ride parking cheaper, Add new bus routes, Make bus services more frequent		Negative	Length of time it will take to avoid driving through charging zone. Concern about additional pollution caused by having to drive greater distances to get to destinations. Poorer quality of life at having to deal with this proposed scheme adds insult to injury for those already massively inconvenienced by Botley Road closure.	Do you really think this will generate any surplus income at all - it seems like a massive waste of resources to implement such a scheme before you know what the impact of re-opening the Botley Road - whenever that will happen !!!	Increase the charge for the Westgate Car Park to encourage people to use cheaper or even FREE park and ride schemes. This might reduce the traffic on Abingdon Road, and on the Botley Road if and when it eventually re-opens. Increase the number of buses. Reintroduce bus service for Jericho.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	No Charge!	Very negative	Another tax and will make Oxford even more of a turist place. As usual, the consultation is late, it should have been done before the development of any plans. Another action that defines how local authorities think that they know best and do not take the interest of the communits as the main priority	Stop it	Ask the people what they would like and take their input to define plans of action,
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very positive	Very negative	There should be no charges at all	No	Make buses cheaper for all		Very negative			
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very positive	Positive	About right	Yes	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Add public cycle parking		Very negative	Plain and simple certain areas will become worse with these charges. For example- Hollow Way it may reduce traffic coming onto Hollow way from The Slade, but that lack of traffic will cause negative effects as there is a round about for Hollow Way and The Slade. The issue there is if no one is turning right onto Hollow Way from The Slade then those needing to leave from Hollow Way can't. The traffic is so bad in the morning hours due to in-coming traffic for the hospital shifts- that people on Hollow Way are stuck for a very long time until someone turns onto Hollow Way to allow them to turn onto Horspath Drifway. Currently without the charge or forth coming bungate it can be 15-30 min wait just to get through this round about. With the new congestion charge it will be worse as no one will want to use Hollow Way meaning no one from Hollow Way will be able to get out. Issues like this will occur at other areas like these.	Only major concern is if you go through with this charge- and not give a 365 day permit to those living in the areas - they will be forced to go LONG ways around adding more CO2 to the air, etc. Which makes no sense. Hollow Way is going to be worse due to the bus gate since they are still allowing parking on the road which is why the buses are having issues- not the amount of traffic- but that fact they and everyone else plays leap frog when going down a VERY busy road blocked by parked cars.	Yes, remove street parking for many of the areas. Or make it strictly one side. Oxford's problem is multi-fold but the real problem is this city living spaces were built before cars were common place and basically every family had one, much less the multiple many families need now. What was thought to be two way streets are now clogged with parked vehicles who make the gaps in the roads so narrow not all roads can even fit a single vehicle down it, much less two, one going each way. Sadly what Oxford is going to need is parking garages if they allow this many cars to it's residents.
a resident of Oxfordshire living outside Oxford	weekly	Blue badge holders, Unpaid carers, Community health or care workers who need to visit multiple locations or travel urgently, Frequent hospital patients, Emergency service vehicles, Firefighters, Taxis and private hire vehicles	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	Not sure	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Extend hours of operation for buses		Very negative	People who want to attend functions at the theatre, ice rink, playhouse etc or even just a night out would have pay extra just for the privilege of going to Oxford!! Are you trying to make Oxford a ghost town!	Just a money making decision at the expense and inconvenience of the public. The council should be looking at other money saving ways.	Open the Botley Road railway bridge up again!?!
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Positive	Positive	There should be no charges at all	No	Make buses cheaper for all, Make bus services more frequent		Very negative	Please stop! The basics of flow management are that to reduce pressure, you open up more routes, not fewer!	I will have to drive an extra 2 miles every day in slow traffic to get home. This is not great. I will also stop lift sharing with a colleague and we will drive separately to work. However,	Open up all the roads that were closed by the LTNs.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	No impact	No impact	About right	Yes	Make buses cheaper for all, Add new bus routes, Add public cycle parking		Very positive	We live next to one of the main arteries in and out of central Oxford. Congestion and traffic - especially on weekends - significantly lowers our quality of life due to air quality and constant noise. Traffic filters will hopefully help reduce the amount of traffic. We also cycle to and from work and the high level of traffic and congestion is making it more dangerous. This congestion charge will hopefully help reduce the amount of traffic - or at least benefit public transportation.	I am worried that the council is going to scale down this project in the face of resistance by a local minority. Please, do not back down! This is important!	Please, use the funds to invest in cycling and pedestrian infrastructure which is currently lacking across the city.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make buses cheaper for all, Add new bus routes, Make bus services more frequent, Extend hours of operation for buses		Very negative	The new charges will make people less likely to want to travel and work within oxford. My personal journey from my home, to my child's nursery, and then to work, will travel through two filters and I will very quickly use all the free passes, resulting in additional costs I cannot afford. The journey is not possible to us by means other than car.	This proposal will be the death of Oxford city, as people will choose to shop and work elsewhere. I personally won't be able to afford to commute into the office after my permits have been used.	No, the journeys that we make by car that cannot be done by bus as there either isn't a service or the services don't match up well, which would mean waiting around for hours for the next bus, and this is not feasible with a small child, or whilst being a working parent
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Very negative	Very negative	There should be no charges at all	No	Other	This again madness waste of money get Botley road sorted as always this consultation is to cover up another waste of money and get projects. Us the money Inv Taxes better.	Very negative	Another vanity project and get Botley road sorted.	Another vanity project and get Botley road sorted.	Another vanity project and get Botley road sorted.
an Oxford resident	daily		I commute to the central permit area by car	Very positive	Very positive	There should be no charges at all	No	Make buses cheaper for all, Make bus services more frequent, Extend hours of operation for buses		Very negative	It would commuting, seeing family, and travel around oxford.		
other	less than weekly		I don't	No impact	No impact	There should be no charges at all	Not sure	Other	Fix pot holes!!	Very negative	Charge will stop people from going to Oxford	This is more anti-Car regulation. It makes me sick that comes from somebody who probably does less than 3000 or 4000 miles a vear.	Please don't do it as it will kill Oxford
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very positive	Very positive	About right	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper		Very positive			
a member of the public living outside Oxfordshire	daily		I don't	Very negative	Very negative	There should be no charges at all	No	Other	Stop making it difficult for people to drive	Very negative	Stop trying to police people just trying to get around, with all of the other things traffic is already awful in Oxford and you're making it worse. You're also forcing people out of jobs that can't work around these prococals.		The traffic in Oxford is awful because you've forced all of the traffic down one area with your LTN's and bus gates etc., the traffic will not get better with policing drivins even more. you're just going to push people and business out of Oxford.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	No impact	There should be no charges at all	Not sure	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Very negative	I'm a single parent living in Headington. I take my children to swimming lessons at Oxford High School. My son has ADHD and struggles with adjusting to new things and teachers and the Swim School of Oxfordshire has been incredible for him, so I can't just move him. We drive there, so this charge on a weekly basis would really have a negative impact on our finances..	You are penalising Oxford residents and not people coming in for other purposes. That's really harsh!	Better bus provision. It would take us over an hour to do the journey from Headington to Oxford High, and the service is unreliable and infrequent. It's not a viable alternative.
a resident of Oxfordshire living outside Oxford	less than weekly		I don't	Neutral	Neutral	There should be no charges at all	Yes	Other	Make buses from park and ride to hospitals more frequent	Negative	It is unnecessary. You should be waiting to see what traffic flows are like once Botley Road is reopened.		I use park and ride to come into Oxford but I'm frustrated that the frequency of services and speed of services from John Radcliffe to the centre is poor. it makes me want to drive instead. You don't need to send all buses to so many stops in the way to the centre. Some also don't turn up!
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Negative	Very negative	About right	Yes	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Add public cycle parking, Other	Improved cycle routes and safer crossings	Very positive	I am always shocked by the amount of traffic in Oxford. I appreciate the councils efforts to improve public transport and cycle facilities - but this is often undermined by the level of traffic. I support this proposal - despite being a car owner myself.		
an Oxford resident	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	Not sure	Make Park & Ride parking cheaper		Very negative	Because we think that it will increase traffic on the ring road and going on to it , people like us have grandchild duties which means that they have to be dropped off . Also as we live near the Churchill hospital, park and ride should be available. People in work iron shifts cannot use a bus in starting work at 7 am		

Survey Response													
I am responding to this survey as	How often do you travel in or around Oxford?	Please tick which of the following free permits and passes you think you may be eligible for	Do you live in, visit a resident by car or commute by car to the proposed central Oxford	Central Oxford residents' permitit is proposed that residents in the central Oxford	Central Oxford permit area commuters' permitit is proposed workers commuting	We are proposing a single charge of £5 to allow cars without a day pass or permit	Do you think that charges should vary, with drivers of larger cars paying more and	Income generated by introducing the proposed temporary congestion charge would be used to cover the set-up and operating costs of the scheme.	If other improvement, please state	Taking into account all the information we have provided about the proposal to	Please explain your answer	Do you have any other comments about the proposal for six temporary congestion charge locations in Oxford that you have not already shared in this survey?	Do you have any suggestions for other ways to reduce traffic and tackle congestion in and around Oxford?
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Positive	Negative	About right	No	Make buses cheaper for all, Make bus services more frequent, Add public cycle parking		Positive	I am hoping it will reduce traffic.	I am concerned this, like the fingers, will increase traffic through Old Marston at peak commuter times.	An aerial egg lift linking Thornhill P&R > Osler Road / JR hospital > Town Centre.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Negative	Too low	Yes	Make Park & Ride buses cheaper, Make buses cheaper for all, Make bus services more frequent		Positive	Could go further, eg restricting hours of access for "other" vehicles (delivery etc) to outside normal peak times		Reduce the amount of parking currently available with a aim to discourage driving into the centre
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Positive	Negative	Too low	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Add new bus routes, Make bus services more frequent, Extend hours of operation for buses, Add public cycle parking		Positive		I think 3 cars for commuting is excessive	restrict larger vehicles such as trucks and vans within certain hours - so not during peak schools hours (7:30-9, and 3:30 to 5). This would make cycling with kids safer and more appealing.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	About right	Not sure	Make buses cheaper for all, Add new bus routes, Add public cycle parking		Very positive	Would expect to see fewer cars crossing the city centre, so buses would be faster/more timely and walking/cycling would be safer and more pleasant		School term times seem to produce the heaviest traffic, finding better ways for children to get to schools (rather than being driven in and out individually) could make a big difference. A shift away from the near-universal 9-5 working hours could also help soread out "rush hours".
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	Yes			Very negative	I'm an NHS manager, working almost 24/7, working every day after job planned hours from hime, additional commuting time will have neoative impact on my service		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	Too low	Yes	Add new bus routes, Make bus services more frequent, Add public cycle parking		Very positive	It is currently quicker to cycle in and around the city than to go by bus. The roads should be clearer for people who *need* to use their cars and permit the free flow of traffic. Buses will be quicker, and therefore more appealing to use, and cycling will be safer.	Owing to the timing of sessions, there needs to be provision for access to the ice rink, whether that is by improving bus services or adjusting the congestion charge for users. Otherwise, training would be affected to such an extent that competitive skaters will need to move to other rinks, such as Swindon, which are further away, which will affect the rink's ability to operate and remain competitive.	Look to other medieval cities abroad that have put cycling first and see what measures we can adopt. A good example is Uppsala, in Sweden, which is also a medieval university town and is almost entirely car-free in the centre. Cars should be used for getting out of Oxford, and not necessary for getting into or around Oxford.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	There should be no charges at all	Yes	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Negative	I will have to leave my job at the school where I work part time because the most direct route includes one of the charging zones and going the long way would take too long and will use too much petrol. Going there by bus would take ages as there is not a good direct service available.	They are not a good idea because the rich can afford to pay and will continue congesting the road, but those on lower income will struggle.	Removing the LTNs in East Oxford would be a good start. Have more bus routes that cover the entire city and better connection services to the surrounding villages.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	Too high	No	Make buses cheaper for all		Negative	Push traffic onto already busy alternate routes already impacted by LTNs		Use the river to provide alternative transportation into Oxford
an Oxford resident	daily	Taxis and private hire vehicles	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Make BUSES FREE FOR LOCAL PEOPLE BETWEEN WORKING HOURS AND SEE WHAT IMPACT THAT HAS ON TRAFFIC AND SCHOOL RUNS	Very negative	Will hurt people that come to Oxford to work and who live locally .. turning Oxford into a Prison	All the surrounding roads will be impacted massively, there wasn't a congestion problem before that LTNS went in.. SUMMERTOWN IS THE WORST FOR PEOPLE THAT DON'T LIVE LOCALLY	Free bus passes, council has the ability now to run its own bus services due to changes in the law, also bus ticket prices are extortionate for such small journeys and cause issues financially, Park and Ride should be free and buses to and from them should be one pound no more, if you want people to use Oxford and use it services make it cheaper for them to access them.
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Fix the badly managed roads and roundabouts	Very negative	It's literally a money making scheme. Not everyone falls into the same category of 'they should walk, get a bus or cycle' I now live in Abingdon, but I grew up in Cowley, I work in Cowley, my partner works in Cowley, my daughter goes to nursery in Rose Hill, I still have a lot of friends and family in Cowley that I see regularly, usually after work. You have already made that difficult with LTNs, I have to sit in a lot more traffic now than I ever did before. People will not stop driving! We pay for our cars, our insurance, our tax, and you want to charge us more just for the privilege of driving in our own city! There is no bus route that will allow me to go to drop off my daughter at nursery, go to work, then to pick up my daughter, and then to visit my family! And if there was it would probably double my journey time! I cycle to work when I can, but not if I have to do the nursery run. I have never ever had a problem cycling round Oxford! The majority of families and households rely on these cars to go about their daily business! Stop trying to penalise them!	You never spoke about this pre election as you knew you would struggle to get voted in! You have ruined Cowley with your LTNs already! You as a council are not listening to residents. Just look at the petition with over 10,000 signatures against! Look at the comments! Put your congestion charge in areas where you were voted in! Leave Cowley alone! Majority of residents do not want your greedy schemes! You seem to be targeting the poorer areas! If you really want it, then open up some of the LTNs so that the traffic can flow freely!	Open up the LTNs! Simple!
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	No impact	No impact	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper for all, Add new bus routes, Make bus services more frequent		Very negative	I live near Wantage and currently work as a teacher at Cheney School in Headington. Using the park and ride would (on an average day) actually increase my journey time in and is currently not possible due to childcare drop off. I am worried that the congestion charge locations will make the ring road traffic much worse than it currently is (already, it is not fit for purpose) and I might have no choice but to seek employment elsewhere. When we moved into the are we bought an electric car to reduce our emissions so I am disappointed that electric car owners are being treated the same as petrol/diesel owners.	Could commuters be given additional permits, or perhaps the charge locations only be active on Tuesday through Thursday when traffic is at its worst?	Reopen the LTN routes - traffic used to be much better before these were introduced.
a resident of Oxfordshire living outside Oxford	less than weekly	Unpaid carers, Frequent hospital patients	I don't	Very negative	Negative	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all		Very negative	By introducing this charge you just ensure that only those that can afford it will have the freedom to travel in and around the city.	No	Reduce Park and Ride parking charges and bus fares to encourage people to use public transport. An enormous amount of money has been spent on cyclists, which only benefits those young and fit enough to travel this way, for young or larger families and those older residents this is not an option and they are constantly discriminated against, making travel in and around the city stressful and expensive.
a member of the public living outside Oxfordshire	weekly		I commute to the central permit area by car	No impact	Very positive	There should be no charges at all	No	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Very negative	I live in Buckinghamshire travelling to Oxford for work. I drive 45 miles round trip and then to pay an additional £5 charge each day would significantly impact my budget for travel. I can't use local transport to Oxford no trains I could use and busing from bucks to Oxford would take me over 2 hours.	It will make it a huge challenge for those living outside of Oxfordshire to travel to work in Oxford. Can't afford to live in Oxford and now making it a higher financial burden adding an extra charge to drive in daily	Make the traffic light system work better Marston Ferry Road as an example I use to work already has a huge cycle lane makes the road pointless to have if people can't drive through at peak times. Hardly seen buses go through that route so unclear why this road is one considered for being charged. The alternative route I have is the ring road. It is beyond horrendous! Hardly 3/4 cars get through before the lights change. It builds up with cars intensively. Not sure how cars sitting in traffic building up fumes is helpful to the environment nor traffic for buses all that it does is push the traffic build up somewhere else achieving nothing
a member of the public living outside Oxfordshire	less than weekly		I don't	Very negative	Very negative	There should be no charges at all	No	Other	I can see no benefit to the scheme so the money should not be taken from drivers in the first place	Very negative	I currently visit Oxford on occasion to bring visitors into the city for Oxford's benefit. This proposal is likely to mean I take them elsewhere		The congestion is self limiting so it is better to leave it to itself.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I commute to the central permit area by car	Very negative	Neutral	There should be no charges at all	Not sure	Make buses cheaper for all, Add new bus routes, Make bus services more frequent, Add public cycle parking		Very negative	Fewer people will visit Oxford for pleasure or shopping. Fewer customers mean some shops will have to cdose down, and people will lose their jobs. Oxford is already an expensive city to live in, but wages are not keeping up. It's already hard to live in this city	I can't afford to pay an additional £72 — that's way too expensive. On top of that, the buses are not reliable at all, and they don't even take me to most of the places I need to go. I live on Eynsham Road, and the bus service here is honestly a joke!	Before you start forcing people to pay this unfair charge — which will mostly affect low-income residents — start by improving the bus services and making them more affordable for locals. More people will use buses if they are more frequent, reliable, and cheaper. If you sort that out first, there may be no need for this charge at all. Also, start building proper cycling infrastructure on key roads like Commarket Street, Queen Street, and Broad Street. How can vou expect people to cycle when they're forced to walk their bikes through half the city? It's honestly a joke.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice, 25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make buses cheaper for all, Add new bus routes, Make bus services more frequent, Extend hours of operation for buses		Very negative	LTN's in the Cowley area have been the worst decision the council have ever made, they have created unprecedented congestion and stationary traffic everywhere. They have forced traffic into a limited condensed area, and created longer journeys! Do the maths, previously a journey took for example five minutes and one mile, now it takes twenty minutes and four miles. This will result in more pollution and a complete waste of fuel and time, you have removed pollution from one area, multiplied by four to five times and moved it to other areas. how is this common sense?	Listen to the residents of Oxford, work with the people of Oxfordshire not against them! Oxfordshire councils are currently viewed as an organisation that despises the residents of Oxfordshire.	Remove the current LTN's in the Cowley area, carry out an unbiased survey of genuine people to find their views? Nobody ever wanted LTN's, it has removed all means of flow of traffic.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Negative	Negative	There should be no charges at all	No	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Negative	I try to cycle or bus most days to work, but at least twice a week I drive for various reasons - medical issues or appointments. On these days the journey to work can take up to half an hour driving two miles, the journey home can take up to an hour. If all the traffic is directed onto the ring road, getting to work will take much longer, especially going into the winter months.	I understand I can get passes to drive through these particular roads. I would hope that if the pubic consultation shows that the majority of residents are against these charges that the council will listen and not implement them. I do believe that the congestion charges will end up being permanent.	Property in Oxford needs to be more affordable so workers can live closer to their place of work.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	About right	Yes	Make Park & Ride buses cheaper, Make buses cheaper for all, Add public cycle parking		Very positive	As a family we made the decision to go car-free and rent a car only when there is no alternative for the journey. The traffic situation in Oxford needs to be addressed urgently to discourage single use of car and unnecessary car journeys. Traffic, the sense of entitlement the car drivers have on the road and the rising size of the cars make cycling far less safety than it should be. Any measure that tackles this inequality is a good start.	It should be based on the size of the car.	Communication should be bolder, consistent, more frequent and ubiquitous. Work on the alternatives before the measures has put in place as much as possible.
a resident of Oxfordshire living outside Oxford	weekly	Blue badge holders	I don't	No impact	No impact	About right	Yes	Add new bus routes		No impact	I am a blue badge holder so I can apply for a permit BUT as a resident of Cuddesdon & Denton please be aware that we don't have a regular bus service so my elderly neighbours would have to pay to go into central Oxford to shop - not everyone can access a park and ride bus (for example not everyone can step up to get on board or queue for the bus back to their car. I think vou need to be mindful of the rural villages that don't have a reaular bus service.		There are too many buses on some routes! Through Wheatley is a good example where there are often 2 or 3 buses arriving one after the other. I think this needs to be addressed so that the services are allocated where needed.
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Neutral	Very positive	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Make bus services more frequent		Very negative	I work in a school in central Oxford. These charges would heavily impact commuting staff and families coming to the school.		Create bus bays so buses don't need to pull up on the road. Make park and ride parking free / cheaper Larger park and ride car parks. Use somethino similar to ULEZ for the barriers?
a resident of Oxfordshire living outside Oxford	weekly		I commute to the central permit area by car	Very negative	Neutral	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Other	Fix potholes	Very negative	These congestion charges , low transport zones are affecting commerce and free movement in Oxford. You are killing the town under the guises of weak climate change arguments.	Try planning to improve people's lives and not restrict and tax them.	The percentage of residents don't want to use buses or cycles. It's a tiny percentage which has no impact to pollution. Your ltz zones have made traffic in parts of the town WORSE . Parts of Oxford are closing down commercially because residents are avoidina the city due to YOUR bad decisions.
an Oxford resident	daily		I commute to the central permit area by car	Very negative	Neutral	There should be no charges at all	No			Very negative	The congestion charge would restrict residents' freedom of movement by placing a financial barrier in daily travel within their own communities. making routine activities like accessing services. or commuting more burdensome.		
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Very negative	Very negative	There should be no charges at all	Not sure	Make buses cheaper for all, Add new bus routes, Make bus services more frequent, Extend hours of operation for buses, Other	Deal with cycle theft, increase ebike assistance to 20mph/32kmh for commuting to make it faster	Very negative	We already pay a lot of tax for having our cars on the road, no need to introduce any new ones… if you observe what's happening around you, you will find that the poorest people are already struggling and those charges will impact them the most. There's plenty of reasons why this is not a good idea and there's few why this is a good idea, but Oxford city centre is already not the most attractive place to visit and you will make it less accessible. Local businesses will suffer as people will choose to go elsewhere. also no traffic problems will aet solved. it will aet worse in other areas....	I think our concerns are that you guys are not listening to any of our comments…	Make busses free, allow personal scooters, increase ebike assistance speed to 32km h would literally cut 10minutes from my commute which would make me use my bike more frequently to commute. Reduce bike theft so residents feel safer to use bikes. There's plenty of ways if you think about it, think of more of a carrot rather than the stick approach.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I commute to the central permit area by car	Very negative	Negative	About right	Yes	Make Park & Ride parking cheaper		Very negative	You are only targeting private cars where as other cities who run this share over other users like vans and bikes	Why not make the park and rides parking free again so there is suitable parking for people to commute from	Make all park and rides free to park so that it's a viable alternative to travel in this would encourage people to use alternative Luke bus and bike
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Negative	There should be no charges at all	No	Make Park & Ride parking cheaper, Make buses cheaper for all, Make bus services more frequent		Very negative	This will have a very negative effect on Oxford and anyone who wants or needs to get into Oxford for whatever reason. If implemented it be be in place forever. Another reason to stay away and kill oxford.	It is difficult enough already to come into Oxford without more charges. I will be staying away even more so if it's implemented	Make the park and ride completely free to use. Get bottey road open, it's terrible that the council have allowed this to be closed for so long now.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Neutral	Too high	No	Make buses cheaper for all, Make bus services more frequent, Other	Improve the roads ie potholes	Negative	This means less people will visit us as it is more difficult to get to us. As a mother with a young baby this is very isolating. Taking the bus with a young baby is difficult as there needs to be a space available and no disabled passenger. Making people pay to visit us will only increase our isolation	Make streets one way for cars and two ways for buses. Ie car only go down the cowley road but buses can do both. Open back up side roads but again with one way systems to reduce traffic flow on them. This way buses can flow down the main roads more efficiently. Actually listen to people who live in and work in oxford as pointless survey when you have made a decision and do not listen to the oecple	Make streets one way for cars and two ways for buses. Ie car only go down the cowley road but buses can do both. Open back up side roads but again with one way systems to reduce traffic flow on them. This way buses can flow down the main roads more efficiently.
a resident of Oxfordshire living outside Oxford	less than weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice, Frequent hospital patients	I commute to the central permit area by car	No impact	No impact	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Other	if imposed then park and ride should be made Free	Very negative	it will make Oxford almost impossible to visit with two young children and all their required items le pram etc	as these are public highways and public rights of way then you should not be charging for their use just because there is an issue with one route that causes congestion elsewhere and causes inconvenience to public transport - instead Network rail should be made to foot the extra costs to public transport and if restrictions are to be put into place then be made to subsidise free park and ride for the duration of the works after all if they are causing the issue then they should be paying for the cost of solving it.	the removal of vehicle restrictions and road width restrictions will allow traffic to move more freely and hence in turn re4duce congestion by improving traffic flow this can be further improved by the removal of 50% of bus stops and the remaining stops to be sited in locations that vehicles can pass stationary busses properly again allowing the movement of traffic to be easier. Any experienced city drive will tell you that at the front of virtually every traffic jam is a bus it is also interesting to note that in times of a bus strike when fewer busses and more cars are on the road traffic tends to flow better
a resident of Oxfordshire living outside Oxford	less than weekly		I don't	Very negative	Very negative	There should be no charges at all	No	Other	Better car parking	Very negative	There should be no charges to use roads and no restrictions on travel by the most suitable means	Yes. Please abandon the idea entirely	Remove one systems and traffic lights, open up more roads and improve parking
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	No impact	No impact	There should be no charges at all	No	Other	There should be no income as you should not be doing this. You should wait until the Botley road is open. If the buses are congested then this is your fault because you decided to have the LTN. My strong recommendation is take away the failed LTN's.	No impact	You need to wait until the Botley road is open and then turn on your terrible traffic filters. If the buses are finding it difficult due to congestion, then open up the LTN's and allow traffic to run more freely. Before LTN's I could chose difficult routes to get to Cheney School. You forced me into driving my car where the buses go. How many more people did you force to go where the buses go. It is your fault the buses are congested. My strong recommend is lift the LTN's until the Botley road is open. Do not charge hard working people £5 a day charge.	You need to wait until the Botley road is open and then turn on your terrible traffic filters. If the buses are finding it difficult due to congestion, then open up the LTN's and allow traffic to run more freely. Before LTN's I could chose difficult routes to get to Cheney School. You forced me into driving my car where the buses go. How many more people did you force to go where the buses go. It is your fault the buses are congested. My strong recommend is lift the LTN's until the Botley road is open. Do not charge hard working people £5 a day charge.	Yes open the LTN's as this did not work. You just pushed traffic that used to cut through this roads safelly, and moved then to where the buses go. Open LTN's until Botley Road is open. MY last suggestion would be get one of those big digging holes machine. And build Oxford an understand station (like London) 50 years from now there will still be more cars. So do something radical, and build an underground network (like London)
a resident of Oxfordshire living outside Oxford	less than weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	No impact	No impact	There should be no charges at all	No	Other	making central Oxford safer for pedestrians	Very negative	It will make me less likely to enter Oxford for shopping	It is bound to damage the local economy. In 1966 Oxford city Council stated its aim was to discourage rural residents from entering Oxford and that Oxford should be kept clear for residents of the city only. This scheme continues that long standing ambition.	Reduce the number of buses "not in service" (up to 50% at peak times) and "staff buses" from transiting the city centre
an Oxford resident	weekly	Blue badge holders, Unpaid carers, Frequent hospital patients	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all		Very negative	Worried about my large family being able to visit me	i don't think it is necessary. You are increasing people's journeys and forcing them on to a bypass that is not fit for purpose. The Slade and Cowley Road will be even more congested	open up the LTN . Traffic always ran freely before they were shut off.
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice, Unpaid carers, Personal cars used as goods vehicles for business purposes	I commute to the central permit area by car		Very positive	There should be no charges at all	Not sure	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Add new bus routes, Make bus services more frequent		Very negative	I wish to express my profound opposition to the proposed temporary congestion charge for Central City and the associated Traffic filter scheme. I have lived in Chalgrove since birth, and have worked for the University of Oxford for the past 30 years in the University Science area on South Parks Road. During that time, it has become increasingly difficult and expensive to get to work from Chalgrove. I do believe the proposed measures will make my (and others) journeys into Oxford from outside of the city infinitely worse. Chalgrove has relatively poor public transport and that whole area (Garsington, Stadhampton and Wallington included) is only served by one bus (Thames travel 11). For example, in the morning there is only a bus at 7.13 or 8.30am which get into central Oxford at 8.13 or 9.26 respectively. Hardly useful if you start work at say 9am. I have two elderly and quite infirm relatives in Chalgrove whom I sometimes need to attend to, and this is the reason I am able to receive a Central Area Car Parking Permit from Oxford University (which we pay for from our salaries), so I can get to them quickly should I need to. Public transport to Chalgrove would not give me the opportunity to get back to them quickly. This is not care in an official capacity but I have needed to go and help them as an emergency when they have had a fall or hospital appointments etc. This congestion charge and traffic filter proposal seems to disproportionately discriminate against people who live in the south-eastern part of the county, as there would be numerous charging point (potential traffic filters) on the main routes into the centre of Oxford from this direction. Other roads into Oxford (such as from North Oxford or the West) have fewer or none at all. I Apart from my opposition to the whole scheme in principle, my main disagreement with the proposed scheme is in the allocation numbers of permits for drivers: WHY will someone who lives in rural Oxfordshire (and who has poor public transport links) only have 25 permits per year, whereas someone within Oxford city (and infinitely better options for public transportation, walking or cycling within Oxford) have 100 permits? This is outrageously unfair to those of us that HAVE to use our car for our everyday journey to work. As you know we have no Park and Ride on the approach to Oxford from the whole South-Easterly (Chalgrove) direction. This issue does not just affect myself but many others who are of low-medium incomes and will find it difficult to afford to work in Oxford (the city of my birth) should this proposal be adopted. Finally, this congestion charge idea wasn't mentioned before the county council elections only a couple of months ago. To claim that Oxford County Council have a mandate for this is entirely false as the voters had no idea it was on the cards. REDACTED	Please see above comments. Also the siting of the St Cross filter is right next to where I park for work with my University Area central Parking permit. If it goes ahead I will have to do a detour or several miles and greatly increased time just to park on the other side of this filter.	Traffic is always much worse during term times so discouraging school run journeys would be an option
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Positive	Very negative	About right	No	Make buses cheaper for all, Make buses cheaper for young people		Negative	I understand what the aim is, but I feel setting up and administering the system will take up a lot of the revenue generated. What happens with businesses having deliveries, who pays the charge for their delivery drivers? It is likely this cost will be passed on to the consumer.	If you consider tourists to Oxford who hire a car, they have to content with Bus Gates, ZEZ's and now Congestion Charges which will in future move to Traffic Filters. Driving around a new city is hard enough without a variety of different restrictions. I've seen many people driving through the bus gates as by the time you realise where they are there is no room to turn around	Potentially look into parents who do the school runs across Oxford and see if there are any alternatives for these groups; walking, cycling or shuttle buses. I normally cycle into Oxford for work or go on the bus, they are my preferred options. If I come in with my family then it's cheaper to drive and park than get the bus or the inconvenience of the park and ride (drive and bus). If buses were cheaper then that would be my preferred option, but getting 25 free permits a year would likely cover all my drives into Oxford. For a period my daughter had ice skating lessons, and in situations like this, the idea of ice skating lessons in Oxford would be less appealing if I had to pay for the congestion charge.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	There should be no charges at all	No	Make buses cheaper for all, Make bus services more frequent, Extend hours of operation for buses		Neutral	I'm not opposed to the concept of reducing car traffic in Oxford (I'm in favour of the LTNs). However, a scheme that allows individuals to pay for access is merely a tax on lower income people. The wealthy won't think twice about driving through the congestion charge locations. If anything, this benefits them even more. They have a quieter, more pleasant commute into the centre and have more parking options. Meanwhile, lower income people are forced onto substandard public transport.	The suggestion you will use the money raised to fund the scheme and improving transport is concerning. Because either you're anticipating this will reduce traffic (and therefore little money will be generated), or you're not anticipating this will reduce traffic for there to be money generated (in which case, what's the point, and again, this is a tax on lower income people).	Oxford Underground would be the pipe dream. A subway system spanning Oxford.
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	No impact	No impact	Too high	Yes	Make buses cheaper for all, Add new bus routes, Make bus services more frequent, Extend hours of operation for buses		Very negative	The cost is excessive, especially when there are limited options for those of us commuting to Oxford from further afield in Oxfordshire. Currently to get to work in Oxford it would take me over 2 hours and 2 buses to get to my workplace in North Oxford, which is not sustainable financially, nor a good work-life balance. Seacourt park and ride buses cannot go past the station and Redbridge park and ride is extremely busy and can be slow in the mornings.		Increased bus services (routes and frequency) for towns further outside of Oxford, e.g. Wantage.
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice, Community health or care workers who need to visit multiple locations or travel urgently	I don't	No impact	No impact	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Add new bus routes, Other	Hospital shuttles that go directly there from the park and ride, not expect staff to sit for an hour on a bus before or after their working day…	Very negative	Why just cars? Surely this is discriminatory? Your rationale is to reduce traffic and pollution, so it should be for ALL vehicles surely? Obviously you don't want to impact business but therefore you need to think of another way. You need to improve public transport BEFORE you do this… especially for those living outside the ring road where there are no public transport options to aet me to work on time and home again with the hours that I work….	You said the reason for not bringing in the traffic filter is because of the Botley Road work… well these 'temporary' congestion charge locations are essentially the same thing, but under a different name.	Better public transport options! Having lived in London for 20years wouldn't dream of driving to commute but there is no need as the public transport options are numerous and 24hour…
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Very positive	Very positive	About right	Yes	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Make bus services more frequent, Add public cycle parking		Very positive	Encourage people to use the park and ride, it will reduce traffic and pollution		Dedicated cycle lanes everywhere, where cars physically cannot access
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	No impact	Neutral	There should be no charges at all	No	Extend hours of operation for buses		Negative	Stops regular travellers entering oxford	No	No
a resident of Oxfordshire living outside Oxford	weekly	Disability benefit claimants, Unpaid carers	I don't	Very negative	Negative	There should be no charges at all	Not sure	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Negative	I'm an unpaid carer, and if my disabled husband isn't with me i need to get back to him as quickly as possibly, this means that if i'm visiting my dentist or other business in oxford i really try to minimise the time i spend away from him, i don't have time to wait for buses and walk to or from stops etc. Also the bus or park and ride currently costs me more than just driving in and parkina	Charging isn't the answer it will undaly affect poorer people and reduce visits to independant businesses not well served by eg the park and ride - there are a number of restaurants and shops i go to on st clements and cowley road and the idea of coming into oxford to go back out of it again is ridiculous when i could just drive straight to st clements and park instead. This area is not well served be public transport if you are comina from south oxfordshire and parkina at redbridge	We should keep tourist buses out of the city, they sit with their engines idling and block traffic on the abingdon road
a resident of Oxfordshire living outside Oxford	weekly		I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make buses cheaper for all		Very negative			
an Oxford resident	daily	Blue badge holders, Personal cars used as goods vehicles for business purposes	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Open Botley Road!!!!!!!	Very negative	You have ruined Oxford	No words	Lift LTN'S and stop

Survey Response													
I am responding to this survey as	How often do you travel in or around Oxford?	Please tick which of the following free permits and passes you think you may be eligible for	Do you live in, visit a resident by car or commute by car to the proposed central Oxford	Central Oxford residents' permitit is proposed that residents in the central Oxford	Central Oxford permit area commuters' permitit is proposed workers commuting	We are proposing a single charge of £5 to allow cars without a day pass or permit	Do you think that charges should vary, with drivers of longer cars paying more and	Income generated by introducing the proposed temporary congestion charge would be used to cover the set-up and operating costs of the scheme.	If other improvement, please state	Taking into account all the information we have provided about the proposal to	Please explain your answer	Do you have any other comments about the proposal for six temporary congestion charge locations in Oxford that you have not already shared in this survey?	Do you have any suggestions for other ways to reduce traffic and tackle congestion in and around Oxford?
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Positive	Negative	About right	No	Make buses cheaper for all, Make bus services more frequent, Add public cycle parking		Positive	I am hoping it will reduce traffic.	I am concerned this, like the fingers, will increase traffic through Old Marston at peak commuter times.	An aerial egg lift linking Thornhill P&R > Osler Road / JR hospital > Town Centre.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Negative	Too low	Yes	Make Park & Ride buses cheaper, Make buses cheaper for all, Make bus services more frequent		Positive	Could go further, eg restricting hours of access for "other" vehicles (delivery etc) to outside normal peak times		Reduce the amount of parking currently available with a aim to discourage driving into the centre
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Positive	Negative	Too low	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Add new bus routes, Make bus services more frequent, Extend hours of operation for buses, Add public cycle parking		Positive		I think 3 cars for commuting is excessive	restrict larger vehicles such as trucks and vans within certain hours - so not during peak schools hours (7:30-9, and 3:30 to 5). This would make cycling with kids safer and more appealing.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	About right	Not sure	Make buses cheaper for all, Add new bus routes, Add public cycle parking		Very positive	Would expect to see fewer cars crossing the city centre, so buses would be faster/more timely and walking/cycling would be safer and more pleasant	Seems like a good way to test out the traffic filter ideas before going into the trial proper	School term times seem to produce the heaviest traffic, finding better ways for children to get to schools (rather than being driven in and out individually) could make a big difference. A shift away from the near-universal 9-5 working hours could also help soread out "rush hours".
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	Yes			Very negative	I'm an NHS manager, working almost 24/7, working every day after job planned hours from hime, additional commuting time will have neoative imoact on my service		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	Too low	Yes	Add new bus routes, Make bus services more frequent, Add public cycle parking		Very positive	It is currently quicker to cycle in and around the city than to go by bus. The roads should be clearer for people who *need* to use their cars and permit the free flow of traffic. Buses will be quicker, and therefore more appealing to use, and cycling will be safer.	Owing to the timing of sessions, there needs to be provision for access to the ice rink, whether that is by improving bus services or adjusting the congestion charge for users. Otherwise, training would be affected to such an extent that competitive skaters will need to move to other rinks, such as Swindon, which are further away, which will affect the rink's ability to operate and remain competitive	Look to other medieval cities abroad that have put cycling first and see what measures we can adopt. A good example is Uppsala, in Sweden, which is also a medieval university town and is almost entirely car-free in the centre. Cars should be used for getting out of Oxford, and not necessary for getting into or around Oxford.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	There should be no charges at all	Yes	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Negative	I will have to leave my job at the school where I work part time because the most direct route includes one of the charging zones and going the long way would take too long and will use too much petrol. Going there by bus would take ages as there is not a good direct service available.	They are not a good idea because the rich can afford to pay and will continue congesting the road, but those on lower income will struggle.	Removing the LTNs in East Oxford would be a good start. Have more bus routes that cover the entire city and better connection services to the surrounding villages.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	Too high	No	Make buses cheaper for all		Negative	Push traffic onto already busy alternate routes already impacted by LTNs		Use the river to provide alternative transportation into Oxford
an Oxford resident	daily	Taxis and private hire vehicles	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Make BUSES FREE FOR LOCAL PEOPLE BETWEEN WORKING HOURS AND SEE WHAT IMPACT THAT HAS ON TRAFFIC AND SCHOOL RUNS	Very negative	Will hurt people that come to Oxford to work and who live locally .. turning Oxford into a Prison	All the surrounding roads will be impacted massively, there wasn't a congestion problem before that LTNS went in.. SUMMERTOWN IS THE WORST FOR PEOPLE THAT DON'T LIVE LOCALLY	Free bus passes, council has the ability now to run its own bus services due to changes in the law, also bus ticket prices are extortionate for such small journeys and cause issues financially, Park and Ride should be free and buses to and from them should be one pound no more, if you want people to use Oxford and use it services make it cheaper for them to access them.
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Fix the badly managed roads and roundabouts	Very negative	It's literally a money making scheme. Not everyone falls into the same category of 'they should walk, get a bus or cycle' I now live in Abingdon, but I grew up in Cowley, I work in Cowley, my partner works in Cowley, my daughter goes to nursery in Rose Hill, I still have a lot of friends and family in Cowley that I see regularly, usually after work. You have already made that difficult with LTNs, I have to sit in a lot more traffic now than I ever did before. People will not stop driving! We pay for our cars, our insurance, our tax, and you want to charge us more just for the privilege of driving in our own city! There is no bus route that will allow me to go to drop off my daughter at nursery, go to work, then to pick up my daughter, and then to visit my family! And if there was it would probably double my journey time! I cycle to work when I can, but not if I have to do the nursery run. I have never ever had a problem cycling round Oxford! The majority of families and households rely on these cars to go about their daily business! Stop trying to penalise them!	You never spoke about this pre election as you knew you would struggle to get voted in! You have ruined Cowley with your LTNs already! You as a council are not listening to residents. Just look at the petition with over 10,000 signatures against! Look at the comments! Put your congestion charge in areas where you were voted in! Leave Cowley alone! Majority of residents do not want your greedy schemes! You seem to be targeting the poorer areas! If you really want it, then open up some of the LTNs so that the traffic can flow freely!	Open up the LTNs! Simple!
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make Park & Ride buses cheaper, Add new bus routes, Make bus services more frequent		Very negative	I don't want to be dictated as to where and when I travel. I don't want to be surveiled either. We live in a supposed democracy, this is an autocratic measure from a disingenuous council who should have put this in their election manifesto.	Holloway's charge will kill off the businesses in the area.	Make bus journeys fully subsidised, it would get people on board with the idea by being an incentive
a resident of Oxfordshire living outside Oxford	less than weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	No impact	Negative	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all		Very negative	Won't want to park at the Westgate for shopping as will incur an extra £5 charge. More worrying if I've driven in the wrong area and will get fined - need to be totally clear.		I would happily get the bus in from Witney but as it takes longer than driving my car then there is no point. You need to make bus travel quicker for people to stop using their cars. My sister lives in Carterton and it sometimes takes her 2 hours to get to Oxford.
an Oxford resident	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Positive	No impact	Too low	Not sure	Make buses cheaper for all, Add public cycle parking, Other	traffic slowing down measures on residential streets like the concrete bays that force cars to stop but let bikes through on one way streets marking and do something about the Plain dancers for cyclists	Positive	There are far too many cars in and around Oxford making the city and areas unpleasant for residents, constant noise and pollution and parking everywhere, especially on footpaths. Drivers are also often very aggressive towards pedestrians and cycles.	A lot of vans are driving in and around oxford, I think these numbers should be reduced as well as private cars or limited to certain hours - like outside school runs - no heavy or business traffic at school runs maybe? It makes little difference to cyclists to have markings of a cycle lane on the street if there are delivery or builders vans parked on it and force the cyclists into the middle of the street.	I think the Plain should be made into a one way streets system or a cycle/pedestrian bridge should be developed. The Lime Oxfords system means that you pay more to use it than city centre car parks if there are more than two people in the car Try creating a system to help reduce congestion rather than this revenue grabbing approach
an Oxford resident	weekly		I commute to the central permit area by car	Very negative	Neutral	There should be no charges at all	No	Add new bus routes, Make bus services more frequent		Very negative	Its just the beginning and not necessary. Businesses in Oxford already suffer.		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very positive	Neutral	About right	Yes	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all		Very positive	There is way too much traffic. Park and rides should be free parking and a £1 bus. Everyone would use it (as long as the buses were frequent). It would make a massive difference. I live on Banbury Rd and rarely drive towards down. The air quality in my home really worries me.	No.	Make parking in the park and rides free. Just charge £1 for buses and force nearly everyone to use them except blue badge/trades. The private schools in North Oxford generate so much traffic. Often parents living in North Oxford driving their kids 0.5miles to school. Make that stop! Also ban people from leaving their cars running outside people's houses. Also make cycling safer so cyclists stop cycling on the pavement. It's all getting increasingly dangerous for cyclists - with e-bikes and scooters, everyone looking at their phones. So I don't blame the cyclists for usina the pavements but it's not fair on pedestrians.
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Very positive	Very positive	There should be no charges at all	Yes	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Add new bus routes		Very negative	I am active in various clubs that require me to go to central Oxford by car. It's just not practical to use public transport (from Woodstock) as it would take far too much time	Make electric cars exempt	
a resident of Oxfordshire living outside Oxford	less than weekly		I don't			There should be no charges at all	Not sure	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for young people, Add new bus routes, Make bus services more frequent, Extend hours of operation for buses		Very negative	I like to be able to go to the theatre and shop, eat out in Oxford, if I am already paying to park in the Westgate, the Ice Rink car Park or the open air car park near park end street, I do not see why I should have to pay an additional £5 to drive to pay to park. I choose to drive because the trains are not sufficiently reliable, and it is safer as a single woman. It is also quicker to leave to city than wait for Bus which takes longer and is less direct to get home after an evening out. Equally it is easier if shopping to be able to put your purchases in a car and not carry them around.	I think this will have a detrimental effect on people's ability to use the city for leisure activities, tourism will be impacted and I cannot image how it will impact those that regularly have to travel to oxford. Public transport from the villages and towns around the county is insufficient to enable easy access into the city - equally by limiting travel at these times, it pushes everyone onto the ring road and the A34 causing further congestion down the line. Have you also considered the impact for those that need to cross the city to get the main Oxford University hospitals for appointments that start at 8am - again, public transport is not a viable option for these early hospital appointments. I recently had to bring my dad in for a brain MRI at 8am, from Wallingford - I live in Didcot - I had to leave my house at 6.30am to get to wallingford to then drive him to the Nuffield Orthopaedic Centre - we arrived with 2 minutes spare due to the heavy traffic on the ring road and windmill road. Despite leaving Wallingford at 7am - had traffic been limited through Holloway at that time due to these proposals the traffic would have been even worse. I think you really need to consider the impact of these proposals and the knock on affect on the city - Oxford is increasingly less and less appealing a place to visit, which is a shame, given its beauty and history - but its simply not cost effective to visit anymore	Speak to the train operators and make sure that trains are actually running - have direct buses to the market towns that down go round the houses and cost a fortune.
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Positive	Neutral	There should be no charges at all	No	Make bus services more frequent		Very negative	I work at the JR and travel through St Clements daily so this will hugely impact me as my commute will be even longer. I already work very long hours in a stressful job and this will add to my stress levels imacting my work life balance.	Staff at OUH & OHFT should be exempt from the charges as they are essential key workers	Open the LTNS which pushed traffic onto the arterial roads leading to the huge increase in congestion in central oxford
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Very negative	Very negative	There should be no charges at all	No	Make Park & Ride parking cheaper, Make buses cheaper for all, Add new bus routes, Make bus services more frequent, Extend hours of operation for buses		Very negative	Bus pirotisation measures are a good idea. The challenge is not all locations are easily accessible by bus, I know people who had to change jobs as there was no good bus routes. For some a car is an important leveling up tool, they can't get to work without it. In terms of car ownership, there is a correlation between income and number of car ownership in England. Except in 2 cities: Oxford and Cambridge, Oxford is not like rest of England. There is no correlation between income and car ownership, there are for example high income households with no car and £2k ebikes, and there are low income households with a £2k car. In other cities measures that impact car users mostly impact high income households but that is not necessarily the case in Oxford. In Central Oxford area 54.6% households don't have a car or van, while Greater Leys only 11% have no car van. You can also roughly correlate this with walkability Index. The last walkable areas have higher car ownership in Oxford, which are also the same areas with higher Index of Multiple Deprivation. This also very roughly correlates politically, these are mostly Labour and Independents/IOA wards. While roughly the low Index of Multiple Deprivation, high walkability, low car ownership areas, are mostly Green and Lib Dems.	Just a sociology observation not a transport one. A supersing dynamics played out during the County Council congestion charge meeting. Based on Index of Multiple Deprivation, mostly high IMD area speakers objected to the £5 congestion charge, while mostly low IMD area speakers supported it. The high areas were saying £5 is too expensive during the cost of living crisis, while low area speakers were saying £5 is too cheap and should be much higher, and bigger cars should pay higher prices, and there should be less free permits/exemptions. See Oxford Mail https://www.thisisoxfordshire.co.uk/news/25248415.oxford-congestion-charge-punish-city-says-councillor/ It reminded me of an interesting talk I attended about Oxford by Prof Danny Dorling called ACTING UP IN THE MOST UNEQUAL CITY IN THE MOST UNEQUAL NATION IN EUROPE. We live in the most unequal city in UK in the most unequal country in Europe. Bus pirotisation measures are a good thing to do, and bus gate traffic filters might help the buses 🚌, but asking for higher levels of congestion charge, higher prices for bigger cars, and less free permits EVEN BEFORE the traffic filters congestion charge trial starts goes to show how big the community divide in Oxford is. https://www.oxford.gov.uk/downloads/download/370/download-the-indices-of-deprivation-2019-oxford-report One way is to look at income deprivation levels of areas/wards of speakers and Councillors who supported the congestion charge vs areas/wards Councillors and speakers who objected to the congestion charge. According to the 2019 Index of Multiple Deprivation, "10 of Oxford's 83 neighbourhood areas ('Super Output Areas') are among the 20% most deprived areas in England. These areas, which are in the Leys, Rose Hill, Littlemore, Barton and areas of the city, experience multiple levels of deprivation – low skills, low incomes and relatively high levels of crime. After adjusting for housing costs, 26% of children in Oxford live below the poverty line." Labour and Independent Councillors from these areas objected to the congestion charge and said £5 is too expensive in the cost of living crisis, while Green and Lib Dems Councillors from low IMD areas supported it and wanted higher charges for bigger cars, less permits/exemptions etc... Maybe new tax instead of being based on size, be based on current £ value of the car, this would be a more equitable approach than size. Changing an old valued £2k car the same level as a £20k seems unfair.	Open Circus Street one way from Cowley Road to Iffley Road temporarily as a trial to reduce volume of Cowley road to Iffley Road cars going round the Plain roundabout, it would make it safer for cyclists.
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Negative	Positive	About right	No	Make buses cheaper for young people, Make bus services more frequent, Other	Introduce new bus routes, eg covering the ring road. To get anywhere from Horspath we have to get the once an hour bus into town and then get a connection out again. Would be much easier to use if could get to Barton/Summertown via the ring road	Neutral	Hopefully fewer cars on the roads when I cycle to work but will stop my children attending some of the afternoon activities they currently do in Oxford		Improvements to cyclist safety on Cowley Road. Review traffic light timings at Horspath Rd/Ring road junction so that cyclists don't have to wait 3 times to cross one road. Increase cycle parking around Commarket.
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Negative	Negative	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Make bus services more frequent, Extend hours of operation for buses		Very negative	I use grandparents as childcare in Oxford and live out of the city. I need to drop off and pick up my child and won't have sufficient passes. As such it will cost significantly more for this provision.	Oxford has been completely broken. The combination of the LTNs combined with the closure of Botley road have brought Oxford to a halt. Removal of parking on street in places like east Oxford hasn't appeared to improve parking for residents, and has reduced the available spaces for visitors/results in having to park in overpriced car parks closer to town which results in less walking/plus use into the centre of town. It feels like a very simple problem to fix if you actually speak to and listen to users of the city! More than happy to be contacted for my opinions	I don't think the congestion charge will reduce traffic. It will just bias it towards people that are willing to pay for it, and as such won't free up any additional capacity on the roads.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't commute to the central permit area by car	No impact	No impact	There should be no charges at all	No	Other		Very negative	This will cause more mayhem on the roads and will be another pointless charge we have to pay out of our own pockets on top of road tax we PAY to use the roads!! and council tax.	Get rid of this stupid idea and remove the LTNS which will free up the roads compared to now. The main roads people shop, eat at and visit are being congested heavily with standstill traffic which is causing people to breathe in all the fumes from stationary cars.	Open LTNS and turn the side roads in to one way streets, why is these provisions only around the East Oxford area and not North Oxford?!?!
a resident of Oxfordshire living outside Oxford	daily		I commute to the central permit area by car	Very negative	Neutral	There should be no charges at all	Not sure	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Make buses cheaper for young people, Make bus services more frequent		Very negative			
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice, Blue badge holders, Disability benefit claimants. Disabled tax cars	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	SEND children are being sidelined over vanity traffic schemes	Very negative	It's just another layer of control by a certain group of councillors who have ignored ALL other public consultations and will do so with this one.	DO NOT IMPOSE IT the residents of Oxford in the majority do not want it. If they are so sure it's wanted or needed have a referendum but they won't. Democracy in Oxford is non existent now.	
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice, Blue badge holders	I commute to the central permit area by car	Negative	Negative	There should be no charges at all	No	Make bus services more frequent, Extend hours of operation for buses, Add public cycle parking, Other	Remove the Divinity road and Southfield road L TN's Make the two roads one way (e.g. Divinity Rd up to Headington, Southfield down to Cowley Road. Remove the Howard Street and Magdalen Rd LTN's and reinstate one way flows. Retain all other LTN's	Very negative	Oxfordshire and Oxford itself does not have an integrated public transport network. This means that people have to use cars for all or part of their journey. If people were simply commuting to work it could be called inconvenience, however many are dropping their children to breakfast clubs, child minders or relatives before travelling to work and then the reserve journey. This simply cannot be achieved with today's public transport, or cycling set-up.	The charge locations are a tax on people who have to use their car for one reason or another and are grossly unfair. Not everyone who is unable or struggles with public transport is a blue badge holder. The council should not give free permits to anyone who has a business parking space in Oxford. This smacks of cronyism to Oxford University (Mr Gants employer) as they have by far the most parking available in the city.	Oxford University should be charged a levy for every tourist bus that arrives in the city, as they are the "attraction" they have come to visit. Oxford University to pay a parking space levy. Remove some of the LTN's in East Oxford and make traffic flow one way. Remove the on street parking from any LTN road as these roads have become impossible to walk on the pavements, as car are parked half on half off.
a resident of Oxfordshire living outside Oxford	less than weekly		I don't	No impact	No impact	There should be no charges at all	Not sure	Make Park & Ride parking cheaper		Very negative	I would have to pay a charge to access the railway station car park, this is very unfair, the station serves a large part of Oxfordshire, not just Oxford, and for late night or early morning trains driving is essential particularly for those who don't live on a bus route. And before you mention Oxford Parkway, that station only serves for trains to London. If you want to go north then it has to be Oxford central station.		Introduce a charge for those who drive through central Oxford - i.e., if somebody drives in, parks, then drives out again by the same route they don't have to pay. Introduce significantly higher car parking charges in central oxford at peak times (e.g. weekends) encouraging drivers to use the park and ride. Also introduce "car park full" variable message signs on the routes into Oxford, so that you don't get drivers queing down the abingdon road trying to get into an already full westgate car park. Reducino or removino park and ride charaes would be a bio helo.
a resident of Oxfordshire living outside Oxford	less than weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice, School students with special educational needs	I don't	Very negative	No impact	There should be no charges at all	No	Make buses cheaper for all		Very negative	Adding more hassle to travel to Oxford and will push shoppers to go elsewhere	Invest in free park and rides and cheaper buses without bringing in congestion charges. The congestion charges are just going to increase complexities for locals, cost too much to run and will push people away from oxford. By the time it generates enough extra to improve services it will be too late for the shops	Spend the money on free park and rides and cheaper buses without bringing in congestion charges
a resident of Oxfordshire living outside Oxford	less than weekly		I don't	No impact	No impact	Too low	No	Other	Make city buses electric.	No impact	I occasionally need to be in Oxford and I will still be able to go into Oxford. I wish public transport were better, but I don't envisage that will happen. If it were, I would answer a positive impact. Buses are so uncomfortable, unreliable and badly sign posted that I will not use them. Why do we have buses that are so bad in the UK. I'd be happy to use them if you are welcomed with smile, they don't stink of diesel. shake, rattle and make vou deaf.	Commuters should not get a permit.	Introduce a team system that does not mix into the traffic congestion. Make entry roads into Oxford one way, introduce bike hire schemes that are easily accessible
an Oxford resident	daily	Taxis and private hire vehicles	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	Not sure	Make bus services more frequent		Very negative	Will be very bad impact on businesses around oxford. People will be put off coming to Oxford. Already there are many restrictions we as Oxford residents do not need any more.	Scrap the congestion charge as already cost of rent and living is really high in Oxford.	Remove LTN and improve public transport
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice, Unpaid carers	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very positive	Very positive	About right	Yes	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for young people, Add new bus routes, Make bus services more frequent, Extend hours of operation for buses, Add public cycle parking		Very positive	The planet is dying, people use cars far too much having adverse effects on the pollution levels and public health in general including their own!		
a resident of Oxfordshire living outside Oxford	weekly		I commute to the central permit area by car	Negative	Positive	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Make bus services more frequent		Very negative	By removing side routes all traffic will now be funnelled into already dangerously congested routes. This will make journey times to the hospitals longer and may harm patients		Make an actual park and ride service like those in other cities. There you pay one charge to park and it includes the bus ticket. Oxfords system means that you pay more to use it than city centre car parks if there are more than two people in the car
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Positive	No impact	About right	Yes	Add public cycle parking		Positive	This will help reduce traffic in my view so I am in favour of it.	None	With the number of cycles travelling through the Plain each day there must be a way of creating more safe cycle routes, even if it means encroaching on Oxford University land. We need an inner cycle ring route to lonaness toaether better
a resident of Oxfordshire living outside Oxford	less than weekly					Too high	No	Other		Very negative	Wouldn't come to Oxford again	Why do you feel it nessencerry to now charge people to attend hospital appointments, I cannot use public transportation as it dirtv unreliable and also I have an Autistic child who only likes to travel by car	Do roadworks at night, sort the botley road out
a resident of Oxfordshire living outside Oxford	daily	Blue badge holders	I commute to the central permit area by car	No impact	Very negative	There should be no charges at all	No	Make Park & Ride parking cheaper, Extend hours of operation for buses		Very negative	the congestion charge is another attack on cars by the council. When we have unused bike lanes and cyclist riding in the road next to cycle lanes. Fix oot holes. oroanise road repairs prooerly and traffic will move	They should not go ahead, but knowing the council, they won't listen to drivers	stagger road repairs, fix pot holes. For example on the Banbury Road near the cuttleslowe roundabout - why have roadworks 200 yards from a busy roundabout, with more traffic lights at rush hour and not think to move the bus stop up a few yards which backs up traffic
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't			About right	No	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Positive	Reduced congestion	Congestion charge is a BETTER idea than before. Those who need additional access by car can now get it by paying for it.	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Negative	Too low	Yes	Make Park & Ride buses cheaper, Make buses cheaper for all, Add public cycle parking		Very positive	I live and work in Oxford and the congestion is horrendous. The air pollution and the busy roads are dangerous for children. This scheme will hopefully reduce the number of car journeys taken in to Oxford and improve life for those of us living their, including our children. It should also improve travel times for people living outside of Oxford who commute by bus (many of my friends and colleagues).	The 100 residents permit per resident in Oxford is too many. I believe this should be 100 per household because people in Oxford who have a frequent need to drive through the charge locations will likely already be covered by other permit categories. Similarly those residents in the central Oxford zone, while rightly qualifying for unlimited permits themselves, should be limited to 25 permits per annum for visitors. There is no reason why infrequent visitors to that zone should not be required to pay the charge.	I know this is difficult but find ways for genuinely segregated cycle paths for key commuter routes. Force developers to include fully functioning cyclepaths for commuter routes out of town (the Barton Park use of traffic lights instead of an underpass is a disgrace). West Oxfordshire desperately needs a safe cycle path from Witney and Eynsham; this should be a condition of the Botley West Solar Park.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice, 25 day passes for residents in the Oxfordshire permit area, on days of your choice, Personal cars used as goods vehicles for business purposes	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Very negative	i simply will not be able to get back and forth from my both my workplaces. i already work two jobs and struggle to pay the bus fee, let alone the congestion charge if i need to use the car instead. both my grandparents are residents of holloway too meaning i wont be able to help take them to places to allow them to live what they have left of their life!	its ridiculous. get rid of the LTNS and this will lower the congestion. no need to pay congestion charge, its just a money making scheme for oxford city council who do not care about residents.	uplift the LTNS as this will lower congestion
	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	You should not be treating the people of your city like this. I have grown up in Oxford and mine and my partners parents live in Oxford. Why should we have to pay if we want to come and visit them?? We live in Thame so have to get 2 buses with children.	Very negative	My dad is disabled and needs care from my brother an me - if my brother or I need to get to him we use our cars- as we live 15/20 mins away via car for 1:30 hr on bus. it's not ok to charge us we grew up here. Have friends here. It's Ridiculous	Occ need a complete reshuffle of staffing if they are treating the people of the city who have lived here their whole lives like this. We can't all afford to spend over £500,000 on a house at the age of 25 - hence moving to Oxfordshire. It's awful they are treating former residents and current residents of Oxford in this way. People are not happy. You did the same with LTNs. "temporary" - it's a lie. We are not as big a city like London.	Open LTNS. Ambulances, fire engines, police offers will be able to respond to people in good timing. When you have multiple road works going on at the same time- open the LTNS. What do you really expect??
an Oxford resident	less than weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	About right	No	Make Park & Ride buses cheaper, Make buses cheaper for all, Make buses cheaper for young people		Very positive	I don't work in central Oxford and if I do visit for leisure I tend to drive as buses are so expensive. It is SIGNIFICANTLY cheaper for my family and I to drive and pay for parking. If buses were cheaper and quicker I think more people would use them (as well as the park and ride). Hopefully by removing some of the car congestion the bus services will be better for all parties.	Do it. Something has to be done to reduce car congestion in Oxford. Any changes you make will never be popular with everyone so please have the courage of your convictions and implement it.	
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car		Neutral	There should be no charges at all	No	Make bus services more frequent		Neutral			
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	No impact	No impact	About right	No	Make buses cheaper for all, Make bus services more frequent, Extend hours of operation for buses		Very positive	A very positive proposal. As you say, you can't reduce traffic without reducing traffic. Thanks too for getting on with it; it would have been easy to wait for Botley Road to reopen, but braver to go ahead anyway. Thank you.	Just a thought about the scheme (which I support) running alongside the Low Emission Zone. The latter seems a bit redundant if all traffic can be reduced and, in the future, the proposed scheme (or the filter scheme to follow) can be expanded. Would it be simpler and less confusing to phase out the LEZ?	The proposal (or the filter scheme to follow) could and should be expanded with further filter points. People need to leave their cars outside of the city centre. Whilst it is reasonable to grant permits to residents, I disagree with the idea of granting permits to workers so they can continue their daily commute by car. They should be encouraged to use the Park and Ride services or other buses.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice, 25 day passes for residents in the Oxfordshire permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Oxford does not require Congestion zones. It is far too small of a city to implement charges for certain zones where you can walk from one side to the other in 5 minutes. This is not fair for the residents. We do not wish to pay for free movement in our own city.	Very negative	Oxford does not require Congestion zones. It is far too small of a city to implement charges for certain zones where you can walk from one side to the other in 5 minutes. This is not fair for the residents. We do not wish to pay for free movement in our own city.		Get rid of the LTNs. Ever since they have been introduced, traffic has gone out of control. Congestion levels are getting worse and the botley close is not helping anything either. Stop making free movement so difficult for the people that live and have lived here for decades.

Survey Response													
I am responding to this survey as	How often do you travel in or around Oxford?	Please tick which of the following free permits and passes you think you may be eligible for	Do you live in, visit a resident by car or commute by car to the proposed central Oxford	Central Oxford residents' permitIt is proposed that residents in the central Oxford	Central Oxford permit area commuters' permitIt is proposed workers commuting	We are proposing a single charge of £5 to allow cars without a day pass or permit	Do you think that charges should vary, with drivers of longer cars paying more and	Income generated by introducing the proposed temporary congestion charge would be used to cover the set-up and operating costs of the scheme.	If other improvement, please state	Taking into account all the information we have provided about the proposal to	Please explain your answer	Do you have any other comments about the proposal for six temporary congestion charge locations in Oxford that you have not already shared in this survey?	Do you have any suggestions for other ways to reduce traffic and tackle congestion in and around Oxford?
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Positive	Negative	About right	No	Make buses cheaper for all, Make bus services more frequent, Add public cycle parking		Positive	I am hoping it will reduce traffic.	I am concerned this, like the fingers, will increase traffic through Old Marston at peak commuter times.	An aerial egg lift linking Thornhill P&R > Osler Road / JR hospital > Town Centre.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Negative	Too low	Yes	Make Park & Ride buses cheaper, Make buses cheaper for all, Make bus services more frequent		Positive	Could go further, eg restricting hours of access for "other" vehicles (delivery etc) to outside normal peak times		Reduce the amount of parking currently available with a aim to discourage driving into the centre
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Positive	Negative	Too low	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Add new bus routes, Make bus services more frequent, Extend hours of operation for buses, Add public cycle parking		Positive		I think 3 cars for commuting is excessive	restrict larger vehicles such as trucks and vans within certain hours - so not during peak schools hours (7:30-9, and 3:30 to 5). This would make cycling with kids safer and more appealing.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	About right	Not sure	Make buses cheaper for all, Add new bus routes, Add public cycle parking		Very positive	Would expect to see fewer cars crossing the city centre, so buses would be faster/more timely and walking/cycling would be safer and more pleasant	Seems like a good way to test out the traffic filter ideas before going into the trial proper	School term times seem to produce the heaviest traffic, finding better ways for children to get to schools (rather than being driven in and out individually) could make a big difference. A shift away from the near-universal 9-5 working hours could also help soread out "rush hours".
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	Yes			Very negative	I'm an NHS manager, working almost 24/7, working every day after job planned hours from hime, additional commuting time will have neoative imoact on my service		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	Too low	Yes	Add new bus routes, Make bus services more frequent, Add public cycle parking		Very positive	It is currently quicker to cycle in and around the city than to go by bus. The roads should be clearer for people who *need* to use their cars and permit the free flow of traffic. Buses will be quicker, and therefore more appealing to use, and cycling will be safer.	Owing to the timing of sessions, there needs to be provision for access to the ice rink, whether that is by improving bus services or adjusting the congestion charge for users. Otherwise, training would be affected to such an extent that competitive skaters will need to move to other rinks, such as Swindon, which are further away, which will affect the rink's ability to operate and remain competitive.	Look to other medieval cities abroad that have put cycling first and see what measures we can adopt. A good example is Uppsala, in Sweden, which is also a medieval university town and is almost entirely car-free in the centre. Cars should be used for getting out of Oxford, and not necessary for getting into or around Oxford.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	There should be no charges at all	Yes	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Negative	I will have to leave my job at the school where I work part time because the most direct route includes one of the charging zones and going the long way would take too long and will use too much petrol. Going there by bus would take ages as there is not a good direct service available.	They are not a good idea because the rich can afford to pay and will continue congesting the road, but those on lower income will struggle.	Removing the LTNs in East Oxford would be a good start. Have more bus routes that cover the entire city and better connection services to the surrounding villages.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	Too high	No	Make buses cheaper for all		Negative	Push traffic onto already busy alternate routes already impacted by LTNs		Use the river to provide alternative transportation into Oxford
an Oxford resident	daily	Taxis and private hire vehicles	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Make BUSES FREE FOR LOCAL PEOPLE BETWEEN WORKING HOURS AND SEE WHAT IMPACT THAT HAS ON TRAFFIC AND SCHOOL RUNS	Very negative	Will hurt people that come to Oxford to work and who live locally .. turning Oxford into a Prison	All the surrounding roads will be impacted massively, there wasn't a congestion problem before that LTNS went in.. SUMMERTOWN IS THE WORST FOR PEOPLE THAT DON'T LIVE LOCALLY	Free bus passes, council has the ability now to run its own bus services due to changes in the law, also bus ticket prices are extortionate for such small journeys and cause issues financially, Park and Ride should be free and buses to and from them should be one pound no more, if you want people to use Oxford and use it services make it cheaper for them to access them.
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Fix the badly managed roads and roundabouts	Very negative	It's literally a money making scheme. Not everyone falls into the same category of 'they should walk, get a bus or cycle' I now live in Abingdon, but I grew up in Cowley, I work in Cowley, my partner works in Cowley, my daughter goes to nursery in Rose Hill, I still have a lot of friends and family in Cowley that I see regularly, usually after work. You have already made that difficult with LTNs, I have to sit in a lot more traffic now than I ever did before. People will not stop driving! We pay for our cars, our insurance, our tax, and you want to charge us more just for the privilege of driving in our own city! There is no bus route that will allow me to go to drop off my daughter at nursery, go to work, then to pick up my daughter, and then to visit my family! And if there was it would probably double my journey time! I cycle to work when I can, but not if I have to do the nursery run. I have never ever had a problem cycling round Oxford! The majority of families and households rely on these cars to go about their daily business! Stop trying to penalise them!	You never spoke about this pre election as you knew you would struggle to get voted in! You have ruined Cowley with your LTNs already! You as a council are not listening to residents. Just look at the petition with over 10,000 signatures against! Look at the comments! Put your congestion charge in areas where you were voted in! Leave Cowley alone! Majority of residents do not want your greedy schemes! You seem to be targeting the poorer areas! If you really want it, then open up some of the LTNs so that the traffic can flow freely!	Open up the LTNs! Simple!
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Very negative	Positive	About right	Not sure	Make Park & Ride parking cheaper, Make buses cheaper for all, Make bus services more frequent		Very negative	the largest impact is to the temporary location of Oxford Co-Op Station Nursery. As this has moved from Rodger Dudman way to enable to works on Botley bridge, this is now on the east side of the bridge. If this was on the west side, this would not be a negative impact, however it puts the nursery right in the middle of 2 congestion charge areas, Thames Street and Hythe bridge street. To be able to commute in to drop kids, and then go back out on the ring road to get around to Headington for work is very difficult compared to going through town, although possible. However, if this was introduced, we would have to pay the charge daily just to drop child off at Nursery. Considering the impact the nursery move has already made for the past 2 years, we feel parents should be able to have access via Thames Street for the purpose of nursery drop off.	This would be best to leave till botley road reopens.	More parking at Park and Rides, cheaper busses, cheaper park and ride, more bike routes. Considering working people and parents in Oxford within the permit scheme as many people commute into Oxford for work.
an Oxford resident	weekly		I live in the central Oxford permit area, or visit a resident of the central permit area by car	No impact	No impact	There should be no charges at all		Make buses cheaper for all, Make bus services more frequent, Add public cycle parking		Very negative	It will further disincentivise people to travel to the city centre and ruin what businesses that remain		Make buses free. Build tramway. Yes it can be done. Other cities have them.
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Very negative	Very negative	There should be no charges at all	No	Make buses cheaper for all		Very negative	I will stop visiting Oxford and so will my family. There are many other places we can spend our money.	It won't be temporary. These things never are.	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	Not sure	Make bus services more frequent		Very negative	we dont need this		
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice, Blue badge holders, Community health or care workers who need to visit multiple locations or travel urgently, Frequent hospital patients, Emergency service vehicles, Firefighters, Business cars used as goods vehicles, Hearses and funeral cars	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	Not sure	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Make bus services more frequent		Very negative			
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice, Community health or care workers who need to visit multiple locations or travel urgently	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Fill pot holes!!	Very negative			Remove all the LTN's!
a resident of Oxfordshire living outside Oxford	weekly	Frequent hospital patients	I don't	Very negative	Very negative	There should be no charges at all	No	Other	Why the heck are you introducing this ? Are you hell bent on becoming areedy like pigs for public money	Very negative	I don't need to explain	Yes. You council people are crazy. We as public have enough problems and you want to make our lives more miserable	I don't find any congestion in Oxford. The speed limit of 20 miles is ridiculous. Remove that and everything will be fine. Stop thinking like woke people.
a member of the public living outside Oxfordshire	daily		I don't	No impact	Negative	About right	Yes	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all		Positive	I hope it will make bus journeys more reliable and quicker.		Please could the scheme be extended to Banbury and Woodstock roads?
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice, Personal cars used as goods vehicles for business purposes	I commute to the central permit area by car	Neutral	Positive	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all		Negative	Myself and my team have to travel across Oxford almost daily due to our work in childcare. This could make it more difficult for us to visit the settings regularly and ensure that children are receiving the best care possible.	Whilst I agree that something needs to be done about the traffic in the area, I think that improved and cheaper public transport is a more practical solution. Or if the congestion charge is to be introduced that it is couple with better public transport across Oxfordshire so that people have a realistic alternative way of getting into Oxford.	Better public transport in surrounding towns and villages. I live in a village about 10 miles from Oxford, I would love to use public transport on some days, however my bus journey would take up to two hours and there is not a bus early enough to get me to work on time and therefore I have no choice but to use a car.
an Oxford resident	less than weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Very negative	Very negative	There should be no charges at all	No	Make Park & Ride parking cheaper		Very negative	OCC seem to forget that Oxford city is the County hub for all of Oxfordshire residents. These proposals will have a significant effect on the residents of the County. It will be even more of a reason to shop, visit elsewhere. It will push more traffic on to the ring road making it even more congested than it is now. For those of us who live in rural Oxfordshire visits to the City or hospital appointments will become even more difficult. Perhaps OCC should introduce a scheme whereby people in receipt of the state pension should be able to use their bus pass at any time of day. This would reduce car traffic much easier and be cheaper than this proposal.		Introduce free travel on buses for all people in receipt of the state pension.
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Very negative	Very negative	There should be no charges at all	Yes	Make buses cheaper for all, Make bus services more frequent, Extend hours of operation for buses		Very negative		It is a crazy idea an it will be the end of the business life in Oxford. The tesident in oxfordshire will chose other citys to shopping	
a member of the public living outside Oxfordshire	weekly		I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	Not sure	Other	This system does not accommodate users of the ice rink who have very heavy baas to carry	Very negative	I play ice hockey in Oxford and not practical to carry bags and sticks on bus etc - I'm over 50.		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Positive	Positive	There should be no charges at all	Not sure	Make bus services more frequent		Negative	How will this benefit community sports if made difficult and cost prohibitive? I live in Folly Bridge Court (i.e. outside of the central permit areas) and regularly visit other areas of the city including Botley, North Oxford. Already due to Botley Road fiasco I have to take the Ring Road to visit parts of the city that are less than 1 mile away direct. This adds significant cost and pollution. In adding further restrictions in where I can drive, essentially giving me 1 option when I leave my property, this will add further cost, pollution in the city, concentrate even more traffic on Abingdon Road and time to my journeys. Please consider the impact this is going to have on the Oxford residents, who pay council tax, as well as tourists.		
a resident of Oxfordshire living outside Oxford	less than weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Negative	Negative	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make bus services more frequent		Very negative	We are not London, this will be negative for people and impact tourism and those unaware.	It is a bad idea that will give the idiots in reform yet another drum to bang to bash the centre and left of the country.	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice, Blue badge holders, Disability benefit claimants, Disabled tax cars, School students with special educational needs, Unpaid carers, Community health or care workers who need to visit multiple locations or travel urgently, Frequent hospital patients, Emergency service vehicles, Firefighters, Taxis and private hire vehicles, Business cars used as goods vehicles	I commute to the central permit area by car	Positive	Positive	There should be no charges at all	Yes	Other	do something to make sure buses arrive to every stop ON TIME as scheduled by the app.	Very negative	Even though the traffic is better, but it makes my living even more worse.	Starting time should be at 8:15 am instead of 7:00	Free permit should be applied to those residents who living inside the ring road of oxford, not just the tiny central area.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very positive	Very positive	About right	Yes	Add new bus routes, Make bus services more frequent, Add public cycle parking		Very positive	I live on the Botley Road and despite the closure, there is still a lot of cars and traffic that queue down the Botley Road causing air pollution and an unpleasant environment for me as I am currently pregnant. I strongly support congestion charging and would like to see higher charges for larger vehicles such as SUVs. I am hopeful that the congestion charge will lower traffic levels and improve air quality in the centre of Oxford	Strongly supportive and would encourage more local consultation to make sure that key scheme messages are clearly communicated with the public. Unfortunately, there is a lot of misinformation in the public and clear, concise information should be communicated via a variety of means	The congestion charge could be rolled out with a same time messaging around a temporary reduction in bus fares in the centre of Oxford. Private Bus companies will have to make a minimum contribution through temporary fare reductions rather than just partial messages. Larger and more heavier vehicles should have a higher charge as they cause most damage to the roads and incur maintenance. Cycle paths and pedestrian paths will need ro be the same quality as the carriageway with widening at key pinch points in the centre of Oxford
a resident of Oxfordshire living outside Oxford	less than weekly	100 day passes for residents in the Oxford permit area, on days of your choice, 25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very positive	There should be no charges at all	Not sure	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Other	Make trains more frequent and reliable- I would happily commute by train but it is not viable for these reasons; expensive, unreliable and always having to stand	Very negative	I am unsure what permit I would be granted as an Oxfordshire resident. But I commute for work and a voluntary role. Oxford is a city I love but despise travelling to. Further charges will put people off accessing a beautiful city. As I said earlier, look into trains which could should work. I have to drive to access the theatre as the last train is 10:30pm- work with the rail services to make this a viable option, rather than further obstacles. Additionally, local hospitals have been culled and more and more appointments are now at the JR- look at the reduction of parking here. People do not want to access public transportation if attending a hospital appointment. Oxford there is much work still to do.	See above	Tax on foreign visitors to reinvest into the infrastructure.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Positive	Neutral	About right	Yes	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Add public cycle parking		Very positive	Road space is limited. I prefer a city with fast, cheap buses, to one with slow, polluting, single occupancy vehicles. I think this proposal balances the needs of specific groups who absolutely need to drive, with the wider public interest in free flowing traffic.	I think that the congestion charge is an excellent idea. It will be very good for the health of children and adults, and very good for air quality and mobility. The status quo doesn't work and congestion is only going to get worse without determined action. I think that good publicity, of the kind developed by Zuhura Plummer, is essential to win public support for the scheme.	1. Getting more deliveries off vans and onto bikes. 2. Setting up pollution monitors with LED displays to raise awareness of the harms caused by congestion 3. Allocating funds for publicity to get people behind the changes. 4. Encouraging employers to have bikes for hire to get people to switch to active transport
an Oxford resident	daily	Blue badge holders, Disabled tax cars, School students with special educational needs, Community health or care workers who need to visit multiple locations or travel urgently, Frequent hospital patients, Emergency service vehicles, Firefighters, Taxis and private hire vehicles, Business cars used as goods vehicles, Personal cars used as goods vehicles for business purposes, Hearses and funeral cars	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Reopen certain roads that have been closed due to LTNs to ease congestion would relieve emissions alot better and avoid upsetting and irritating the people of oxford	Very negative	Why should I have to pay to drive on roads that arent maintained properly anyway, its a stupid idea designed to squeeze more money out of already struggling people, why not reopen roads so all cars in oxford arent sent down the same roads which then causes traffic jams and mass emissions	It is the most idiotic idea and while cause protest	Make cowley road and iffley road each one way, for example cowley road travels towards the city centre and iffley away from the city centre, then make some of the side roads that are currently closed that join iffley road and cowley one way so people can move more freely instead of the current situation of all traffic is funnelled towards the plain and magdalen bridge
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Improve parking in Oxford.	Very negative	I work full time at the John Radcliffe hospital as a doctor providing electrics services and emergency out of hours care as well. I have to travel between different hospital sites. This charge will cristle me and likely force me to work elsewhere.		
a resident of Oxfordshire living outside Oxford	daily		I commute to the central permit area by car	No impact	Very positive	There should be no charges at all	No	Make buses cheaper for all, Make bus services more frequent, Extend hours of operation for buses		Very negative	I live in abingdon and have to drive to work, i work 7am -6:30pm and have dogs at home, so adding on the extra time of getting a bus won't be feasable for me or my dogs. I have no family in the area to help with them either.	I don't agree that i will have to pay £5 a day when i am already struggling finantially. all because the prjject has taken a lot longer than planned. I am left with very little money every month and this will tip me over the edge massively, my mental health is already bad too, and this will have a big impact on that. Getting the bus makes me very anxious. I also havent paid for a car for it to be sat on my drive Monday - friday	Anyone working in oxford that doesn't live in oxford should be able to drive in.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice, 25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	No charges	Very negative	No one in the Oxford area wants or needs this. It's very stressful when it's already bad enough with the train station being closed! Absolutely ridiculous	I think this shouldn't even be a prospect. The people of Oxford are NOT happy.	OPEN THE BOTLEY ROAD
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice, Community health or care workers who need to visit multiple locations or travel urgently	I don't	Very negative	Very negative	There should be no charges at all	No	Make buses cheaper for all, Make bus services more frequent, Other	Remove LTN's	Very negative	This is an effective deprivation tax. There are inadequate bus routes from large housing estates to others to discourage driving.		Remove the LTN's which will reduce the traffic congestion which has been caused by their installation.
a resident of Oxfordshire living outside Oxford	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Park & Ride should be free	Very negative	As well being a Oxfordshire resident we run a small business to 6 city centre shops providing products, its very difficult doing deliveries already (lack of delivery bays) so we have to park in a car park to make the various deliveries these additional costs will finish our business. have sooken to other small businesses who feel exactly the same	same areas are hit each time and it wont be temporary. The City centre is failing and this will finish it off sadly	If a congestion charge has been decided just bring it in between 730 and 930 and 1600 and 1800 and Saturday mornings rest of the time traffic is fine especially during school holidays.
a resident of Oxfordshire living outside Oxford	less than weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Neutral	Positive	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Extend hours of operation for buses		Negative	Yet another hurdle for South Oxfordshire residents who need to get to Oxford. Bus service provision ranges from limited to non-existent (especially for those working shift patterns).	For those wishing to visit Oxford for shopping or entertainment it will be easier to go elsewhere such as High Wycombe, Henley, Marlow or Reading, The proposed plan will adversely impact retailers in Oxford.	South Oxfordshire no.11 bus service from Watlington to Oxford is infrequent, with no late service, and of glacial pace. The route stopping at every stop in Temple Cowley & Cowley Road despite these areas being saturated with buses. The journey currently takes over an hour when by car is just 30 mins. Addressing such a problem by making the service an express (limited stop) service would help those trying to get to/from work, and reduce the number of cars entering Oxford.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	Too low	No	Make buses cheaper for all, Make bus services more frequent, Other	Improved cycle routes east west and north south through centre of town around Carfax and Broad Street (especially past the Store hotel)	Neutral	As we live in West Oxford our movement around the city is hugely restricted by the Botley Road closure. Anything after that will feel like freedom, though it is a concern that once it re-opens it will become a stationary queue of traffic trying to park in the Westgate car park. Because we are in the residents zone and do not commute by car the 100 day exemption will likely mean this is OK for us. For the wider population making it impossible to access the central car parks without paying is an error I think due to the reduced number of routes to the centre at the moment.	I believe that congestion charging is a better choice of approach than bus gates, as it does not restrict in the same way. I think it would then be better to just be like central London and be unavoidable for all except where permits exist, so you'd have more cameras (eg under railway bridge), more like the London charge.	With a congestion charge in place, could the High St be re-opened to traffic (making eg Longwall St less dangerous)? Could you bus buses from Queen St like Commarket? But install a central two way cycle lane down both of these, or past the Union, to make cycling through the centre less of a battle. Shared spaces with pedestrians are a little stressful for all, shared spaces with buses are terrible. Road layout around Frideswide - could the block down to the ice rink be made a one way system for cars? Probably anticlockwise given likely queue nature to get to Westgate. Again with cycle lanes across frideswide, not shared spaces. Use congestion charge income to make park and ride buses and car parks free. That is not as convenient or pleasant as parking in town, so it needs to be really financially attractive. Otherwise, to solve shopper traffic you need more space (or parking) to remove the cars waiting to park from the roads. Rework the road network around the Plain. Traffic lights? Use Circus St as a one way system so that cars can exit onto Cowley Road only and enter the plain from Iffley Road only? Max out urban traffic but might be a bit less chaotic for bikes.
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Very positive	Very positive	There should be no charges at all	No	Add new bus routes, Make bus services more frequent		Very negative	It'll just increase traffic around for everyone. I can't get a bus in to work, there is no bus where I live at all ever. The closest bus stop that takes less than 2 hours to get in to work has no parking in it (and is a 3 hour walk) and only 10 mins drive anyway making it pointless.	It's not a good idea. It'll increase traffic not decrease. There are smarter ideas, one way routes meaning busanes. Those in Oxford being encouraged to actually take the bus since they are around so those that live out but work in, keeping your city afloat, can actually get in. You aren't London you don't have the public transport capacity to not allow cars. I live outside as a teacher if you make it too hard you'll be lacking another science teacher inside (almost all my colleagues live outside) meaning you'll have no teachers in the city. Stop punishing us for working inside the city but living outside. I can't help you don't offer a bus in my village.	One way routes Ban parents dropping kids off and picking up at school. The traffic halfs when private schools kick out as their SUVs aren't taking up the road
an Oxford resident	daily		I don't	Neutral	Negative	Too low	Yes	Make Park & Ride parking cheaper, Make bus services more frequent		Very positive	Traffic is atrocious in oxford often, and it is not just at private school pick up times. Reducing congestion is critical so the buses don't run at a snail's pace. The congestion charge can't come soon enough.	£5 is cheaper than a return ticket on the bus. SUVs and larger vehicles should have greater charges.	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice, Disability benefit claimants	I commute to the central permit area by car	Neutral	Neutral	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Very negative	Have already drastically increased traffic and pollution with the introduction on LTNs. Local businesses are also suffering and closing down as a result. The statically increased commuting times and traffic and pollution is having a huge negative impact on people's already poor mental health with poor decisions already being made to support the British public by the government.	It will only benefit the council and not the people of Oxford. You guys have already done enough damage with the LTNs. Please just let the people of Oxford have some peace and don't further restrict or subsidise the freedom to move and see family and loved ones easily.	Remove the LTNs. Traffic and pollution was substantially better prior to these being added. Makes buses and trains more affordable and the cheaper financial option to utilise than driving like in all other countries in Europe. This would encourage more people to utilise these methods of transport.
a representative of a group or organisation	daily	Community health or care workers who need to visit multiple locations or travel urgently	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make Park & Ride buses cheaper, Make buses cheaper for all, Make buses cheaper for young people, Add new bus routes, Make bus services more frequent, Extend hours of operation for buses		Very negative			
an Oxford resident	daily	School students with special educational needs	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very positive	Very positive	There should be no charges at all	No	Make buses cheaper for all		Very positive			
a member of the public living outside Oxfordshire	daily		I commute to the central permit area by car	Very negative	Very positive	There should be no charges at all	Not sure	Make buses cheaper for all, Make buses cheaper for young people, Add public cycle parking		Very negative	This would involve a massive detour which would mean more congestion on the Banbury Road and more car emissions for the additional time in the car.		
an Oxford resident	daily		I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No			Very negative	You are making oxford a ghost town and no go area which you've already done . Why someone who pays , insurance, road tax and MOT to pay in his own city and street ? This is a stupidest idea like LTNs and bus gates. All council look at ppl's pockets rather than generating their own money through investments etc. May be ppl who are running this council can't think beyond or aren't capable to do something positive rather than upsetting and destroying businesses .Not sure this whole essay would make any impact or will fall on deaf ears like before . Enough said		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all		Very negative	I think to impose a charge to the residents of Oxford to drive around their own city is very wrong. I think you could produce more funds for transport if you put a charge to tourists and to buses that bring tourists into the centre and that at the moment park in St Giles. I counted up to 12 buses in front of the side entrance of the Ashmolean Museum. Now you find big tourists buses with driver in the side street of the centre... The problem of the traffic in Oxford exists because to travel by public bus is too expensive for individuals and families.	The six charge locations will not solved the problem of the traffic.. The traffic will still be a problem. There will be more traffic on the ring road which is already very busy. The problem of Oxford traffic would be solved if buses companies would be put into public ownership and if park and ride parking would be free and so their buses. Bus transport is too expensive, unreliable and does not serve the citizens of Oxford, but just make money for the bus companies. I would also substantially reduce the guide buses that travel every 15 minutes, most of the time empty around the centre of Oxford and are suscorted by our taxes.	Cycling is extremely dangerous in Oxford. Most cyclists do not respect the rules of the driving code. They ride through red lights, ride against the one way streets, most do not wear helmets or have lights. This is a problem for buses, vans and cars. The system has been created for bicycles is not safe because there are not proper cycling lanes. You should study a system for cyclists to ride their bikes away from main streets and away from traffic. The only solution to reduce traffic remains inexpensive buses! People do not use buses because they are too expensive. At the moment the bus ride for a family is more expensive then the £5 proposed charge!
an Oxford resident	daily		I live in the central Oxford permit area, or visit a resident of the central permit area by car	Neutral	Neutral	There should be no charges at all	REDACTED	REDACTED	REDACTED	REDACTED	REDACTED	REDACTED	REDACTED

Survey Response													
I am responding to this survey as	How often do you travel in or around Oxford?	Please tick which of the following free permits and passes you think you may be eligible for	Do you live in, visit a resident by car or commute by car to the proposed central Oxford	Central Oxford residents' permitit is proposed that residents in the central Oxford	Central Oxford permit area commuters' permitit is proposed workers commuting	We are proposing a single charge of £5 to allow cars without a day pass or permit	Do you think that charges should vary, with drivers of larger cars paying more and	Income generated by introducing the proposed temporary congestion charge would be used to cover the set-up and operating costs of the scheme.	If other improvement, please state	Taking into account all the information we have provided about the proposal to	Please explain your answer	Do you have any other comments about the proposal for six temporary congestion charge locations in Oxford that you have not already shared in this survey?	Do you have any suggestions for other ways to reduce traffic and tackle congestion in and around Oxford?
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Positive	Negative	About right	No	Make buses cheaper for all, Make bus services more frequent, Add public cycle parking		Positive	I am hoping it will reduce traffic.	I am concerned this, like the fingers, will increase traffic through Old Marston at peak commuter times.	An aerial egg lift linking Thornhill P&R > Osler Road / JR hospital > Town Centre.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Negative	Too low	Yes	Make Park & Ride buses cheaper, Make buses cheaper for all, Make bus services more frequent		Positive	Could go further, eg restricting hours of access for "other" vehicles (delivery etc) to outside normal peak times		Reduce the amount of parking currently available with a aim to discourage driving into the centre
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Positive	Negative	Too low	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Add new bus routes, Make bus services more frequent, Extend hours of operation for buses, Add public cycle parking		Positive		I think 3 cars for commuting is excessive	restrict larger vehicles such as trucks and vans within certain hours - so not during peak schools hours (7:30-9, and 3:30 to 5). This would make cycling with kids safer and more appealing.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	About right	Not sure	Make buses cheaper for all, Add new bus routes, Add public cycle parking		Very positive	Would expect to see fewer cars crossing the city centre, so buses would be faster/more timely and walking/cycling would be safer and more pleasant	Seems like a good way to test out the traffic filter ideas before going into the trial proper	School term times seem to produce the heaviest traffic, finding better ways for children to get to schools (rather than being driven in and out individually) could make a big difference. A shift away from the near-universal 9-5 working hours could also help soread out "rush hours".
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	Yes			Very negative	I'm an NHS manager, working almost 24/7, working every day after job planned hours from hime, additional commuting time will have neoative impact on my service		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	Too low	Yes	Add new bus routes, Make bus services more frequent, Add public cycle parking		Very positive	It is currently quicker to cycle in and around the city than to go by bus. The roads should be clearer for people who *need* to use their cars and permit the free flow of traffic. Buses will be quicker, and therefore more appealing to use, and cycling will be safer.	Owing to the timing of sessions, there needs to be provision for access to the ice rink, whether that is by improving bus services or adjusting the congestion charge for users. Otherwise, training would be affected to such an extent that competitive skaters will need to move to other rinks, such as Swindon, which are further away, which will affect the rink's ability to operate and remain competitive	Look to other medieval cities abroad that have put cycling first and see what measures we can adopt. A good example is Uppsala, in Sweden, which is also a medieval university town and is almost entirely car-free in the centre. Cars should be used for getting out of Oxford, and not necessary for getting into or around Oxford.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	There should be no charges at all	Yes	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Negative	I will have to leave my job at the school where I work part time because the most direct route includes one of the charging zones and going the long way would take too long and will use too much petrol. Going there by bus would take ages as there is not a good direct service available.	They are not a good idea because the rich can afford to pay and will continue congesting the road, but those on lower income will struggle.	Removing the LTNs in East Oxford would be a good start. Have more bus routes that cover the entire city and better connection services to the surrounding villages.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	Too high	No	Make buses cheaper for all		Negative	Push traffic onto already busy alternate routes already impacted by LTNs		Use the river to provide alternative transportation into Oxford
an Oxford resident	daily	Taxis and private hire vehicles	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Make BUSES FREE FOR LOCAL PEOPLE BETWEEN WORKING HOURS AND SEE WHAT IMPACT THAT HAS ON TRAFFIC AND SCHOOL RUNS	Very negative	Will hurt people that come to Oxford to work and who live locally .. turning Oxford into a Prison	All the surrounding roads will be impacted massively, there wasn't a congestion problem before that LTNS went in.. SUMMERTOWN IS THE WORST FOR PEOPLE THAT DON'T LIVE LOCALLY	Free bus passes, council has the ability now to run its own bus services due to changes in the law, also bus ticket prices are extortionate for such small journeys and cause issues financially, Park and Ride should be free and buses to and from them should be one pound no more, if you want people to use Oxford and use it services make it cheaper for them to access them.
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Fix the badly managed roads and roundabouts	Very negative	It's literally a money making scheme. Not everyone falls into the same category of 'they should walk, get a bus or cycle' I now live in Abingdon, but I grew up in Cowley, I work in Cowley, my partner works in Cowley, my daughter goes to nursery in Rose Hill, I still have a lot of friends and family in Cowley that I see regularly, usually after work. You have already made that difficult with LTNs, I have to sit in a lot more traffic now than I ever did before. People will not stop driving! We pay for our cars, our insurance, our tax, and you want to charge us more just for the privilege of driving in our own city! There is no bus route that will allow me to go to drop off my daughter at nursery, go to work, then to pick up my daughter, and then to visit my family! And if there was it would probably double my journey time! I cycle to work when I can, but not if I have to do the nursery run. I have never ever had a problem cycling round Oxford! The majority of families and households rely on these cars to go about their daily business! Stop trying to penalise them!	You never spoke about this pre election as you knew you would struggle to get voted in! You have ruined Cowley with your LTNs already! You as a council are not listening to residents. Just look at the petition with over 10,000 signatures against! Look at the comments! Put your congestion charge in areas where you were voted in! Leave Cowley alone! Majority of residents do not want your greedy schemes! You seem to be targeting the poorer areas! If you really want it, then open up some of the LTNs so that the traffic can flow freely!	Open up the LTNs! Simple!
an Oxford resident	weekly		I don't	Very positive	Very positive	There should be no charges at all	No	Make Park & Ride parking cheaper, Make buses cheaper for all, Add new bus routes, Make bus services more frequent, Extend hours of operation for buses		Very negative	More money making And making harder to get round Oxford ring road is a nightmare	We all know this is just the start more roads will follow and the powers that be won't listen they will just do what they want No one wants LTN's	Remove LTN's
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make bus services more frequent		Very negative	It is ridiculous that you will not be able to get to the railway station to collect elderly infirm relatives or get to the car parks in Oxford without paying a charge.	Remove the LTN's	Improve local bus services from outlying areas, make buses cheaper. It is cheaper to use the car than take 3 people on a bus.
a resident of Oxfordshire living outside Oxford	weekly		I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make Park & Ride parking cheaper, Make buses cheaper for all, Add new bus routes, Make bus services more frequent, Extend hours of operation for buses		Very negative	Oxford does not have suitable other transport links (overground, underground) like major cities such as London or in America where congestion charges have worked. This will ultimately cost the average person travelling into Oxford with no material benefit to local communities, as shown in data from other cities where congestion charges are introduced, benefits are not immediate with behavioural chances not really seen for 24-36 months.	This is not something that should be looked at until such time as there are either more available buses, rail options and a potential tube/tram system introduced from major satellite towns around Oxford.	Serious investment into rail / other transport options needs to take place prior to any congestion charge introduction!!
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Add new bus routes, Make bus services more frequent, Extend hours of operation for buses		Very negative	Oxford council created the traffic with it's own incompetence (Botley road works) and the ridiculous LTNs in Cowley made without the consent of residents and now are punishing the residents again for it's own incompetence.		Scrap the LTNs or move some of the ones in Cowley to Summer town which had any implemented.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice, Personal cars used as goods vehicles for business purposes	I don't	No impact	No impact	There should be no charges at all	No	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Very negative	At certain times of the year I need to travel across the city for business and social reasons. I use routes but served by buses and can't cycle or walk. I do this as little as possible and try to keep my routes to a minimum but don't see why I should have to pay to use these roads when anyone else can buy a different vehicle or just pay the charges. The wealthy is their huge polluting and space taking cars will still use these roads with little difficulty to them and no less congestion. This is a tax on those who are most needy and poorest.	Buses are a joke. I use at least twice a week. Have to pay for a parking permit as I can't walk the half mile to the bus stop. Buses overcrowded, poorly driven and uncomfortable. A very unpleasant experience on a regular basis. No incentive to Dutch the car if you can afford the congestion charge.	Stop school run cars for all but genuine need. Change traffic light timings. Get rid of LTNs. Increase bus routes and subsidise costs. Scrap P&R charges. Ban tourist card and coaches from the centre.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	Not sure	Make buses cheaper for all, Make bus services more frequent, Extend hours of operation for buses		Very negative	This will make it more difficult for trades people to get into the city centre for work and also make it more difficult for residents to drop off people into town if needed.	Improve the road infrastructure, don't add more charges this will help Oxford to thrive whereas changes with strangle it.	Create a bypass going past Oxford that does not lead traffic from the M40 to the ring road. Increase the size of the ring road to 3 lanes. Have bus routes that go around the ring road. Create cycle only lanes not just cycle lanes on roads.
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	No impact	No impact	There should be no charges at all	Yes	Other	Ideally you wouldn't be implementing this congestion charge at all. Implementing a scheme used in a city with ~60x the population is insane.	Very negative	All this scheme does is penalise those who have to commute into Oxford for work, especially so for those who may not have access to good public transport links. Realistically, once Botley Road reopens, there shouldn't be as much congestion around the centre of Oxford.	Going ahead with the congestion charge will only foment more discontent against the council, as more and more residents of the county will begin to see them as 'out of touch' or 'living in a fantasy world'.	Ultimately, Oxford is a historic city pre-dating modern modes of transport by over a thousand years. Short of demolishing the entire city to widen roads, people will continue to commute in. That being said, with recent talks of extending a rail link out west to encompass both Witney and Carterton, should this come to fruition, I believe that this will help reduce congestion coming in from the west of Oxfordshire.
a resident of Oxfordshire living outside Oxford	less than weekly		I don't	Positive	Positive	There should be no charges at all	No	Make buses cheaper for all		Very negative	This will kill off any trade in Oxford. Are OCC trying to destroy this city completely? I, as many other, will stop doing any shopping in Oxford and the Crowley Road. Tourist will stop coming and the whole of Oxford will be blighted a no-go city and go somewhere more user friendly. It's likely the majority of Oxfordshire will be against this so OCC need to act accordingly.		Remove the LTN's so traffic can move freely again. It's the LTN's that are causing all the congestion, especially down the Crowley Road. This will be further exacerbated if you put a charge on these roads.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very positive	Very positive	Too low	Yes	Make Park & Ride buses cheaper, Make buses cheaper for all, Add new bus routes, Make bus services more frequent, Add public cycle parking		Very positive			
a member of the public living outside Oxfordshire	less than weekly		I don't	Neutral	Negative	Too low	Yes	Make buses cheaper for all, Add new bus routes, Make bus services more frequent, Extend hours of operation for buses, Add public cycle parking		Positive	I think a congestion charge is the right step, but I disagree with the number of permits being provided and think the charge level is too low to have a serious effect.		24/7 bus lanes and bus gates, more modal filters for active travel, more pedestrianisation in the city centre, increased parking charges in the city centre.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I commute to the central permit area by car	Very negative	Negative	There should be no charges at all	No	Make buses cheaper for all, Make buses cheaper for young people, Make bus services more frequent, Extend hours of operation for buses		Negative	I work in city centre	No use, just because closure of botley road is causing traffic. How can 5£ congestion cause no traffic. Bus ticket for 2 is 5.80£ instead people will pay 5£ sit in the traffic and drive by their own car for better comfort.	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Make buses cheaper for young people		Very negative	I am against the scheme and do not think that people should be charged to drive in or around the area that they live on work.	I think this is a terrible idea! If the LTN's were not enough disruption to our busy, day to day lives!!	
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice, Frequent hospital patients	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Make buses cheaper for young people		Very negative			
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Very positive	No impact	About right	Yes	Make buses cheaper for all, Make bus services more frequent, Add public cycle parking		Very positive	At the moment buses are unreliable as there's so many cars, especially around school pickup/dropoff times. If this can reduce the number of cars. it's a huge improvement!	thank you for proposing this	keeping safe low-traffic cycling/walking routes
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Very negative	There should be no charges at all	No	Make Park & Ride buses cheaper, Make buses cheaper for all, Add new bus routes		Very negative	You are trying to restrict cars in certain areas however the down side is that you are pushing traffic to other areas that cannot cope already before you have even started. Charging Marston Ferry will push traffic to the Marston intersection and Headington, both hospital routes which you are directly impacting if you push this through. You are driving visitors away from the City already, businesses are shutting because they can't get staff as they can't get to work. Not everyone is able to cycle, or catch a bus, don't have a blue badge nor bus pass so have to use a car. You are isolating these people.	The JR, Churchill and the Manor are huge employers who need staff, and offer parking for them. Are they going to be exempt? This will have a HUGE impact on them and a knock on to patients who need to drive to appointments. The new Warneford development will add to this further.	It would be better to get a better flow of traffic than slamming the brakes on routes. Buses unfortunately take too long and for a working parent having to pick up their child after work buses are not quick enough, not through traffic, but all the stops they make slows the journey. If you own a car it's cheaper to drive than catch the bus. Money you're wasting on these have brained ideas could be put towards improving the traffic flow, better road markings to direct traffic better On the junction of Marsh Lane and Headley Way you have created a curb around the cycle lane. This slows the junction 🙄 Lots is good on paper however when it's implemented it doesn't work. Parking on Headley Way is dangerous, particularly cars parking wide of the spaces, especially for Ambulances. Headington roundabout - the lights don't sequence when coming out of Headington London Road the first set goes green but the next set is still on red for a few more seconds, slowing flow. Also coming from Cowley the lanes would be better marked. The right lane splits to 2. It would be better for the left lane to split and mark the right lane only London. The Horspath intersection is becoming dangerous at certain times of day with traffic queuing to get to Oxford Road. The Boars Hill intersection- use left lane Abingdon only - better marking. Sorting out the flow would encourage people to use the ring road.
a resident of Oxfordshire living outside Oxford	weekly	Blue badge holders, Frequent hospital patients	I commute to the central permit area by car	Negative	Negative	There should be no charges at all	No	Add new bus routes		Very negative	Typical anti car, anti public choice, we all don't use buses,bikes or walk.	Think about the people who generate income for Oxfordshire not the students, tourists or eco warriors	Less empty buses, stop blocking roads, stop tourist coaches in the city use shuttles.
a resident of Oxfordshire living outside Oxford	less than weekly	Frequent hospital patients	I don't	Neutral		There should be no charges at all	No	Make buses cheaper for all		Very negative	Oxford is already suffering with store closures, this could be the death knell for many businesses. Already Oxfordshire residents are commuting to Milton Kevnes and Reading to shop due to all these reoulations and issues.		Yes look at cities in Europe, train and bus travel much cheaper than the UK and why?
a resident of Oxfordshire living outside Oxford	less than weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	No impact	Positive	There should be no charges at all	No	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Very negative	We just won't bother coming into Oxford so will spend our money elsewhere. There is no way I'd consider a job in Oxford now. Getting to the hospitals from Banbury will continue to be hell	Please make it temporary and include a proper, non biased evaluation. So many times temporary fixtures sneakily become permanent.	Make buses cheaper and more frequent/reliable. Abingdon to the JR is a joke if you are feeling poorly. Put pressure on network rail to sort out the Botley love. Improve access to Westminster so traffic doesn't tail back
a representative of a group or organisation	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Fix the roads	Very negative	We don't want a congestion zone to exist in an area we already pay too much to live in.	Cancel all 6 zones	Get rid of double decker busses and bring back the small city zippers as double deckers are destroying the roads
a resident of Oxfordshire living outside Oxford	daily	100 day passes for residents in the Oxford permit area, on days of your choice, 25 day passes for residents in the Oxfordshire permit area, on days of your choice, Business cars used as goods vehicles	I commute to the central permit area by car	Neutral	Neutral	There should be no charges at all	No	Other	Fix the roads, they are in a shocking state	Very negative	This is not going to make any difference to the traffic levels in Oxford. It is just another cash grab from the council, which is trying to ruin Oxford even more than it already has.	This is just another way for the council to tax the people who live and work in Oxford, while none of the councillors making these decisions live in Oxford.	Remove the LTN's and reopen Botley Road, traffic was barable before these and they have only made the traffic worse. Stop trying to force people to use expensive, unreliable public transport and let people have the freedom of choice of how they travel around the city.
an Oxford resident	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make buses cheaper for all, Make buses cheaper for young people, Add new bus routes, Make bus services more frequent, Extend hours of operation for buses		Very negative	I have agoraphobia and claustrophobia. I cannot take the bus regularly. I have tried. It results in me having panic attacks or be unable to function afterwards from the fear and stress. I dont really qualify for a blue badge. I rely on a car driven by my husband to do daily school commute and go to the gym. The bus network when you want to travel along the ring road is non existent. I need to go to the city centre and then take another bus to go to that area. It is nonsensical. You only do traffic filters and congestion charge when the bus network connects all areas well, there is no gap in provision, is frequent and affordable. You are no where near this and it takes years to build this coverage. You need to make provision for permits for people with conditions like me. You need better cheaper buses NOW. This is just a way to make everyone's life hello and more expensive. It won't reduce traffic. You are just making us pay for a problem you created and are responsible for. In London, people coped with the congestion charge well because there is a fantastic public transport system. Oxford doesn't have this.	Businesses are failing, I deplore the lack of a high street and I blame it on traffic filters and congestion charges. I dont understand why the council is so anti business.	Have peak hours congestion charge only.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Add new bus routes, Extend hours of operation for buses		Very negative	1. The scheme does not take into account the practical and financial impact on residents. My son takes the bus to school most days even though there is no direct bus route and he has to walk around a mile at either end. However, 2 days per week he has to carry so much (book bag, sports bag, musical instrument, sports equipment, sheet music) that he can barely carry it let alone walk two miles, so I drive him to school. Why should I have to pay for that? 2. My wife and I regularly take the train to London and Bristol for work, leaving early and returning late. Using the bus to get to the train station would add an extra 1-1.5 hours to a 3-4 hour commute and the buses from the station don't even run after 8pm. Under this scheme we'll have to pay the charge on top of parking and extortionate rail fare for peak time travel. 3. The impact on retailers and businesses will be dramatic. Tourists may be happy to spend all day in town but as a resident I want to pop i , do what I need to do and get out again. I don't have to wait for buses and they are impractical for bulky shopping. I'll just switch to online shopping- that'll mean less income for Oxford businesses and more vans on our roads. 4. The A34 and northern bypass are national trunk routes, NOT Oxford's ring road and are not designed to cope with the extra traffic. They already struggle with existing traffic.	I do not support this scheme and do not think that OCC plans take into account the needs of residents and non-residents or the impact on businesses	Stop charging for Park & Ride parking and bus transport. Extend bus service hours and frequency to transport hubs like he railway stations and Gloucester Green bus/coach station 3. Properly segregated cycle routes NOT lanes shared with buses and taxis. 4. Practical bus routes for school runs. Forcing pupils to walk a mile because the bus companies favour a "hub and spoke" model doesn't meet pupils' needs 5. Restraft Oxford's transportation strategy and plan to address all user's needs and recognise the impact on businesses- NOT just the bus companies' needs
a resident of Oxfordshire living outside Oxford	daily		I don't	Positive	Neutral	About right	Yes	Make Park & Ride buses cheaper, Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Very positive			
a resident of Oxfordshire living outside Oxford	daily	Personal cars used as goods vehicles for business purposes	I commute to the central permit area by car	Neutral	Very positive	There should be no charges at all	No	Add new bus routes		Very negative	there are no busses in the village I live in so i would have to walk three miles to carterton., catch a bus & reverse the process when returning home. i do twelve hour shifts and that would make my working day far far too long. I seriously cannot be paying five pounds every time i work as well - what's the point in working if i am being penalised for it?	As above, there seems to be no consideration for those who work in central oxford who have no access to public transport. i am 62 and i certainly dislike the idea of walking six miles a day on a dangerous road with no pavement.	open up the lins - the congestion on main roads has been so much greater since smaller roads were closed and little thought seems to have been given to actually make the traffic flow easier. For example not allowing vehicles to turn left from cowley road to iffley road at the roundabout at the plain - instead vehicles have to go all the way around adding top traffic jams. Likewise the closing of dawson st, a convenient way of getting from cowley road to st clements, was sold as a community area for the good of all but instead was simply a land grab for more tables for the owner of the two restaurants either side of dawson st. The bollards/cameras at oriel square, effectively closing at 7.30am - this has been a major bunfight since the botley road was closed and more traffic arrived on the abingdon road. Get caught in traffic and miss the deadline by a minute = having to turn round and join all the queues up iffley road. A more forgiving deadline would reduce congestion. I work literally 50 yards the other side of oriel square but i have lost count of the times i've had to turn back through no fault of my own.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	No impact	There should be no charges at all	No	Add new bus routes, Make bus services more frequent		Very negative	I frequently travel from East to North Oxford for playing bridge and childminding. I drive around Long Wall St. I also take my husband to hospital at the JR. I would need more than 100 passes to cover these trips.	The congestion is much worse since the introduction of LTNs. Removing them would solve some of the problems. The ring road will become even more congested and was not designed to be used by Oxford residents travelling around the city. Residents should be able to travel freely through the city.	Remove the LTNs.
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make Park & Ride buses cheaper, Make buses cheaper for all, Add new bus routes		Very negative	It takes me 2 hours to commute to Oxford by bus, or 1 hour by car. Due to my husband's work, I am often a solo parent to a dependant child (one year old). I need to travel by car so that I can get to my child easily if necessary - I can't afford to be 2 hours away, as we have no other friends/family nearby to help. These proposals don't take into account people like me, who need to use the car because of caring responsibilities, as the buses take far too long. The other solution is to create some additional shorter bus routes from Carterton/Witney to Oxford	For people like me who commute into Oxford multiple times a week, I think 25 permit passes for a whole year is really not enough. I think a minimum of 52 (one per week) would be a bit more reasonable. With that said, I don't think that this proposal to charge people is fair at all. All of these measures just serve to put people off travelling into Oxford. Maybe instead of charging a congestion charge, why not reduce the congestion by not keeping an arterial road into Oxford closed until August next year!	Don't keep Botley Road closed for years at a time!
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	No impact	Negative	There should be no charges at all	Yes	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Extend hours of operation for buses		Negative	I have lived abroad in a city with a similar scheme. It is successful but only because the public transport on offer is far superior to that on offer in Oxford - Trains, Trams, Buses, all linked from central hubs and minimal change/wait times. Crucially the transport was also very cheap (cheaper than current Oxford prices) and parking was free. The public transport in Oxford is woeful compared to that. Also, be honest, when the Botley Road is open again a seventh site will be added and the scheme will become permanent. Just admit it now.		Invest in roads. Widen them, repair them, open up closed roads to improve traffic flow around the city instead of funnelling traffic down small, narrow roads and then pointing to all the congestion and saying how bad it is - of course it is if you block off large sections of the network and force traffic down unsuitable streets. What did you think would happen? Build a dedicated cycle path network away from major roads rather than making cars and cyclists share roads.
a resident of Oxfordshire living outside Oxford	less than weekly	Frequent hospital patients	I don't	Very negative	Very negative	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Make bus services more frequent		Very negative	Hospital visits should be free		no
a resident of Oxfordshire living outside Oxford	daily		I commute to the central permit area by car	No impact	Very positive	There should be no charges at all	No	Make Park & Ride parking cheaper, Make bus services more frequent, Add public cycle parking		Very negative	The buses are expensive and slow. You need people in town to support business. Not forcing them to use another town.	The reality is you don't listen to surveys. You just do what you have already decided on. This is meaningless lip service.	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	There should be no charges at all	No	Make Park & Ride parking cheaper, Make buses cheaper for all, Add new bus routes		Very negative	I live in temple cowley and work in Headington. I also have elderly parents in Headington. 100 journeys a year isn't enough for my needs. Forcing everyone onto the ring road will bring it to more of a standstill. Headington is a hub for all the hospitals and between these proposals and the LTNs Cowley is trapped. There's going to be a rush of people trying to get through the roads before they "close", so traffic is going to be worse, not better	Once again penalising those who have to use their cars. My parents will really struggle with this. They're 83.	Open up the side roads. Spread the traffic out. Make buses cheaper.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice				There should be no charges at all	As I completely object to any changes for using roads I am unable to answer the question!	Other		Very negative	I rely on my car for work and hospital appointments. I live in Cowley, we have had massive impacts imposed on us by the installation of LTNs already. This will only exacerbate an already ridiculous situation.	As above! Just another money making scheme in my opinion. Not everyone can walk/wheel cycle (I'm so fed up of hearing that endless mantra!) A lot of people rely on their car for a number of reasons, not just for taking leisurely drives around Oxford streets.	Open up the LTNs, no congestion charges, no traffic filters. Let the traffic flow freely then congestion will stop. Yes, there are times of the day when traffic is heavier but tough, it's life.
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Very negative	The city is too small for this type of scheme. We are not the size of London, Bristol, Birmingham who have similar congestion schemes running. You will kill visitors to Oxford City Centre, the high Street is already dying, killing it further.		Remove the LTNS, and increase speed of Oxford Station bridge repairs - which caused the majority of the congestion which youa re now trying to charge visitors to fix.
a resident of Oxfordshire living outside Oxford	less than weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	No impact	Neutral	There should be no charges at all	Not sure	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Extend hours of operation for buses		Very negative	The permit covers 7am to 7pm. Anybody that works in evening entertainment will be caught by the limit anytime they go into work, as they will be working from before 7pm until midnight. This will include all restaurants, pubs, and theatres. These staff are mainly on minimum wages, don't have workplace carparking, and have to rely on buses, which are not frequent, reliable or quick. I have a friend who works at the theatre, she has to be at work before 6pm, and often doesn't finish until midnight. She currently drives in and parks at Westgate, as although she gas to pay for parking, it is a well lit carpark, with security. The Park and Rude buses stop at 11.30, and the car park is badly lit with no security. Not a nice place to be at midnight for anyone but esoecially a lone female!	It is a ridiculous idea, and will actively discourage me from shopping or going to the theatre in Oxford. The buses from Wallingford, X40, are unreliable and extremely slow, especially once they get to Oxford as they stop at all the stopson the route in Oxford and can easily take an hour + for 30 minute drive	

Survey Response													
I am responding to this survey as	How often do you travel in or around Oxford?	Please tick which of the following free permits and passes you think you may be eligible for	Do you live in, visit a resident by car or commute by car to the proposed central Oxford	Central Oxford residents' permitit is proposed that residents in the central Oxford	Central Oxford permit area commuters' permitit is proposed workers commuting	We are proposing a single charge of £5 to allow cars without a day pass or permit	Do you think that charges should vary, with drivers of larger cars paying more and	Income generated by introducing the proposed temporary congestion charge would be used to cover the set-up and operating costs of the scheme.	If other improvement, please state	Taking into account all the information we have provided about the proposal to	Please explain your answer	Do you have any other comments about the proposal for six temporary congestion charge locations in Oxford that you have not already shared in this survey?	Do you have any suggestions for other ways to reduce traffic and tackle congestion in and around Oxford?
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Positive	Negative	About right	No	Make buses cheaper for all, Make bus services more frequent, Add public cycle parking		Positive	I am hoping it will reduce traffic.	I am concerned this, like the fingers, will increase traffic through Old Marston at peak commuter times.	An aerial egg lift linking Thornhill P&R > Osler Road / JR hospital > Town Centre.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Negative	Too low	Yes	Make Park & Ride buses cheaper, Make buses cheaper for all, Make bus services more frequent		Positive	Could go further, eg restricting hours of access for "other" vehicles (delivery etc) to outside normal peak times		Reduce the amount of parking currently available with a aim to discourage driving into the centre
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Positive	Negative	Too low	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Add new bus routes, Make bus services more frequent, Extend hours of operation for buses, Add public cycle parking		Positive		I think 3 cars for commuting is excessive	restrict larger vehicles such as trucks and vans within certain hours - so not during peak schools hours (7:30-9, and 3:30 to 5). This would make cycling with kids safer and more appealing.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	About right	Not sure	Make buses cheaper for all, Add new bus routes, Add public cycle parking		Very positive	Would expect to see fewer cars crossing the city centre, so buses would be faster/more timely and walking/cycling would be safer and more pleasant	Seems like a good way to test out the traffic filter ideas before going into the trial proper	School term times seem to produce the heaviest traffic, finding better ways for children to get to schools (rather than being driven in and out individually) could make a big difference. A shift away from the near-universal 9-5 working hours could also help soread out "rush hours".
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	Yes			Very negative	I'm an NHS manager, working almost 24/7, working every day after job planned hours from hime, additional commuting time will have neoative imoact on my service		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	Too low	Yes	Add new bus routes, Make bus services more frequent, Add public cycle parking		Very positive	It is currently quicker to cycle in and around the city than to go by bus. The roads should be clearer for people who *need* to use their cars and permit the free flow of traffic. Buses will be quicker, and therefore more appealing to use, and cycling will be safer.	Owing to the timing of sessions, there needs to be provision for access to the ice rink, whether that is by improving bus services or adjusting the congestion charge for users. Otherwise, training would be affected to such an extent that competitive skaters will need to move to other rinks, such as Swindon, which are further away, which will affect the rink's ability to operate and remain competitive.	Look to other medieval cities abroad that have put cycling first and see what measures we can adopt. A good example is Uppsala, in Sweden, which is also a medieval university town and is almost entirely car-free in the centre. Cars should be used for getting out of Oxford, and not necessary for getting into or around Oxford.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	There should be no charges at all	Yes	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Negative	I will have to leave my job at the school where I work part time because the most direct route includes one of the charging zones and going the long way would take too long and will use too much petrol. Going there by bus would take ages as there is not a good direct service available.	They are not a good idea because the rich can afford to pay and will continue congesting the road, but those on lower income will struggle.	Removing the LTNs in East Oxford would be a good start. Have more bus routes that cover the entire city and better connection services to the surrounding villages.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	Too high	No	Make buses cheaper for all		Negative	Push traffic onto already busy alternate routes already impacted by LTNs		Use the river to provide alternative transportation into Oxford
an Oxford resident	daily	Taxis and private hire vehicles	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Make BUSES FREE FOR LOCAL PEOPLE BETWEEN WORKING HOURS AND SEE WHAT IMPACT THAT HAS ON TRAFFIC AND SCHOOL RUNS	Very negative	Will hurt people that come to Oxford to work and who live locally .. turning Oxford into a Prison	All the surrounding roads will be impacted massively, there wasn't a congestion problem before that LTNS went in.. SUMMERTOWN IS THE WORST FOR PEOPLE THAT DON'T LIVE LOCALLY	Free bus passes, council has the ability now to run its own bus services due to changes in the law, also bus ticket prices are extortionate for such small journeys and cause issues financially, Park and Ride should be free and buses to and from them should be one pound no more, if you want people to use Oxford and use it services make it cheaper for them to access them.
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Fix the badly managed roads and roundabouts	Very negative	It's literally a money making scheme. Not everyone falls into the same category of 'they should walk, get a bus or cycle' I now live in Abingdon, but I grew up in Cowley, I work in Cowley, my partner works in Cowley, my daughter goes to nursery in Rose Hill, I still have a lot of friends and family in Cowley that I see regularly, usually after work. You have already made that difficult with LTNs, I have to sit in a lot more traffic now than I ever did before. People will not stop driving! We pay for our cars, our insurance, our tax, and you want to charge us more just for the privilege of driving in our own city! There is no bus route that will allow me to go to drop off my daughter at nursery, go to work, then to pick up my daughter, and then to visit my family! And if there was it would probably double my journey time! I cycle to work when I can, but not if I have to do the nursery run. I have never ever had a problem cycling round Oxford! The majority of families and households rely on there cars to go about their daily business! Stop trying to penalise them!	You never spoke about this pre election as you knew you would struggle to get voted in! You have ruined Cowley with your LTNs already! You as a council are not listening to residents. Just look at the petition with over 10,000 signatures against! Look at the comments! Put your congestion charge in areas where you were voted in! Leave Cowley alone! Majority of residents do not want your greedy schemes! You seem to be targeting the poorer areas! If you really want it, then open up some of the LTNs so that the traffic can flow freely!	Open up the LTNs! Simple!
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice, Blue badge holders	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make buses cheaper for all		Very negative	We use the Co-op nursery near the station, as this is the only nursery we could get a place in and therefore drive from Didcot to drop off our child. The scheme does not consider permits that businesses can issue to customers or employees to ensure they are not affected by the congestion charges. As a parent I need to drive to be able to drop off and pick up my child especially if there is an emergency. If this scheme is brought in then local businesses should be consulted about permits needed for customers and employees to ensure minimum disruption	Last time there was a change to traffic enforcements (closing off some roads) this negatively affected traffic including to the JR hospital meaning it took longer for people to get to the hospital for appointments and in some cases missing appointments.	Yellow boxes on roundabout to ensure the flow around roundabouts is not blocked up, and cameras to enforce this issuing fines for those who stop in these.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Negative	Negative	About right	No	Other	Segregated cycle lanes.	Negative	This segregates Oxford into different zones. This is contrary to community building in Oxford, and will prevent mixing between socially different areas (for example the North Oxford area to the west of the Marston Ferry Road cameras and less affluent areas to the east. This will have neoative effects on social cohesion.	The interaction between different permits for the same vehicle is going to be confusing and potentially costly to administer. Please can you ensure that the most permissive permit used for a vehicle is applied for the whole day - and reflect this in the Traffic Management Order.	Make Woodstock and Banbury roads each one way. Install segregated cycle provision on each with the space saved.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Positive	Negative	There should be no charges at all	No	Make Park & Ride parking cheaper, Make buses cheaper for all, Add public cycle parking		Very negative	Your information about permits is completely confusing. This survey seems to suggest that people can apply for a permit that will enable them to drive their cars in to the congestion zone but the information on the council website says a limited number of day passes (100 for city residents and 25 for non-city residents).	I do not understand why the county council is trying to impose charges / restrictions on residents while the city council is continuing to approve development of new office complexes within the ring road on a massive scale. The Old Road Campus, the new Oxford North site, the science park, the expansion of the JR hospital as well as the redevelopment of the Westgate centre have all contributed to pulling significantly more people in to the city causing congestion. Residents have no control over these developments and yet we are impacted by the traffic it brings in to our local roads which we will now be forced to pay to use or, once the bus gates are in, restricted in using.	Stop the massive scale of workplace developments going in and around the areas that are congested. Make it cost prohibitive for those coming in to the city, going past park and rides, to drive in rather than use the park and ride Take more measures to stop bike theft so that people will be more willing to cycle in and leave bikes locked up.
a resident of Oxfordshire living outside Oxford	less than weekly		I don't	No impact	No impact	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper		No impact	We already pay road fund licence so this is double taxation	Double taxation as we already pay road fund licence. Free buses is a better idea.	Remove most of the anti car measures and let the market decide the natural level of traffic.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Negative	Negative	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Make buses cheaper for young people, Make bus services more frequent, Extend hours of oceration for buses		Very negative	This is seen as a thinly disguised tax on car drivers. It will force more traffic onto an already busy ring road, causing more air pollution from idling cars.	The proposed charges and gates are SUCH a bad idea. We live near the already gridlocked Wolvercote roundabout and along with the Oxford North development will just make matters worked, I am also so fed up with these consultations that seem to be ignored. Looks like another box ticking exercise.	Free park and ride. Make a junction between the A34 and A40 to reduce the traffic on the Wolvercote Roundabout.
an Oxford resident	daily		I live in the central Oxford permit area, or visit a resident of the central permit area by car	Neutral	Very negative	Too low	Yes	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Very positive	The illegal levels of pollution in Oxford is making me unwell. The amount of traffic also endangers cyclists and pedestrians. I have seen many accidents and near misses. We have a good park and ride system and many car journeys are unnecessary.	I'm not sure why those who have workplace parking in Central Oxford should be exempt. Shouldn't the council be encouraging those commuters who can to use the Park and Ride, etc. Companies in central Oxford with staff car parks are facilitating pollution and congestion-causing journeys.	More bus routes and cheaper buses. More school streets. Levies on private schools such as Magdalen College School and Oxford High School. When private schools are on holiday (but not state schools) the difference in congestion is noticeable. More enforcement of those who park antisocially. On most days cars are parked fully on the pavement on Cowley Road (in front of Truck and Chicken Cottage) and in front of LTNs. No action is taken, even though it would be very easy to issue tickets, etc. This gives the impression that drivers can act with impunity and makes pedestrians feel that even the pavement is not accessible to them.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice, Unpaid carers	I don't	Very negative	Very negative	Too high	Not sure	Other	Improve cycle paths. Entry from ring road congestion charge. Open rear entrance to hospital. Enforcement 100percent of speed within city using high technology.	Very negative	Excessive speed and use of mobiles is main deterrent to me cycling or walking. Ring road entry should be the charge point. £5 allows the rich to use the roads and bans the poor. Very decisive. Central residents with cars and commuters to centre are the problem, they should be stopped, free permits or even 5pounsds will not stop them, as majority are richer than average Oxford citizen.	Why is there no investment nor public consultation on improving (and creating new) cycle lanes. Also please declare bus/taxi company shareholders, and projected profits, and cap these profits. Corruption is a real risk here, as is profiteering. Also silly failure is a risk, what's the projected Improvement?	Yes. Consult and widen Oxford's main cycle path using emergency powers. Open rear gate to JR under emergency powers. Either there is a traffic emergency or there is not.
a resident of Oxfordshire living outside Oxford	less than weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make buses cheaper for all, Add new bus routes, Make bus services more frequent, Add public cycle parking		Very negative			
a resident of Oxfordshire living outside Oxford	less than weekly	Blue badge holders	I commute to the central permit area by car	No impact	No impact	There should be no charges at all		Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all		Very negative	People are already handicapped by the Botley Road/ station bridge closure. Now you are further handicapping travellers. Why blame Botley Road as a reason for reducing Oxford traffic by introducing 'short term' measures. Be honest and declare the real crossect of permanent enforcement when the crossed scheme works.		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	Not sure	Other	Make the roads suitable for cars, repair the potholes, take out LTNs, bike lanes and bus lanes to allow transport to flow.	Very negative	In St Clements, people who do not want to pay the congestion charge will turn up Rectory Road and then be forced onto Cross Street, they will then be stuck as the congestion caused by the LTNs will make it difficult to get onto Morrell Avenue. This will effectively close off Princes Street totally as there is an LTN at the Cowley Road end. As a resident of Princes Street, this will not only confine me but also restrict deliveries to my house. It will also make access to the 2 construction sites both Councils have very difficult as they are having problems without the new scheme addina to it.	There is no need for a bus gate/congestion charge in Oxford, take out all the restrictive traffic measures that have been placed in East Oxford over the last 30 years and you will see traffic flow. Stop gaslighting the residents about 'Net Zero', there is no climate crisis, if you want cleaner air, then stop restricting traffic, cars are much more efficient when allowed to be driven as they are designed to be. Place your air quality meters in a position where the most pollution occurs, not in a site that will give you the results that you want.	Register every bicycle in Oxford and issue a number plate, this will make the roads safer, reduce the amount of cycles on the road, reduce the amount of crime and make it safer for pedestrians and motorists. Introduce a cycle proficiency test and make it mandatory for cyclists to wear helmets. Remove the hire bikes and scooters and encourage bus usage by making bus travel free.
an Oxford resident	weekly	Blue badge holders	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Neutral	Very negative	There should be no charges at all	No	Other	Remove all LTN's and ANPR cameras	Very negative	There are residential areas and this is not being taken into account	Just another money making scheme to punish car users	Already stated above
an Oxford resident	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make buses cheaper for all, Make bus services more frequent, Extend hours of operation for buses		Very negative	It will push traffic into other areas and will cost those who work daily in Oxford a fortune.	The council is making Oxford impossible to visit with so many restrictions.	Remove the LTN as these have caused traffic to be worse.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Very negative	Very negative	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Make buses cheaper for young people, Make bus services more frequent		Very negative	We do not live in London and do not need these extra charges. Household's are struggling enough	It should NOT happen	Take away LTN and traffic enforcement's
a resident of Oxfordshire living outside Oxford	less than weekly		I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	Not sure	Other	Should be no charge at all.	Very negative	Traffic is already being forced to use excessive fuel by the introductions of LTN, meaning longer journeys as shorter routes by local roads cannot be used. The idea of now charging a fee to use the roads is completely unfair on those people who cannot afford it and have no choice in the matter.	Not enough traffic survey / air pollution data has been made available to the public. This is clearly a money making scam for the council. If this should go ahead, what guarantee will be given that the temporary charge will not be extended again and again without any further audience to argue the system works.	Remove the LTN's - this enables traffic to move more freely across the city
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make Park & Ride parking cheaper		Very negative	There are a myriad of different considerations that this option given does not address. It may not have the perceived outcome that the Oxford are hoping for. Except for the income generated will likely be achieved. Other global cities have discovered that the solution is a MRT or little rail system. In conjunction with a city grid system for buildings	The current selected locations may have the effect of increasing congestion in Oxford in general.	I have many suggestions based on the information that other cities can provide. I can be required as a consultant by the Council and I will gladly provide other suggestions and solutions as part of my consultation fee
a resident of Oxfordshire living outside Oxford	less than weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	No impact	No impact	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make bus services more frequent		Negative	I think it likely the the scheme will generate no surplus income and there will be no impact on the cost of park and ride services which are already expensive. Overall making it more difficult to visit Oxford for shopping or theatre etc where it is already excensive to park.	There should have been more consideration for retail businesses in the Westgate Shopping Centre with a free access route to the Westgate car park. Currently a moderately appealing shopping centre but competing with more accessible shopping locations like Milton Kevnes. Cheltenham. Readina. Not everyone wants to shop online.	Take positive action to encourage more visitors to Oxford but less traffic. This scheme feels like a negative approach to penalise visitors to Oxford. Make Park and Ride more appealing. Truro is a good example – free parking, reliable low-cost reaular buses. One bad experience with P&R can out people off forever.
a resident of Oxfordshire living outside Oxford	weekly	Disability benefit claimants	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	Not sure			Very negative	Your gonna cause other areas of oxford to become worse due to traffic being re directed Plus the park and ride is useless Abingdon road is always at a stand still and Sea court cuts off half way		Fix botley road
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	Very negative	Too low	Yes	Make buses cheaper for all, Make bus services more frequent, Add public cycle parking		Very positive	My family use buses, which are delayed by single occupancy cars. it's ridiculous this is the norm.	This does not go far enough in my view. Central Headington will become further congested by drivers from outside Oxford commuting in. I do not understand why you would grant free permits to those commuters working in central Oxford if the idea is to reduce traffic. Why dive them a free oass when central Oxford is very well served by public transfport?	Introduce the Headington LTNs. Make commuting by private car the worst option. These drivers happily drive past the park and rides and crawl through central Headington, polluting our air.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	There should be no charges at all	No	Make Park & Ride parking cheaper, Make buses cheaper for all, Extend hours of oceration for buses		Very negative			
a business	weekly		I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	improve the road network in Oxford for all road users. we must be allowed the freedom to choose how we travel around our city	Very negative	The council must not infringe on the individuals choice of transport.	Temporary congestion charges are never temporary they will remain. The council needs to be truthful about their intentions we all know that you have a hidden agenda be truthful about it and hold a referendum to see if the people of Oxfordshire wish to have their liberties taken awav.	There is no need to do anything
a resident of Oxfordshire living outside Oxford	weekly	Blue badge holders, Unpaid carers, Frequent hospital patients	I don't	No impact	No impact	There should be no charges at all	No	Other	None of the above will help anyone with mobility problems, where they are unable to use public transport, put in a lane where vehicles with more than 1 person can use, so many vehicle only have single occupancy	Very negative	This proposal will cost Joe Public an absolute fortune for no benefit	Don't do it	Build a new hospital on the side of a major dual carriageway then you will halve the congestion and also ambulances will have an easier and faster route to the ED
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	Not sure			Very negative	I live in the village of REDACTED. We are not served by bus transport enough to make it a reliable form of transportation. I cycle commute into Oxford. However, I have 2 children attending REDACTED Primary who are driven to school most days by my husband (to avoid cycling along the A34). Car is by far the most reasonable way of getting a family of 4 around. Since most in my community share issues around bad transport, I find the suggested plans unhelpful. I am interested in solutions that think about young children and the elderly and not the healthy young men that this city was designed around.	As a scientist I am disappointed by the level of detail provided in this public consultation. It does appear that most benefits will be to the northeast of the city (Marston), while the problems cited as reasons this is needed are in the South and west (Abingdon and Botley roads). It is clear as a resident of Oxford that when the University is out of term and when schools are out of term the traffic is reduced to levels that are acceptable, and I would be interested (and a university employee and parent of children in schools) to see if there are more targeted solutions available.	Continue to seek ways to make dedicated cycling lanes and paths separate from roads. better bus routes connecting the south of the city to other parts, without needing to get off and walk across the city center to another bus.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Neutral	Neutral	About right	Yes	Make buses cheaper for all		Negative	I live in Boulter Street and commute to work outside Oxford via the A34 and the M40. This scheme will mean that I will end up being charged £5.00 to go to work on top of all the other costs involved.	I strongly support reducing traffic and congestion for obvious health, safety and environmental reasons. As a resident in a road where a camera is going to be placed on the corner of.. I am concerned about traffic turning at the top of my street where it is already challenging to turn out from because of the high volume of buses which park on at the bus stops on either corner. I am askina vou to consider verv clear sianaae in all directions and well in advance.	further space and better marked lanes for cycles. I also like the protective bollards for lanes - could these be rolled out in busy locations everywhere? I was in Utrecht recently and they have the right idea. It really is a bike first, car second city.
a resident of Oxfordshire living outside Oxford	less than weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Very positive	Negative	About right	Yes	Other	Improve active transport eg cycling infrastructure	Very positive	Reduction in traffic, pollution, noise and wasted time sitting in queues. It will also encourage active transport solutions.		
a business	daily	Business cars used as goods vehicles	I don't	Neutral	Neutral	There should be no charges at all	Not sure	Make Park & Ride buses cheaper, Make buses cheaper for all, Add new bus routes		Negative	traffic on all other (non chargeable or open) routes will get a lot worse		invest in making alternative things easier not making a lot of other peoples only option harder
a resident of Oxfordshire living outside Oxford	less than weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Very negative	Neutral	There should be no charges at all	No	Make buses cheaper for all, Extend hours of operation for buses		Very negative	Why does everything need to cost these days ? It's essentially a tax to be in a place that is currently free.	Don't do it.	More carrot and a lot less stick Cycle paths and affordable trains
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very positive	There should be no charges at all	No	Make buses cheaper for all, Make bus services more frequent, Extend hours of operation for buses		Very negative	So many people need to drive around Oxford, particularly for work. The existing LTN's have not worked, apart from decreasing traffic in the streets they are located. What they have done is increase journey times, congestion and subsequent air pollution. The congestion charge will probably put people off travelling into the city full stop. This will have a hugely detrimental impact on businesses that are already struggling to survive. It is just another example of a disengaged Council doing what the hell they like. with no concern for Oxford residents.	It is just a money making scheme, and is of no benefit to the city's residents, businesses and community.	Lift the LTN's and take the pressure off of the main routes so that buses can move quicker and people's journeys are shorter, subsequently reducing air pollution. It's not rocket science.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	Too low	Yes	Make buses cheaper for all, Add new bus routes, Add public cycle parking		Negative	I feel the bus gate on Marston Ferry Road is unnecessary. This is already an out-of-town route so doesn't need restricting.	Why are there no restrictions in North Oxford on Woodstock Road and Banbury Road? I don't understand how this will help or be any different to the full traffic filters. This is all because of the Botley Road closure. Make Network Rail and Thames Water pay.	Do something about the private school traffic. The school run and school coaches make up a lot of the traffic issues in Oxford. Traffic is noticeably reduced when private schools are on school holidays. MCS is particularly bad for this. Make those parents who travel into Oxford in large 4x4s pay, not the residents of Oxford, who are just trying to get around their own city. More cycle parking in the centre of town. Improve the park and ride. Make it free. Make more bus lanes.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	Not sure	Other	None of the above	Very negative	Leave things alone and open up the LTN's. Before this fiasco we as residents had no problems with our roads	Seems like a complete revenue collection exercise enforced only upon the poorest communities in the city. Very discriminative. The residents are the life blood of this city not the students.	Open up all the LTN blockages which is causing the mass congestion within the city. Its forcing dveryine to go the same way at the same time therefore causing the congestion. I've lived here 41 years and we never had congestion until the LTNs
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Positive	Positive	About right	Not sure	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Positive			1 People who don't use buses are completely ignorant about bus stops and prices. You need a major information sharing as well as obviously attitude changing necessary. 2 Please put up 'Where to board your bus' at Cowley [Templars Square]. 3 I see very few families on buses. It just is too much. It is far too easy to bundle everyone into a car Reduced fares for families would be areat although obviously difficult.
a resident of Oxfordshire living outside Oxford	less than weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Positive	No impact	About right	Yes	Add new bus routes, Make bus services more frequent, Extend hours of oceration for buses		No impact	I don't usually drive into Oxford. I would like a better bus service to Watlington especially evenings.	No	No, as I said an improved bus service would be very welcome
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make buses cheaper for all		Very negative	When fares are £2.50-2.80 to get to town and you're charging this congestion charge, it's insane. When you make decisions like these, you don't think about those on low income who are struggling to make ends meet as it is, who will not be able to afford the bus daily. If you really are looking to do this, bus fare needs to be heavily decreased in price, but you're probably not going to do that anyway because it cuts your profit. You'll probably invest it in something which doesn't even directly impact or help the residents of Oxford, and then continue to up the price of bus fare next year and make an excuse as to why you have done so (it's really to get more money from us to invest it into anything else but things that would actually be useful, like fixing potholes).		Heavily reduce bus fare. You're clearly trying to promote people to use public transport more, but then continue to make it even more expensive. Especially with these electric buses, since they reduce emissions, why are we still paying almost £3 to get to town? Who thought that was a good idea?
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very positive	Positive	About right	Yes	Make bus services more frequent, Extend hours of operation for buses, Add public cycle parking		Very positive	Oxford is and was never designed for cars. Some parts of the city need to be pedestrianised to a greater extent and some areas still feel neglected and seedy and need to be made more attractive for people. The level of pollution from coaches and cars is also a big factor behind my support of this scheme.	All Oxford buses and taxis should go electric, in an ideal world.	Pedestrianisation, and greening of public spaces. For example, St Giles has too much space (roads and parking) devoted to cars. Why not reduce the width of the road lanes and give some of the parking space over to wider pavements for cafés etc.
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	No impact	No impact	There should be no charges at all	No	Make buses cheaper for all, Make bus services more frequent, Extend hours of operation for buses		Very negative	Would be harder and more expensive to get my children to school.		Better and more buses, they aren't reliable to get me from Summertown to Parkway station to get a train, I have to leave very early to ensure i get there on time which isn't always doable. Also, free drop off at park and ride for my children onto free Oxford buses to - and from - their schools (both in Summertown).
an Oxford resident	daily		I don't	Very positive	Very negative	Too low	Yes	Make buses cheaper for all, Make bus services more frequent, Add public cycle parking		Very positive	Anything which actually reduces car journeys within or into Oxford is welcome.	Commuter privileges of any kind should be avoided as car traffic is too great. Pressure to use public transport, cycle or walk mustbe increased.	Electronic road pricing trial for Oxford and main 'approach roads', following the Singapore model. SEE: https://westerglandbylines.co.uk/news/environment/electronic-road-pricing-a-case-study-for-oxford/ AND big increase in Active Travel spending to complete walking and cycling networks in the City. Non-Exhaust emissions, like traffic congestion, justify a substantially increased pedestrianised area in central Oxford with cross City centre cycle tracks. SEE: https://westerglandbylines.co.uk/news/infrastructure/non-exhaust-emissions-and-the-case-for-expanding-pedestrianisation/
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make buses cheaper for all		Very negative	I run a GP surgery in central Oxford. I am in danger of losing staff who currently drive here as they work unsociable hours and need a car. This will have a detrimental effect on our ability to look after patients in Oxford	Please don't do this or the bus gates	Sort out the mess that has been created on Cowley Road by getting rid of all the road blocks
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I commute to the central permit area by car	Neutral	Very positive	About right	Not sure	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Add new bus routes, Other	Make bus fares cheaper for all as these proposed measures will impact all. And close the Westgate mall carpark to the public on weekends between restricted hours.	Positive	During the pandemic I was classed as essential worker, I work on the railway. Commuting to work especially on weekend is a nightmare, primarily because of Westgate mall. The result is cancelled trains, missed connections / appointments and additional chances for commuters which ultimately pushes commuters back onto the roads.	May God help us all.	Tackle the problem created by insufficient access roads to key public facilities like rail station, bus and coach stations and shopping mall.
a resident of Oxfordshire living outside Oxford	less than weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Negative	No impact	There should be no charges at all	No	Other	Add a metro system and do away with the need for legacy buses	Negative	Forcing people to use buses isn't always viable. I for one need to walk for over half an hour to get a bus to the JR which takes approx 1hr. And I can't be doing that with my daughter who has down syndrome and is unable to walk — getting a blue badge is overly complicated. It's just going to bring the Eastern bypass + A34 to a standstill with people taking the long way around to avoid the charge. And that WILL directly affect more people. Those roads are bad enough as it is at the minute.	Why are the general public being penalised for Network Rails incompentence? Charge them £5 for every car that passes through. Any excuse for Oxford CC to penalise the motorist. Plus the scheme sounds like it'll be overly expense to set up and administrate for very little gain. Botley Road has already been closed for 2 yrs+. what difference will another year make?	The only reason I go into Oxford is to use the Hospital. It'd be much better if you / government built a hospital OUTSIDE of Oxford with good road connections. That would then get rid of a large amount of traffic around the Headington area. Buses aren't the answer, they just clog up the roads, slow down traffic and are bigger obstacles for cyclists to get around. Oxford CC would be better off investing in a Metro system.
a resident of Oxfordshire living outside Oxford	weekly	Personal cars used as goods vehicles for business purposes	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Improve parking in town so we can all use Oxford again for shopping, entertainment and socialising	Very negative	The anti car situation have stopped me, my family and friends from shopping in Oxford, particularly in the covered market, which was a weekly joy, we no longer visit the theatre, the pubs and restaurants. Strange for a town that has benefitted from the motor industry for the past 100 or so years...	I refuse to contribute to this pointless money making scheme. I have enjoyed Oxford and spent a lot of money with a huge number of establishments. I will now go where I am welcome.	Yes, invest in infrastructure before further development.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice, Personal cars used as goods vehicles for business purposes	I don't	No impact	Neutral	Too low	No	Make Park & Ride parking cheaper, Other	improve cycling infrastructure particularly on routes where there will be more traffic as a result of the "filters"; make buses cheaper for Oxford residents	Negative	I regularly cycle and my children do too. I am concerned that with the congestion charge locations there will be increased traffic in the Headington area and there is not the cycling infrastructure to deal with this. Roads into quarry and around London Road will become busier which will make cycling less safe particularly for children. Without changes to the P&R facility there will be more people parkina in Risinahurst.	I am very keen on finding ways to reduce the traffic in Oxford, but it feels like Headington is forgotten about. There are no new LTNs in Headington and there are several places which desperately need them. Cycling infrastructure in Headington is also really poor and I am concerned these routes will experience heavier traffic when the charge locations are brought in making cycling even harder and less safe than without the charges.	Improve the cycle routes. There are no safe cycle routes (especially with the traffic levels during term time circa 7.30 to 9 and 3.30 to 5) between the Park and Ride at Thornhill and either the Churchill Hospital or the John Radcliffe Hospital. Major roads have to be crossed, or merged into, and back roads are often rat runs. Buses are so expensive for the family to take, there should be discounts available to Oxford residents.

Survey Response													
I am responding to this survey as	How often do you travel in or around Oxford?	Please tick which of the following free permits and passes you think you may be eligible for	Do you live in, visit a resident by car or commute by car to the proposed central Oxford	Central Oxford residents' permitIt is proposed that residents in the central Oxford	Central Oxford permit area commuters' permitIt is proposed workers commuting	We are proposing a single charge of £5 to allow cars without a day pass or permit	Do you think that charges should vary, with drivers of larger cars paying more and	Income generated by introducing the proposed temporary congestion charge would be used to cover the set-up and operating costs of the scheme.	If other improvement, please state	Taking into account all the information we have provided about the proposal to	Please explain your answer	Do you have any other comments about the proposal for six temporary congestion charge locations in Oxford that you have not already shared in this survey?	Do you have any suggestions for other ways to reduce traffic and tackle congestion in and around Oxford?
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Positive	Negative	About right	No	Make buses cheaper for all, Make bus services more frequent, Add public cycle parking		Positive	I am hoping it will reduce traffic.	I am concerned this, like the fingers, will increase traffic through Old Marston at peak commuter times.	An aerial egg lift linking Thornhill P&R > Osler Road / JR hospital > Town Centre.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Negative	Too low	Yes	Make Park & Ride buses cheaper, Make buses cheaper for all, Make bus services more frequent		Positive	Could go further, eg restricting hours of access for "other" vehicles (delivery etc) to outside normal peak times		Reduce the amount of parking currently available with a aim to discourage driving into the centre
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Positive	Negative	Too low	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Add new bus routes, Make bus services more frequent, Extend hours of operation for buses, Add public cycle parking		Positive		I think 3 cars for commuting is excessive	restrict larger vehicles such as trucks and vans within certain hours - so not during peak schools hours (7:30-9, and 3:30 to 5). This would make cycling with kids safer and more appealing.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	About right	Not sure	Make buses cheaper for all, Add new bus routes, Add public cycle parking		Very positive	Would expect to see fewer cars crossing the city centre, so buses would be faster/more timely and walking/cycling would be safer and more pleasant	Seems like a good way to test out the traffic filter ideas before going into the trial proper	School term times seem to produce the heaviest traffic, finding better ways for children to get to schools (rather than being driven in and out individually) could make a big difference. A shift away from the near-universal 9-5 working hours could also help soread out "rush hours".
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	Yes			Very negative	I'm an NHS manager, working almost 24/7, working every day after job planned hours from hime, additional commuting time will have neoative impact on my service		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	Too low	Yes	Add new bus routes, Make bus services more frequent, Add public cycle parking		Very positive	It is currently quicker to cycle in and around the city than to go by bus. The roads should be clearer for people who *need* to use their cars and permit the free flow of traffic. Buses will be quicker, and therefore more appealing to use, and cycling will be safer.	Owing to the timing of sessions, there needs to be provision for access to the ice rink, whether that is by improving bus services or adjusting the congestion charge for users. Otherwise, training would be affected to such an extent that competitive skaters will need to move to other rinks, such as Swindon, which are further away, which will affect the rink's ability to operate and remain competitive	Look to other medieval cities abroad that have put cycling first and see what measures we can adopt. A good example is Uppsala, in Sweden, which is also a medieval university town and is almost entirely car-free in the centre. Cars should be used for getting out of Oxford, and not necessary for getting into or around Oxford.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	There should be no charges at all	Yes	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Negative	I will have to leave my job at the school where I work part time because the most direct route includes one of the charging zones and going the long way would take too long and will use too much petrol. Going there by bus would take ages as there is not a good direct service available.	They are not a good idea because the rich can afford to pay and will continue congesting the road, but those on lower income will struggle.	Removing the LTNs in East Oxford would be a good start. Have more bus routes that cover the entire city and better connection services to the surrounding villages.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	Too high	No	Make buses cheaper for all		Negative	Push traffic onto already busy alternate routes already impacted by LTNs		Use the river to provide alternative transportation into Oxford
an Oxford resident	daily	Taxis and private hire vehicles	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Make BUSES FREE FOR LOCAL PEOPLE BETWEEN WORKING HOURS AND SEE WHAT IMPACT THAT HAS ON TRAFFIC AND SCHOOL RUNS	Very negative	Will hurt people that come to Oxford to work and who live locally .. turning Oxford into a Prison	All the surrounding roads will be impacted massively, there wasn't a congestion problem before that LTNS went in.. SUMMERTOWN IS THE WORST FOR PEOPLE THAT DON'T LIVE LOCALLY	Free bus passes, council has the ability now to run its own bus services due to changes in the law, also bus ticket prices are extortionate for such small journeys and cause issues financially, Park and Ride should be free and buses to and from them should be one pound no more, if you want people to use Oxford and use it services make it cheaper for them to access them.
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Fix the badly managed roads and roundabouts	Very negative	It's literally a money making scheme. Not everyone falls into the same category of 'they should walk, get a bus or cycle' I now live in Abingdon, but I grew up in Cowley, I work in Cowley, my partner works in Cowley, my daughter goes to nursery in Rose Hill, I still have a lot of friends and family in Cowley that I see regularly, usually after work. You have already made that difficult with LTNs, I have to sit in a lot more traffic now than I ever did before. People will not stop driving! We pay for our cars, our insurance, our tax, and you want to charge us more just for the privilege of driving in our own city! There is no bus route that will allow me to go to drop off my daughter at nursery, go to work, then to pick up my daughter, and then to visit my family! And if there was it would probably double my journey time! I cycle to work when I can, but not if I have to do the nursery run. I have never ever had a problem cycling round Oxford! The majority of families and households rely on these cars to go about their daily business! Stop trying to penalise them!	You never spoke about this pre election as you knew you would struggle to get voted in! You have ruined Cowley with your LTNs already! You as a council are not listening to residents. Just look at the petition with over 10,000 signatures against! Look at the comments! Put your congestion charge in areas where you were voted in! Leave Cowley alone! Majority of residents do not want your greedy schemes! You seem to be targeting the poorer areas! If you really want it, then open up some of the LTNs so that the traffic can flow freely!	Open up the LTNs! Simple!
an Oxford resident	daily		I commute to the central permit area by car	Very positive	Very positive	There should be no charges at all	Yes	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Very negative	I have to be taken by car to bank large amounts of Church cash. This is heavy, having large amounts of coin, and unsafe by public Transport. It will therefore cost the Church £5 per day out of its income to satisfy an anti-car misguided mindset. I also have to take equipment for lectures to Magdalen College auditorium and Rewley House which is too large and heavy for public Transport. This will cost the Charity it is for more of its income for set misguided mindset		Easy. Scrap all street current barriers and install a properly thought out one way system round the whole of the City
a resident of Oxfordshire living outside Oxford	daily		I commute to the central permit area by car	No impact	Positive	There should be no charges at all	No	Add public cycle parking		Very negative	This will have a serious negative impact on members of the public who are not eligible for permits but regularly visit services like GP practices. Many patients cannot afford to pay £5 for each visit, making access to medical care difficult and potentially harming their health.	I think the negatives significantly out way the positives (of which there are few), the congestion charge would merely be a way for the council to take more money off individuals already paying a significant amount in various taxes while cost of living is at an almost unmanageable level. All the congestion zones will do is move the traffic from one area to another, likely increasing travel times. Busses are unreliable, inconvenient and irregular making them incredible unattractive.	Making buses more appealing is a crucial first step. One major reason buses are slow is due to frequent, unnecessary stops, some routes have up to five stops with less than 200 meters between them on the same road. This not only slows down the service but also contributes to increased traffic congestion. To encourage more people to choose sustainable travel options like buses and cycling, we need to improve infrastructure by increasing the number of dedicated bus lanes and cycle lanes. These changes would make bus journeys faster and more reliable and cycling safer and more attractive. Rather than forcing people into a transport system that currently lacks the capacity to absorb all car users, we should focus on creating efficient, convenient alternatives that genuinely meet their needs.
a resident of Oxfordshire living outside Oxford	less than weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Positive	Positive	Too high	Not sure	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Extend hours of operation for buses		Neutral			
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make buses cheaper for all, Extend hours of operation for buses, Other	Fix the roads!	Very negative	It's unnecessary! Adding admin. Putting off Oxford entirely. You just want money because you relied on income from bus gates. I don't believe this is temporary	Wanting people to use busses more when assaults on public transport is increasing. You should be having security on some routes and bus stops	Open up the roads and stop restricting drivers. If everyone gave up driving tonight, how would you raise funds? It seems like the council want to have their cake and eat it. You don't want the traffic but you want the income it generates
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Positive	Positive	There should be no charges at all	Yes	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all		Very negative	This temporary congestion charge should be introduced AFTER Botley Road reopens. Adding more restrictions now will not help the current frankly awful situation, driving traffic to already busy arterial roads inbstud of Oxford.		More and more day visitors from the local area are frankly put off by restrictions, LTN, extortionate parking charges etc., and park and ride parking charges and bus tickets are not cheap. Parking at P&R sites could be made free to encourage uptake.
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Very negative	Negative	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for young people		Very negative	It will be a disaster for the commercial life of the city. We will no longer do any shopping in Oxford.		
an Oxford resident	less than weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	Too high	Yes	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all		Negative			
a member of the public living outside Oxfordshire	daily		I don't	Positive	Very negative	Too low	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all		Very positive			
a resident of Oxfordshire living outside Oxford	daily		I don't	No impact	No impact	About right	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Add new bus routes		Very negative	The Hollow way charging area will move more cars onto the Slade. The Slade is already over capacity and journey times doubled with the implementation of the LTN scheme. Driving from south Oxford to work at the Churchill, public transport is not a viable option to get to work.	Concerns about the impact of patients visiting and attending the hospital sites.	School traffic has a significant impact on journey times. Could work be done with the Oxford schools to deter local school journeys.
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Project to reduce county council spending	Very negative	Oxfordshire County Council have and continue to prosecute a campaign against the local population to remove our rights, freedoms and prosperity. If that also damages local business then that seems be an added benefit for the self serving Council.	Open the Botley road and do your jobs.	Sack the Council.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Very positive	Very positive	About right	No	Make Park & Ride buses cheaper, Make buses cheaper for all, Make bus services more frequent		Neutral	I agree with the clear need to reduce congestion on key routes and that adding a financial disincentive can be helpful for this. I also like that this is less extreme than the traffic filters plan and will allow useful feedback/data to be collected. What I am concerned about is making this scheme clear and easy to understand considering the complexity of it, not just for local residents but also for visitors to Oxford (including those not within the permit areas such as family and friends visiting university students). Having had time to read and process the Oxford congestion charge plan and already being very familiar with the Oxford road network, I feel I have a good understanding of it and would be able to work around it well. But it seems very likely that this will result in misunderstandings from others that will unfairly penalise them. As a comparison, the London congestion charge zone (which I imagine will be a well known reference point for drivers) is clearly restricted to an area, rather than some very specific points on specific roads, which feels more like a toll than a typical "congestion charge". I would therefore strongly encourage making the payments system easier and more lenient, such as allow for pre-payment on days where you know you will drive through the filters, giving more than the extremely short one day period to pay the charge, ideally setting up an auto-pay option, and being lenient with first time offenders who may easily have accidentally driven through a charge point without realising - make them pay the charge and perhaps a £5-10 fine on top but no more (repeat offenders are another matter).	It would be important for me as a Oxford permit holder to be able to easily check how many days I have used, how many remain, and at what date they will be refreshed. I was also surprised to see in the impact modelling document that an assumption had been made that residents would be exclusively using their permits on weekdays. I would expect to use permits more often on weekends than weekdays.	
a resident of Oxfordshire living outside Oxford	daily	Blue badge holders	I commute to the central permit area by car	Neutral	Neutral	There should be no charges at all	No	Add new bus routes, Make bus services more frequent, Extend hours of operation for buses		Very negative	Adverse impact on people who cannot afford the charge, or taxis. Adverse impact on the ring road, which is more dangerous than inner city roads. Adverse impact on people with mobility issues, pregnant, more pollution for those living on Woodstock Rd and the ring road. Adverse effect on businesses where customers can no longer pass by and stop.	The permit area explanation is not clear. Danger of the ring road and big crashes there not taken into account. Congestion charge in London did not decrease traffic. No statistical basis of current car usage against which to compare the future usage. No mitigation at all for the groups adversely affected in the Equality Impact Assessment pages 15, 16, 19, 23 25, 27, 34. Impractical scheme without consideration of residents' needs and daily life. Traffic is much lower now since Covid and WFH. Buses are slower because of LTNs and Botley Rd	Remove LTNs. Introduce buses/coaches that go around the ring road and from west to north Oxford. Do not allow more labs and offices with no parking facilities on Botley Rd to which drivers are bound to come. Open western entrance to the rail station. Remove access to the Westgate parking lot from Frideswide Sq to get rid of congestion there, or close that car park altogether, which is responsible for a lot of traffic and congestion in the area.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make buses cheaper for young people, Make bus services more frequent, Other	Fix the potholes on the alternative routes that are almost certainly going to see more traffic due to these congestion charges	Very negative	The council should be putting pressure on the Botley Road closure by charging a daily fine for each day it is closed, not charging working people for simply travelling to work. The council's attitude to the average person is appalling.	No, just don't put them in place. This is a perfect example of a regressive tax and it is shameful for the council to propose such charges.	Yes, see my response to point 12 - put pressure on the organisations causing the delay at Botley Road.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Neutral	Negative	Too low	No	Add new bus routes, Make bus services more frequent		Neutral	Access based on income means there is no fairness in the scheme	Outrageous this comes so close to the election and was not in the ruling group's manifesto. How many would have lost their seats if this was honestly proposed in the election?	Make it push not pull, improve bus frequency and routes first.
a resident of Oxfordshire living outside Oxford	less than weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice			Very negative	There should be no charges at all	Not sure			Very negative	An appalling proposal being advanced in the most appalling way		Yes
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice, School students with special educational needs. Unpaid carers	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Improve the roads surface	Very negative	This is a money making effort which will impact the poorer member of society. Oxford has a face of being elite and this makes it more so. Oxford used to be a wonderful place to live with strong communities now it is a ghost town.	They should not go through and should be abandoned	Open all roads and let traffic flow. Ltns have pushed traffic on to roads that didn't have any. Oxford people should decide
an Oxford resident	daily		I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	Not sure			Very negative	More businesses will be closing.	This is only affect the poor, rich people can go to this place anytime they want because they can afford it.	Abolish LTN. There is no build up of traffic before LTN. Businesses are closing because of LTN.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Very positive	Very positive	There should be no charges at all	No	Make buses cheaper for all, Make bus services more frequent, Extend hours of operation for buses, Add public cycle parking		Negative	It will deter people coming to Oxford. They'll just go elsewhere instead		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very positive	No impact	Too low	Yes	Make Park & Ride parking cheaper, Make buses cheaper for young people, Add public cycle parking		Very positive	I think it is a great idea. We need to promote use of the park and ride by making coming into the city less affordable. Also, as a primary cyclist, having fewer cars on the road will make cycling safer and more appealing to others.		Increase the price of ALL city center parking and use the additional revenue to subsidize park and ride - potentially with an ultimate goal of free park and ride versus expensive city parking. Require pre-booking for westgate and worcester st car parks so people don't try to enter city without reserved parking. Replace a few parking spaces with designated parking for electric scooters/bikes to remove them from pavements. Add bike boxes at ALL city center traffic lights, to increase junction safety.
a resident of Oxfordshire living outside Oxford	weekly	Personal cars used as goods vehicles for business purposes	I don't	Very negative	Very negative	There should be no charges at all	No	Make buses cheaper for all		Very negative	Just another petty council imposing petty schemes and making people's lives difficult.	Stop wasting money and use your resources properly.	Work on road infrastructure in the surrounding areas to take the strain off the centre. It's not rocket science.
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Very negative	Neutral	Too high	Yes	Make buses cheaper for all, Add new bus routes, Make bus services more frequent, Extend hours of operation for buses		Very negative	I commute to work, and buses are not an option due to my shift work. I feel like I am being penalised for choosing to live outside of Oxford and then having to pay a charge on top of paying for parking feels like a kick in the teeth. I think that what ever people say. vou will introduce this charge		
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Neutral	Negative	Too low	No	Make buses cheaper for all, Add new bus routes		Neutral	I don't really understand the rationale behind this scheme and what it's meant to discourage? And who is the demographic that will be paying this £5 to cross Oxford? Visitors? Everyone else seems to be exempt, and £5 isn't much to disincentivise anyone.. As a central Oxford resident, this will discourage use from using businesses and services in other parts of the city. Moreover.. it will push more traffic to an already congested ring road... especially between Cowley and the Littlemore roundabout, which is already chock-a-block daily.	If the scheme fails to generate a profit, how will the shortfall be paid for and what are the consequences for those that approved the proposal? Will there be an independent body reviewing the changes to traffic and pollution levels to produce an unbiased assessment of these measures to see if they match the projections used to justify the scheme?	1. Offset the bus stops more at St. Clements so you don't have stopped buses opposing each other during rush hour, which blocks up the Plain. 2. During evening rush hour, put an flashing green/red traffic signal after Magdalen Bridge to slow/reduce traffic coming into the Plain to allow more time for London Rd and Cowley traffic to enter the roundabout. 3. Stricter enforcement of any illegally parked/stopped vehicles in bike lanes and on double yellow lines in Plain, on Marston Rd, Cowley, etc.. 4. Charge those who drive children from outside the city into the multitude of private schools in Oxford and Headington everyday.. they are a large contributor to our traffic problems.. twice a day... so make them take the bus, incentivise car pooling, or pay extra to drop off.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very positive	Very positive	Too high	Not sure	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Neutral	Giving residents enough free permits is the only redeeming feature of this idea - with everything happening with the Botley Road, we don't trust that any improvements will actually be made as a result of the income.		Create bus routes going around the ring road! It makes no sense that I have to spend over an hour going through the city to get from Botley to Cowley/Headington/Cutteslowe.
a resident of Oxfordshire living outside Oxford	less than weekly	100 day passes for residents in the Oxford permit area, on days of your choice, 25 day passes for residents in the Oxfordshire permit area, on days of your choice, Blue badge holders, Disability benefit claimants, Disabled tax cars, School students with special educational needs, Unpaid carers, Community health or care workers who need to visit multiple locations or travel urgently, Frequent hospital patients, Emergency service vehicles, Firefighters, Taxis and private hire vehicles, Registered car clubs, Business cars used as goods vehicles, Personal cars used as goods vehicles for business purposes, Driving instructors, Hearses and funeral cars	I don't	Very negative	Very negative	There should be no charges at all	Not sure	Make Park & Ride parking cheaper, Make bus services more frequent, Extend hours of operation for buses		Very negative	I think it is outrageous you introducing this charge, especially on hospital routes. Getting into Oxford to these hospital from most places in Oxfordshire using public transport is a nightmare and takes way longer than using a car and usually involves changing buses. When you consider the £50m you spent on a park and ride on west Oxfordshire side that can't even be used it ridiculous to expect us to pay these charges too. It is becoming really clear Oxfordshire council is only focused on Oxford city.		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I commute to the central permit area by car	Very positive	Very positive	Too high	No	Make buses cheaper for all, Add new bus routes, Add public cycle parking		Positive	Neutral because I agree that the traffic feels worse now, but I also commute in the city every day and 100 passes a year isn't enough (I live in Headington).	Take away the congestion charge along Hollow Way OR St Clement's.	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make buses cheaper for all, Make buses cheaper for young people, Make bus services more frequent, Extend hours of operation for buses		Very negative			Open up the TLN , reduce bus fare
a resident of Oxfordshire living outside Oxford	daily		I commute to the central permit area by car	No impact	Very positive	There should be no charges at all	Not sure	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all		Very negative	I work at a shool in Oxford and like most staff here live outside Oxford. The cost to me and other staff members will be £25 a week.	Many services in Oxford are staffed by people that live outside the city due in large part to the cost of living in the city. For many of us catching the bus is not practical either because no service exists or if it does doesn't start early enough in the morning etc. Unless service workers are provided with passes. I think many will start to look elsewhere for employment....	
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice, Blue badge holders, Unpaid carers	I don't	Neutral	Neutral	There should be no charges at all	Not sure	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Very negative	I am a resident of Yarnton and the minister of a church in Summertown. As with the traffic filters, this proposal will have a significantly detrimental impact on me, on those in my congregation, and on my role. In turn: 1) On me - I have noted I am eligible for a permit for a blue badge but that will only be when travelling with my disabled son, not in day-to-day life. Similarly, it is my wife who will be eligible as an unpaid carer, not me. As such, there will inevitably be expenses I accrue (see later). However, the bigger issue is that, like with the traffic filters, there are none coming in from the north. Currently, travelling in by car to my place of work can be ridiculously slow at rush hour. The 3 mile journey averages 30 minutes and can take over an hour! This is because the Botley Road closure has led to a significant amount of extra traffic coming off the A34 at Peartree roundabout to head into town. If there are extra costs to entering Oxford from other routes, people will no doubt come via the north to avoid the costs. This will further exacerbate a horrendous traffic issue. This is also an environmental issue given how long cars are stuck in traffic, idling and pumping fumes into the atmosphere. When the filters come in, this will be offset by the reopening of the Botley Road. However, combining extra traffic onto an already awful build up is a bad option. It is further exacerbated by the fact that in the last 2-3 years, the regularity of the S3 bus has decreased dramatically meaning getting the bus is often not a viable option without substantial waits for a service. 2) On my congregation - many of them access the church building not just on Sunday but midweek to benefit from vital community. Many of them are lonely, and in a number of cases, not well off. Some will end up having to pay to go through these filters to access the church and its services. This would be a significant and detrimental decision that would negatively impact their wellbeing 3) On my role - I do a significant amount of pastoral visitation as part of my role. For example, when a congregant is in hospital, I would go and visit them. However, the proposed traffic filters would hamper my ability to do so (most pertinently, the Marston Ferry Road is my route to the JR). I do not qualify for a permit by virtue of my role but I am providing a vital service to the community and shouldn't have to pay to do so.		
a resident of Oxfordshire living outside Oxford	daily		I commute to the central permit area by car	No impact	No impact	There should be no charges at all	No	Make buses cheaper for all, Make bus services more frequent, Extend hours of operation for buses		Very negative	The buses are infrequent where we live and does not stop anywhere close to my children's school. As a result I need to drive my children to school in Oxford. I do not have any income, and with the cost of living rising, I have no idea how I can afford to pay any such charges. Furthermore, with these charges, I have no means of bringing my dogs to the parks in Oxford, as pets are not allowed on public transport. I also go to church frequently in Oxford. This will not be possible with the charges.	This is going to place extreme burden on families, and only allow for the rich to go into Oxford.	Remove the LTNs.

Survey Response													
I am responding to this survey as	How often do you travel in or around Oxford?	Please tick which of the following free permits and passes you think you may be eligible for	Do you live in, visit a resident by car or commute by car to the proposed central Oxford	Central Oxford residents' permitit is proposed that residents in the central Oxford	Central Oxford permit area commuters' permitit is proposed workers commuting	We are proposing a single charge of £5 to allow cars without a day pass or permit	Do you think that charges should vary, with drivers of longer cars paying more and	Income generated by introducing the proposed temporary congestion charge would be used to cover the set-up and operating costs of the scheme.	If other improvement, please state	Taking into account all the information we have provided about the proposal to	Please explain your answer	Do you have any other comments about the proposal for six temporary congestion charge locations in Oxford that you have not already shared in this survey?	Do you have any suggestions for other ways to reduce traffic and tackle congestion in and around Oxford?
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Positive	Negative	About right	No	Make buses cheaper for all, Make bus services more frequent, Add public cycle parking		Positive	I am hoping it will reduce traffic.	I am concerned this, like the fingers, will increase traffic through Old Marston at peak commuter times.	An aerial egg lift linking Thornhill P&R > Osler Road / JR hospital > Town Centre.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Negative	Too low	Yes	Make Park & Ride buses cheaper, Make buses cheaper for all, Make bus services more frequent		Positive	Could go further, eg restricting hours of access for "other" vehicles (delivery etc) to outside normal peak times		Reduce the amount of parking currently available with a aim to discourage driving into the centre
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Positive	Negative	Too low	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Add new bus routes, Make bus services more frequent, Extend hours of operation for buses, Add public cycle parking		Positive		I think 3 cars for commuting is excessive	restrict larger vehicles such as trucks and vans within certain hours - so not during peak schools hours (7:30-9, and 3:30 to 5). This would make cycling with kids safer and more appealing.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	About right	Not sure	Make buses cheaper for all, Add new bus routes, Add public cycle parking		Very positive	Would expect to see fewer cars crossing the city centre, so buses would be faster/more timely and walking/cycling would be safer and more pleasant	Seems like a good way to test out the traffic filter ideas before going into the trial proper	School term times seem to produce the heaviest traffic, finding better ways for children to get to schools (rather than being driven in and out individually) could make a big difference. A shift away from the near-universal 9-5 working hours could also help soread out "rush hours".
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	Yes			Very negative	I'm an NHS manager, working almost 24/7, working every day after job planned hours from hime, additional commuting time will have neoative imoact on my service		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	Too low	Yes	Add new bus routes, Make bus services more frequent, Add public cycle parking		Very positive	It is currently quicker to cycle in and around the city than to go by bus. The roads should be clearer for people who *need* to use their cars and permit the free flow of traffic. Buses will be quicker, and therefore more appealing to use, and cycling will be safer.	Owing to the timing of sessions, there needs to be provision for access to the ice rink, whether that is by improving bus services or adjusting the congestion charge for users. Otherwise, training would be affected to such an extent that competitive skaters will need to move to other rinks, such as Swindon, which are further away, which will affect the rink's ability to operate and remain competitive	Look to other medieval cities abroad that have put cycling first and see what measures we can adopt. A good exemple is Uppsala, in Sweden, which is also a medieval university town and is almost entirely car-free in the centre. Cars should be used for getting out of Oxford, and not necessary for getting into or around Oxford.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	There should be no charges at all	Yes	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Negative	I will have to leave my job at the school where I work part time because the most direct route includes one of the charging zones and going the long way would take too long and will use too much petrol. Going there by bus would take ages as there is not a good direct service available.	They are not a good idea because the rich can afford to pay and will continue congesting the road, but those on lower income will struggle.	Removing the LTNs in East Oxford would be a good start. Have more bus routes that cover the entire city and better connection services to the surrounding villages.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	Too high	No	Make buses cheaper for all		Negative	Push traffic onto already busy alternate routes already impacted by LTNs		Use the river to provide alternative transportation into Oxford
an Oxford resident	daily	Taxis and private hire vehicles	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Make BUSES FREE FOR LOCAL PEOPLE BETWEEN WORKING HOURS AND SEE WHAT IMPACT THAT HAS ON TRAFFIC AND SCHOOL RUNS	Very negative	Will hurt people that come to Oxford to work and who live locally .. turning Oxford into a Prison	All the surrounding roads will be impacted massively, there wasn't a congestion problem before that LTNS went in.. SUMMERTOWN IS THE WORST FOR PEOPLE THAT DON'T LIVE LOCALLY	Free bus passes, council has the ability now to run its own bus services due to changes in the law, also bus ticket prices are extortionate for such small journeys and cause issues financially, Park and Ride should be free and buses to and from them should be one pound no more, if you want people to use Oxford and use it services make it cheaper for them to access them.
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Fix the badly managed roads and roundabouts	Very negative	It's literally a money making scheme. Not everyone falls into the same category of 'they should walk, get a bus or cycle' I now live in Abingdon, but I grew up in Cowley, I work in Cowley, my partner works in Cowley, my daughter goes to nursery in Rose Hill, I still have a lot of friends and family in Cowley that I see regularly, usually after work. You have already made that difficult with LTNs, I have to sit in a lot more traffic now than I ever did before. People will not stop driving! We pay for our cars, our insurance, our tax, and you want to charge us more just for the privilege of driving in our own city! There is no bus route that will allow me to go to drop off my daughter at nursery, go to work, then to pick up my daughter, and then to visit my family! And if there was it would probably double my journey time! I cycle to work when I can, but not if I have to do the nursery run. I have never ever had a problem cycling round Oxford! The majority of families and households rely on these cars to go about their daily business! Stop trying to penalise them!	You never spoke about this pre election as you knew you would struggle to get voted in! You have ruined Cowley with your LTNs already! You as a council are not listening to residents. Just look at the petition with over 10,000 signatures against! Look at the comments! Put your congestion charge in areas where you were voted in! Leave Cowley alone! Majority of residents do not want your greedy schemes! You seem to be targeting the poorer areas! If you really want it, then open up some of the LTNs so that the traffic can flow freely!	Open up the LTNs! Simple!
an Oxford resident	daily	Disability benefit claimants	I commute to the central permit area by car	Neutral	Neutral	There should be no charges at all	No	Make buses cheaper for all, Add new bus routes, Add public cycle parking		Very negative	My daughter is diabled, but doesn't own a car. I don't live in thr area but will travel through congestion zone areas, so not eligible for free passes. My own car is parked in the congestion zone as used by my partner. We alos own a second vehicle - where we would also need free passes for - this is not part of the arrangement.	I am greatly concerned for the ability of local businesses in the congestion zone, e.g. Hollow Way, to survive. These are dependent on passing traffice. The introduction of the congestion charge is extremely likely to affect their tradeability. As a consequence it is very realistic to assume that the introduction forces small and family-run business out. I can't see any one your proposale coming to the rescue of small businesses.	For people tpo want to reduce car journeys, the public tranport network must be frequent, affordable andcater for all living area in and around Oxford. Bus services, for example, in Horspath, are reduced further and further, making it inevitably more of an incentive to use the car. My daughter used to catch the bus inot Oxford, now the long gaps between services makes this impossible. Sad, really. There is no quick-fix, only serious planning and serious initial investment into: more bus routes, more frequent bus services, affordable fares. For example, Luxembourg has introduced free public transport on all buses, trams, trains. The results are impressive and the reduction of, especially single occupant car journeys has significantly dropped. The key is in offering a comprehensive alternative solution first, before punishing the car drivers and the knock-on effects on local business. Somehow, it feels that Oxford's council goes the opposite way: punish car drivers, ban cars and hope that people will suddenly wait for buses for hours, accept long walks to the nearest bus stops and carry all their shopping on bikes. That's not reality, but wishful thinking. And doesn't solve any problems. On the contrary, it causes mistrust and antagonising views. What Oxford needs is a long-term plan, not short-term measures and a complete disregard to the people's views. Congestion charges do not bother the better-off people in big vehicles, big companies, but really hurt the single mothers, the local corner shops, the disabled relying on their own vehicles to get around. You wish to represent the people who voted for you? Please listen to the people who voted for you.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice, Community health or care workers who need to visit multiple locations or travel urgently	I don't	Very negative	Very negative	There should be no charges at all	No	Make buses cheaper for all, Add public cycle parking		Very negative	I think this will only put increased pressure on an already stretched traffic system. Since the LTNs, the main roads have become very congested and dangerous for cyclists with young children. I think the fact that vans and mopeds can drive through the filters will not make it safer for pedestrians or cyclists and for those who can afford to pay the congestion fee in cars, will continue to drive through. This is basically saying to Oxfordshire residents, that you can drive through if you're rich enough and is entirely unfair. With the Botley road closed, there is even more traffic on our roads. We should be looking at removing LTNs and making roads one way. For example, if Iffley Road and Cowley Road were made one way, it would provide ample room for bike lanes, bus lanes and cars. The side streets between Iffley Road and Cowley Road could be made one way to. I believe that this would significantly improve the flow of traffic and make it safer for cyclists and pedestrians too. Since the LTNs, I avoid cycling as I have young children and the amount of traffic on the main roads makes it too dangerous to cycle. I work for children's social care and am very concerned that I will not be able to reach schools in the north of the city because of these restrictions.	I am worried about the central permit area. I don't understand why residents in this area will be exempt and others not?! Surely the area should include all residents living near one of the proposed filters? Or all living in Oxford city within the ring road, as others can use the ring road but we struggle to get to the ring road, due to extreme traffic. If the congestion charge and traffic filters are introduced, I would suggest that they are not 7am until 7pm but just for the busy times like the Hollow Way one. Something like, 8am until 9am and 3pm until 6pm. I think they should also only be in place Monday to Friday.	*Open some LTNs and introduce one way streets (this will make traffic flow better and ease congestion and also allow room for buses, cyclists and pedestrians) -Open up residents parking and introduce 5 categories (Central, North, East and West) this way it is easier for residents to leave their cars all-day and walk to destinations/ schools/pharmacies/GPs/local groceries etc. It will also mean than non-residents don't use the area as much -If there is a congestion charge, residents within the ring road should be fully exempt -More places to safely lock bikes up -cheaper public transport
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I commute to the central permit area by car	No impact	No impact	There should be no charges at all	Not sure	Make buses cheaper for all, Other	Spend yhe founding on better street lights plus on unlock all side streets between Cowley and Iffley	Very negative	I don't understand how it have to improve anything the charges. Anly pain to register and remember to check that you paid it all the time. I see it as a form control of the oecple.	It shall be not introduced at all. Oxford is s to small and only the visitors will be affected. The scheme did not change any traffic consestion. only increase oaeerwork for everyone.	Reduce all blockages put in the Oxford last year's and 20 mph zones, especially on main streets, and you will see traffic consestion magically improve. Plus restore oarkings soaces (essecially around South Park)
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice, 25 day passes for residents in the Oxfordshire permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Make buses cheaper for young people, Extend hours of operation for buses, Add public cycle parking		Very negative	Cars will still travel but the already heavily congested roads around Oxford (A34, Abingdon rd etc) will now be gridlocked all the time. This will prevent drivers from getting around or even close to the park and ride services. I feel this will push people away from our city and over to Swindon, MK, Reading. Oxford will feel like a no go zone.	I hate to say it - but this feels like a cash grab, punish the car drivers, push them out to the outside of the city and ban them from coming in from either in the city or visiting from afar. Still not sure where the amount of cash generated will go and we all know once it's in it will never be taken down. Bus gates won't happen and this will stay in place. Don't make the city a no go zone!	Improve the experience for cyclists - riding into the city from any direction is a horrible experience - and there is not really any safe place to leave a bike. Having said that with the new congestion charge coming in we will have a deserted west gate so plenty of places to store a bike!
an Oxford resident	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Make buses cheaper for young people, Add new bus routes, Make bus services more frequent, Extend hours of operation for buses, Add public cycle parking		Very negative			
a resident of Oxfordshire living outside Oxford	weekly		I don't	Very negative	Very negative	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Make buses cheaper for young people, Add new bus routes, Make bus services more frequent, Extend hours of operation for buses, Add public cycle parking, Other	Stop abusing car drivers.They are doing nothing wrong.You are abusing car drivers who pay too much money.Stop now, we are not the enemy	Very negative	All you are doing is killing the city with extra charges. When nobody can afford it, stop abusing your powers and overcharging people and nothing is enough. Stop being eagle has car drivers.We do nothing wrong, we play.Enough, already stop you're being evil.We're not the ene	You are abusing car drivers	Stop thinking car drivers are the enemy. Cars are king, you are just abusing them and they have done nothing wrong. We are paying the most tax, the most insurance, and all you do is bashing abuses, so she's wrong in every waystype of room and you are just abusing us remember the car is keen and needs to be accepted, stop the abuse, and it is the highest form of all. Abuse, you are doing.We are not the enemy, you are
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very positive	Negative	Too low	Yes	Make buses cheaper for all, Make buses cheaper for young people, Add new bus routes		Positive	It will reduce pollution, reduce climate warming and encourage more people to walk, take buses or cycle. It will improve bus journey times and create a more amenable city environment		Very important to discourage those with unnecessarily large and more polluting vehicles
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Very negative	Very negative	There should be no charges at all	No	Make buses cheaper for all, Make buses cheaper for young people, Make bus services more frequent		Very negative	The proposal adds insult to injury for residents and small businesses in a city that is already struggling to cope with the damage done by previous travel policies. Now is not the time to further squeeze traffic on Oxford's roads. If you introduce this charge now, you will force traffic further out (pushing the problem around), you will lengthen journey times (increasing pollution) and you will further alienate the people who live and work here day in day out. Please do not do this. I am strongly against this proposal, as I am against the planned traffic filters and, for the most part, against the LTNs - all are wrong-headed approaches to solving the problem. Improve public transport first. Make bus travel affordable (try making it free for a trial period, and see what happens!).	I am strongly against this proposal, which I think will only serve to further divide communities and alienate the people of Oxford.	Remove some or all of the LTNs that prevent traffic from moving freely between the Cowley Road and Iffley Road - that would immediately free up the ridiculous traffic jams on the Cowley Road and St Clements - it's a no-brainer, but you won't do it. Looking at "ways to reduce overall traffic ... so that walking and cycling is safer and more attractive" is a bit of a silly objective in isolation - many Oxford residents (and people who commute daily into Oxford) are unable to complete their journeys by bicycle or on foot, due to the length of the journey, their state of health, their age, their level of fitness, etc. If buses were A LOT CHEAPER (or free) then more people would commute by bus, which would reduce car traffic. But if all you do is ban car traffic (or make it expensive, with a £5 charge, thus discriminating against the less well-off in our community) then you haven't actually provided a solution, you're just being punitive.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice, Unpaid carers	I don't	Very negative	Very negative	There should be no charges at all	No	Make Park & Ride parking cheaper, Other	Better alternative options. Upgrade train services!	Very negative	You have used the excuse of buses not being able to get around the city! Very few buses use Marston Ferry Rd Woodstock road bus lanes are infrequently used You have not given any bus statistics showing route time& impact. This is your main reason for the charges!!!	Yes The times if implemented should be early mornings & early evening as it give road users the opportunity to get around the city	Yes stop tourist buses from entering the city! They should use the park & rides facilities. This would generate income & less pollution Better cycle options away from major roads ie along the rivers & canals to encourage a calmer & quieter commodious
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	About right	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper		Very negative	I live less than 400 yards from the proposed 'bus gate' on Thames Street - at present it is the main way for vehicles to come into Oxford whilst the Botley Road remains closed. If anything blocked the Abingdon Road I would have no other alternative but to drive through the Congestion Charge area - there is no other alternative road that I could take without incurring the charge - THIS IS NOT ACCEPTABLE. Residents in my locality should be given an increased number of passes. All other areas of Oxford where 100 passes have been allocated to residents have more than one alternative route out of Oxford.	RESIDENTS WHO HAVE ONLY ONE ROAD TO EXIT OXFORD WITHOUT TRAVELLING THROUGH THE PROPOSED CONGESTION CHARGE AREA SHOULD BE GIVEN MORE THAN 100 PASSES - THIS APPLIES TO ANYONE LIVING BETWEEN FOLLY BRIDGE AND THE PROPOSED 'BUS GATE' ON THAMES STREET	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	No impact	There should be no charges at all	Yes	Add new bus routes, Make bus services more frequent, Extend hours of operation for buses		Very negative	I am a doctor based at central Oxford and I have to commute everyday (ie. >100 days/year) to different hospitals in Thames Valley inaccessible by public transport, especially at odd hours (eg. starting my shift in the afternoon and ending at 1am). These hospitals include Wexham Park at Slough and Milton Keynes University Hospitals, all of which would require passing through a concession charge location. This concestion would mean an extra £1325 charge just do my job.	An exemption permit for NHS workers based in central Oxford who need to commute out of Oxford.	
a representative of a group or organisation	weekly		I commute to the central permit area by car	Neutral	Neutral	There should be no charges at all	Not sure	Other	Local benefit such as youth groups	Very negative	Short answer: The current traffic restriction plan will negatively affect a vital Youth Group in the city centre, making it harder for disadvantaged teenagers to participate. This will likely lead to more anti-social behaviour and deepen existing social divides. I am a Youth Group Leader (Army Cadets) running a group located in the central area of the city. We have teenagers between the ages of 12 and 18 attending every evening from 19:00 to 21:00. Many parents, especially those from West Oxford, have expressed serious concerns about their 12–15-year-olds travelling home by bus between 21:15 and 21:30, which is both unsafe and impractical. In many cases, the only viable option will be for parents to drive around the bridge, adding a £5 charge per trip or using one of their limited free passes. Our Army Cadets group is free for all and provides vital support, especially for disadvantaged young people. The Army Cadets have been shown to have a significant positive impact on social mobility, employability, and overall well-being (see https://www.gov.uk/government/news/independent-report-celebrates-positive-impact-of-cadet-forces). The proposed restrictions, as they currently stand, will create a barrier for the very young people who need this opportunity the most, increasing the class divide, deepening the poverty trap, and potentially leading to higher instances of anti-social behaviour. Proposed Solution: Change the restriction end time across all locations to 18:00, allowing evening youth activities - including those of the Army Cadets, the ice rink, and others - to operate as intended. This approach still prioritises commuters but ensures that vital youth services remain accessible to those who need them the most.		Proposed Solution: Change the restriction end time across all locations to 18:00, allowing evening youth activities - including those of the Army Cadets, the ice rink, and others - to operate as intended. This approach still prioritises commuters but ensures that vital youth services remain accessible to those who need them the most.
an Oxford resident	daily	Business cars used as goods vehicles, Personal cars used as goods vehicles for business purposes	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Non of the above as you shouldn't be collecting revenue from CC	Very negative	The so called measures the Council have introduced already that were supposed to improve traffic conjestion and pollution, also public transport, all of which have had exactly the opposite effect. Remove these LTN's and 20mph zones first and monitor whether the traffic flow improves. We have less cars in Oxford now than prior to the pandemic, yet policy decisions have created the issue you now claim you have to fix as an emergency.	Stop taxing the residents for hair brain net zero aspirations of a few zelot eco warriors such as Andrew Gant and the bike bobbiest... It about time you considered the majority who are opposed to these plans, unlike the LTN consultation you when you ignored the views of the residents and businesses and bus companies and proceed regardless, For once take a step back and listen to the people who live, work and play in this City before you turn it into a disaster zone for everyone and businesses. Mind you the leader of the Council recently came out with a claim that there was no evidence that the Botley Road closures has had any effect on businesses... She needs to wake up and smell the coffee as what she's smelling appears to be a	YES: Take out the LTN's that have caused the connection and remove the 20mph zones which disrupt the flow of traffic causing yet more conjestion, likewise the no turn left at the plain that in effect drives more traffic onto and around the roundabout that would have otherwise turned left, so by result causing yet more connection and delays... Well done OCC
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make bus services more frequent		Very negative	It is confusing you're continuously changing your plans. How is anybody supposed to get this right? People are only just trying to work out where they can't drive because of LTN's now you'll introduce this people will be so confused. They'll just get fined and it makes more money for you. I can't see any other benefit for it. I am fed up of the council continuously interfering with the roads. So far nothing you have done has helped your LTNs have only made traffic worse, pollution worse and peoples lives worse. For goodness sake leave us alone. Perhaps you could fix the things you've already started that aren't done well. Cycle paths annd bus lanes are half hearted. Why don't you get those working properly?	I live on the other side of a proposed filter from my child's school which is ridiculous. And let's talk about the London Road: if this is now going to be a very main road where all other traffic is driven onto, how an earth is it going to cope without a continuous bus lane in both directions? I do not understand how buses are going to do anything other than sit in traffic on that road.	Build the hospitals outside the Ring Road! then leave everybody else alone!
an Oxford resident	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice, Reastered car clubs	I commute to the central permit area by car	Neutral	Neutral	Too high	Not sure	Make buses cheaper for all, Make bus services more frequent, Add public cycle parking		Very negative	I frequent the ice rink year round and need a car to transport ice hockey equipment. Would I have to pay parking on top of this?		Open the botley road!
a resident of Oxfordshire living outside Oxford	less than weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	No impact	No impact	There should be no charges at all	No	Make Park & Ride parking cheaper		Very negative	Because it will impact my journeys by overloading other roads where congestion charges are not applicable. The current LTNs already have a negative impact on my journey times, resulting in longer journeys, higher fuel cost, and general inconvenience of it all	I woul like to know 1. Predicted income from charging gates 2. Impact on bus routes along Banbury road Botley road and Abingdon road 3. Estimated reduction in traffic flow through the charging gates compared to now? 4. It is essential to ensure transparency and effectiveness of the scheme that ALL metrics regarding the effects of the scheme are made public BEFORE implementation so that a TRUE impact analysis can be undertaken. This means expected implementation cost, running cost (including debt recovery) as well as traffic flow comparison before and during scheme, no only on the roads where charge gates are located but all surrounding roads.	Bus gates will not reduce traffic only divert it. To reduce traffic you need to close car parks and permit holder or driveway parking only, if there is nowhere to park P&R will be the only option, of course this assumes the council remember to build a road into and out of the park and ride car parks
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I commute to the central permit area by car	Positive	Positive	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Add new bus routes, Make bus services more frequent, Extend hours of operation for buses, Other	Build more roads. If there's going to be a charge, de-pedestrianise those areas historically pedestrianised. Get rid of the LTNs that also drive traffic to the centre and to the ring road.	Very negative	Oxford is expensive enough without adding yet another tax on ordinary people, and disproportionately on the less well off.	I think it's an awful idea, which is being proposed to try and address some of the issues caused by previous awful ideas such as the LTNs.	
a resident of Oxfordshire living outside Oxford	less than weekly	Frequent hospital patients	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Extend hours of operation for buses		Very negative	As you will see, I rarely come into Oxford anymore, having been a resident of central Oxford since 1987, then moved out to Beckley. The bus is not an option as I am 70, my husband is 87 and few buses from Beckley, then having to get another bus into Oxford. Visiting friends is becoming impossible. Shopping and cinema visits have stopped completely - preferring to go to Bicester. which is much more people friendly.	We all know that temporary means permanent, once the money starts rolling in - hopefully, people will stay away. You are ruining our beautiful city!	Open up the Botley Road - it is madness that it has been closed for so long and goodness knows how long it will be before it does open! Park and Ride is awful, we had our car stolen from the Headington Park and Ride some years ago. There are a number of elderly people in Beckley and other surrounding villages who are now forced to remain at home due to lack of proper transport - we do not all go to bed at 7am!!!
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice, Unpaid carers	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very positive	Very positive	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Make buses cheaper for young people, Add new bus routes, Make bus services more frequent, Extend hours of operation for buses, Add public cycle parking		Very negative			
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	Not sure	Other	Resurface the roads, get rid of cycle lanes as they are rarely used as the cyclists ride on the roads and the pavements	Very negative	I live in the St Clements area, why should I be forced to drive an extra 5 miles to get to Abingdon when Residents of James Street don't have to?	Princes Street will be effectively closed off when drivers who don't want to pay the charge will turn off at Rectory Road and along Cross street but will then be held up by the queues at Morrell Avenue. This will mean residents will not be able to leave or enter either end of their road.	Take out all the traffic restrictions employed within the last 30 years, let traffic flow, no bike lanes, register all bicycles, give them a number plate, make them take a mandatory proficiency test, get rid of the rental bikes and scooters, this will reduce crime and danger on the roads and pavements, your anti car ideology is flawed, cars are designed to travel at over 20mph, drivers have to pass a test, make sure their car is roadworthy and pay taxes on the vehicle and fuel. Cyclists and scooters do not have any responsibility and often travel over 20mph. Make bus travel free within the ring road, this will encourage people to use them.

Survey Response													
I am responding to this survey as	How often do you travel in or around Oxford?	Please tick which of the following free permits and passes you think you may be eligible for	Do you live in, visit a resident by car or commute by car to the proposed central Oxford	Central Oxford residents' permitit is proposed that residents in the central Oxford	Central Oxford permit area commuters' permitit is proposed workers commuting	We are proposing a single charge of £5 to allow cars without a day pass or permit	Do you think that charges should vary, with drivers of larger cars paying more and	Income generated by introducing the proposed temporary congestion charge would be used to cover the set-up and operating costs of the scheme.	If other improvement, please state	Taking into account all the information we have provided about the proposal to	Please explain your answer	Do you have any other comments about the proposal for six temporary congestion charge locations in Oxford that you have not already shared in this survey?	Do you have any suggestions for other ways to reduce traffic and tackle congestion in and around Oxford?
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Positive	Negative	About right	No	Make buses cheaper for all, Make bus services more frequent, Add public cycle parking		Positive	I am hoping it will reduce traffic.	I am concerned this, like the fingers, will increase traffic through Old Marston at peak commuter times.	An aerial egg lift linking Thornhill P&R > Osler Road / JR hospital > Town Centre.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Negative	Too low	Yes	Make Park & Ride buses cheaper, Make buses cheaper for all, Make bus services more frequent		Positive	Could go further, eg restricting hours of access for "other" vehicles (delivery etc) to outside normal peak times		Reduce the amount of parking currently available with a aim to discourage driving into the centre
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Positive	Negative	Too low	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Add new bus routes, Make bus services more frequent, Extend hours of operation for buses, Add public cycle parking		Positive		I think 3 cars for commuting is excessive	restrict larger vehicles such as trucks and vans within certain hours - so not during peak schools hours (7:30-9, and 3:30 to 5). This would make cycling with kids safer and more appealing.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	About right	Not sure	Make buses cheaper for all, Add new bus routes, Add public cycle parking		Very positive	Would expect to see fewer cars crossing the city centre, so buses would be faster/more timely and walking/cycling would be safer and more pleasant	Seems like a good way to test out the traffic filter ideas before going into the trial proper	School term times seem to produce the heaviest traffic, finding better ways for children to get to schools (rather than being driven in and out individually) could make a big difference. A shift away from the near-universal 9-5 working hours could also help soread out "rush hours".
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	Yes			Very negative	I'm an NHS manager, working almost 24/7, working every day after job planned hours from hime, additional commuting time will have neoative impact on my service		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	Too low	Yes	Add new bus routes, Make bus services more frequent, Add public cycle parking		Very positive	It is currently quicker to cycle in and around the city than to go by bus. The roads should be clearer for people who *need* to use their cars and permit the free flow of traffic. Buses will be quicker, and therefore more appealing to use, and cycling will be safer.	Owing to the timing of sessions, there needs to be provision for access to the ice rink, whether that is by improving bus services or adjusting the congestion charge for users. Otherwise, training would be affected to such an extent that competitive skaters will need to move to other rinks, such as Swindon, which are further away, which will affect the rink's ability to operate and remain competitive.	Look to other medieval cities abroad that have put cycling first and see what measures we can adopt. A good example is Uppsala, in Sweden, which is also a medieval university town and is almost entirely car-free in the centre. Cars should be used for getting out of Oxford, and not necessary for getting into or around Oxford.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	There should be no charges at all	Yes	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Negative	I will have to leave my job at the school where I work part time because the most direct route includes one of the charging zones and going the long way would take too long and will use too much petrol. Going there by bus would take ages as there is not a good direct service available.	They are not a good idea because the rich can afford to pay and will continue congesting the road, but those on lower income will struggle.	Removing the LTNs in East Oxford would be a good start. Have more bus routes that cover the entire city and better connection services to the surrounding villages.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	Too high	No	Make buses cheaper for all		Negative	Push traffic onto already busy alternate routes already impacted by LTNs		Use the river to provide alternative transportation into Oxford
an Oxford resident	daily	Taxis and private hire vehicles	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Make BUSES FREE FOR LOCAL PEOPLE BETWEEN WORKING HOURS AND SEE WHAT IMPACT THAT HAS ON TRAFFIC AND SCHOOL RUNS	Very negative	Will hurt people that come to Oxford to work and who live locally .. turning Oxford into a Prison	All the surrounding roads will be impacted massively, there wasn't a congestion problem before that LTNS went in.. SUMMERTOWN IS THE WORST FOR PEOPLE THAT DON'T LIVE LOCALLY	Free bus passes, council has the ability now to run its own bus services due to changes in the law, also bus ticket prices are extortionate for such small journeys and cause issues financially, Park and Ride should be free and buses to and from them should be one pound no more, if you want people to use Oxford and use it services make it cheaper for them to access them.
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Fix the badly managed roads and roundabouts	Very negative	It's literally a money making scheme. Not everyone falls into the same category of 'they should walk, get a bus or cycle' I now live in Abingdon, but I grew up in Cowley, I work in Cowley, my partner works in Cowley, my daughter goes to nursery in Rose Hill, I still have a lot of friends and family in Cowley that I see regularly, usually after work. You have already made that difficult with LTNs, I have to sit in a lot more traffic now than I ever did before. People will not stop driving! We pay for our cars, our insurance, our tax, and you want to charge us more just for the privilege of driving in our own city! There is no bus route that will allow me to go to drop off my daughter at nursery, go to work, then to pick up my daughter, and then to visit my family! And if there was it would probably double my journey time! I cycle to work when I can, but not if I have to do the nursery run. I have never ever had a problem cycling round Oxford! The majority of families and households rely on there cars to go about their daily business! Stop trying to penalise them!	You never spoke about this pre election as you knew you would struggle to get voted in! You have ruined Cowley with your LTNs already! You as a council are not listening to residents. Just look at the petition with over 10,000 signatures against! Look at the comments! Put your congestion charge in areas where you were voted in! Leave Cowley alone! Majority of residents do not want your greedy schemes! You seem to be targeting the poorer areas! If you really want it, then open up some of the LTNs so that the traffic can flow freely!	Open up the LTNs! Simple!
a resident of Oxfordshire living outside Oxford	daily		I commute to the central permit area by car	No impact	Very negative	There should be no charges at all	No			Very negative	I work at Oxford Golf Club on Hilltop Road in East Oxford and I am concerned the congestion charging scheme will have a detrimental impact on the club. I have 20+ staff who live outside of Oxford due to the cost of accommodation, that have to drive to the club. 3 passes isn't sufficient. The club has experienced the negative impact LTNs have had on congestion and journey times to the club and some of our members have sadly left the club due to this issue. A lot of staff have amended work patterns to avoid traffic. The club is a vital community asset that helps people lead fit and active lives and socialise which helps reduce loneliness. The course is historic and makes golf affordable to people, but it needs support to prevent it becoming cut off. The course has been an integral part of the Oxfordshire golfing community for over 150yrs. Travelling to and from the course will become even harder if congestion charging is introduced. It will further reduce the routes available for people to travel to the club, meaning longer journey times and forcing traffic onto what are already heavily congested arterial roads. The congestion charge would be between 7am and 7pm which is the peak times for the club. It would be incredibly challenging to encourage people to travel to the club by bus, cycle or on foot, with all their golf kit and I fear it will lead to more people either joining clubs outside the city, or worse still stopping playing, which will have a negative impact on their health and wellbeing. We have already tripled equipment storage at the club and added bike racks but we're now out of space. Oxford is unique in having a golf club so close to the city with prestigious links to the University of Oxford. We need transport policies that enable all road users to travel in harmony and it is not possible for everyone to travel via public transport. Many of our members have big kit bags and travel from villages, but would struggle to pay the congestion charge in a cost of living crisis. The proposals would further punish an area that is trying to live with LTNs and a challenging economy.	I travel to the club 6 days a week. The drop in congestion when it's the weekend or when schools are on holiday is significant. If you're concerned about congestion, implement the filters/charges between 7am and 9am and again from 2pm to 4pm M-F. The LTN's were a poorly thought out plan based on irrelevant data. I drive/walk past East Oxford.LTN's all the time - there aren't any kids playing on the streets or riding bikes.	As above: I travel to the club 6 days a week. The drop in congestion when it's the weekend or when schools are on holiday is significant. If you're concerned about congestion, implement the filters/charges between 7am and 9am and again from 2pm to 4pm M-F. The LTN's were a poorly thought out plan based on irrelevant data. I drive/walk past East Oxford.LTN's all the time - there aren't any kids playing on the streets or riding bikes.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Negative	Neutral	There should be no charges at all	No	Make buses cheaper for all, Add new bus routes, Make bus services more frequent, Extend hours of operation for buses, Add public cycle parking		Negative	It adds administrative burden to simply travelling around, adds economic strain to the poorest of society (the charges will disproportionately affect people with lower incomes), makes it more difficult for family of elderly or disabled Oxford relatives to visit them, and because there are already multiple different traffic regulations with different webpages for info it makes it more likely people won't know about any charges they may have incurred leading to escalating charges they might not be aware of		More cycle lanes and safety features e.g. bollards, better streetlights which are on throughout the night, more bike parking spaces, discounts in businesses for people who cycle in, more regular bus services running later into the evening, better connectivity across east to west, all bus services to continue to train station
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Very negative	Very negative	There should be no charges at all	No	Add new bus routes, Make bus services more frequent, Other	School buses for private school children - a significant volume of morning traffic is school run traffic, primarily private schools, as when these break up the traffic levels always drop enormously.	Very negative	See 13 below	This, or any, congestion charge is a simple, misguided and unnecessary idea for numerous reasons. 1) The charging hours are ridiculous and draconian - there is nothing on the road at 7 a.m. on any day of the week, whilst after 6 p.m. on week days traffic has usually cleared entirely or is, at worst, back to perfectly normal, acceptable and manageable rush hour levels. Even London's congestion charge ends at 6 p.m. on week days!! Saturday and Sunday charging, as well as charging from 10-3 on week days, is just an obvious money-making ploy - the roads are empty at those times as well you know! If a congestion charge could be justified at all, which it cannot, then at the very most charging hours should be 8-9.30 a.m. and 3.30 - 6 p.m. Monday to Friday only - that's it, no more. Finally, Marston Ferry Road and Hollow Way are not central Oxford roads - they are link roads, vital for the hospitals among many other things - there is absolutely no basis for charging traffic to use these roads at any time. 2) The reasons a C Charge as proposed cannot be justified at all are legion. Firstly, there really, really isn't a problem to tackle. I have lived in Oxford for 14 years. It has a morning and evening rush hour, as every busy and successful city around the world does. The rest of the time, traffic levels are minimal - you are using a sledgehammer to crack a nut. 3) you make no reference in your documentation to school traffic, in particular private school traffic. Any Oxford resident will tell you that, when private schools are on holiday, traffic levels drop dramatically. See my point in 14 below about investing the money you plan to spend on this outrageous scheme in a fleet of school buses instead. 4) Surveys repeatedly show that, other than on boundary roads to which traffic has been funnelled by LTNs, the air quality in Oxford is perfectly fine, so there is no pollution justification for doing this. And no, you cannot use circular reasoning to say that, because pollution and congestion is worse in certain areas AS A DIRECT RESULT of LTNs, that a congestion charge is therefore needed to fix this.	1) Remove the LTNs, which have caused chaos by funnelling all traffic onto a handful of arterial routes and removed the possibility of using other roads, where previously you could divert / avoid traffic. The roads are for everyone, not just those who tick your ideological boxes of travelling by bicycle, bus or scooter. 2) instead of spending money on programmes attacking the motorist, such as congestion charging and pointless / stupid 20mph speed limits, why not invest money in a network of school buses to ferry children - primarily private school children - to and from school. This would have a huge impact on traffic levels. Anybody can see that, when the private schools break up for holidays, traffic levels drop dramatically. 3) increase the speed limit on the ring road from 50mph to 70mph everywhere - 50 is too slow for dual carriageways and causes idling traffic. 4) go back to simple roundabouts at Cutteslowe, Wolvercote and the junctions of Marston Road / Headley Way and Marsh Lane / Cherwell Drive. The traffic lights introduced a few years ago at all these points have made traffic significantly worse than it was before.
a resident of Oxfordshire living outside Oxford	daily		I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	Not sure	Other	No congestion charges at all!	Very negative	There shouldn't be any congestion charge within Oxford. As it would only make the congested road more congested. There's reason why people choose not to cycle or use public transport, and they shouldn't be punished by paying additional cost for their day to day life. It's outrageous!!!	Should not be introduced	Rethink about the whole city planning. Why is there so many congestion in Oxford is a result of poor road/ city planning. Simply introduce congestion to increase their cost of living does not reduce the congestion. People will drive will still drive.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Negative	Negative	There should be no charges at all	Yes	Make buses cheaper for all, Make bus services more frequent, Extend hours of operation for buses, Add public cycle parking		Very negative		The charge locations are inequitous - the absence of a charge location on neither the Botley Road nor Woodstock Road mean this is preferentially targetting less socioeconomically well off areas (cf Hollow Way). Your own economic and air quality assessments demonstrate that for instance air quality will worsen on those roads and traffic will increase. There will also be considerably worse air quality on the ring road with no proposed solution to improve connectivity on that ring road. There are no clear plans to invest the £4-5 million generated from this scheme per year (as illustrated by including in this consultation questions seeking ideas as to what do to with this money). This is an incompletely thought through and reactionary idea. The decision to grant free access through all congestion locations for businesses and residents in the central permit area does not make any sense - why would they need access through Hollow Way for example (or why would they be in greater need than for instance a resident on the Slade). Surely the Thames road is the only location that one could justify granting access.	Build more and better cycle lanes
a resident of Oxfordshire living outside Oxford	weekly		I commute to the central permit area by car	Positive	Neutral	About right	Not sure	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Add new bus routes		Positive	I'd say that a congestion charge makes more sense than 'permits', although for those living in the central permit area the permits make more sense. For people from outside Oxford, the congestion charge is way more sensible (provided there's signage to warn people!)	No	No
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	No impact	Negative	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make bus services more frequent		Negative	It will stop me parking and shopping and eating out in the Westgate and Oxford. It will stop me considering working in Oxford.	It's a bad idea.	Improve park and ride - capacity, frequency and speedier access in and out of city centre.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	Negative	Too low	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all		Neutral	As a resident of Wolvercote I will largely be unaffected by this. I don't commute into the City Centre and while the closure of Marston Ferry Road would be a blow it wouldn't really affect me much on a day to day basis at present.	I support the aims to reduce congestion, however I really don't think this scheme will address the problems or give the aims. Will it reduce traffic? No it will just mean like the gates it will force traffic on less routes. Will it improve Bus times? No. While there will inevitably be less traffic on some of the link roads, Marston Ferry, Holly way etc. They will inevitably be held up in other main arterial roads. Take Wolvercote since the new road layout/bus lanes on Wolvercote Road it now takes a bus about 20mins to leave the village at peak times as traffic backs up. In addition - Commuters are what causes the problem with traffic, any measures should be aimed squarely at them. As a resident of Oxford we are being penalised for the actions of commuter. Why should company's who are allowed to park in the city centre be exempt?. Those are exactly the car journeys you want to remove. A commuter would be able to drive more freely around the city then a resident, which I find unacceptable! I don't understand the point of the St Clements camera? would this not send people down Iffley/Cowley Rd.	Make artireal roads one way. e.g. Woodstock Rd Inbound and Banbury Rd Outbound. Likewise with Cowley/Iffley. Could then have dual carriage ways and room for bus/cycle lanes. Congestion Charging/APN - not just on on all arterial roads but free for residents. This will force commuters to use Park & Ride. Make P&R cheaper then Congestion Charge.
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Very negative	Very negative	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make bus services more frequent		Very negative	1. This scheme is iniquitous, unreasonable and the ethics of it are highly doubtful. It is yet another attempt to reduce our individual freedoms. There was no suggestion of any such Scheme in the controlling party's manifest just a few short months ago when this MUST have been being considered. 2. The presumption of the need for the Scheme is likely to be false, in as much as the 'congestion' currently being experienced is being exacerbated significantly by the continued closure of Botley Bridge & Road. ANY and EVERY Traffic Scheme should await the re-opening of botley Road to deliver a true congestion assessment FIRST. 3. The whole style of this consultation is fraudulent, not having asked about the rightness of this Scheme until this 10th question. Qs 1 - 9 are all about the detail rather than the principle, as if already a 'done deal' again just like the LTNs were. This is delivering the 'gates' initiative by the back door. 4. My family are Sandford on Thames resident, so only just outside the city boundary. But our Doctor, our Dentist, our Chemist for prescription collection, Our Building Society, Shops & Services we regularly use and Some of our Friends are all within your proposed chargeable area. The proposed allowance level of permits is simply inadequate. 5. This proposal will further support and further accelerate the continuing 'slow death' of Oxford and put us to additionsal costs and nuisance when becoming obliged to shop etc. elsewhere as Oxford becomes a 'no go' zone. 6. Improvements need to be made to the alternatives FIRST if any take-up is to be achieved and any positive impact delivered. 7. The costs of set-up of the scheme - claimed to be temporary - are excessive if that claim was to be true. This is poor use of our rates when other things deserve more focus.	This scheme should simply not be progressed with.	More active management of roadworks in and around Oxford to maximise the amount of traffic support available day-to-day.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	Not sure	Other	Don't even consider introducing new traffic measures. Botley Rd and the LTNs have been so poorly handled and caused such division and chaos. Please address ongoing issues due to poor management before considering further action.	Very negative			
an Oxford resident	weekly		I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	Too high	Yes	Make buses cheaper for all, Make bus services more frequent		Very negative	I live and work in an area of higher deprivation and I think this would again be seen as a move by the council to push out the poor from the centre of their community in Oxford. This will no doubt affect the poor more substantially than the rich. Use more carrot, less stick.	Encourage parents by reward to walk/cycle their children home rather than driving. School pick-up time seems to be the big driver of traffic (pardon the pun).	Please include clergy on the list of exempt people if you are determined to bring this in - I have to visit many parishioners in multiple places around the city (hospitals, court, university & college events, etc). I think lowering bus prices would make a difference too, perhaps even an unlimited use bus pass with a monthly subscription - I would happily pay £30-£50 a month for one.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	There should be no charges at all	No			No impact	I don't drive into that area.	I question the value of inconveniencing the people of Oxford even more than these bridge works have already inconvenienced them for years	Make the buses free.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Refund the money	Very negative	How do magistrates go to the court? The ring road and main roads like Banbury will get more crowded. Also, I will rather shop in Bicester.	Please drop this silly idea.	There are no particular traffic issues on those routes. On other routes, such as Banbury, bicycles could be rerouted to side streets.
a member of the public living outside Oxfordshire	weekly		I don't	Very negative	No impact	There should be no charges at all	No	Other	Provide a sensible parking solution for rink users that doesn't involve expecting 2 ice hockey teams (max 42 players) plus their kit to get to the rink via public transport on a Saturday or Sunday afternoon in time for their matches.	Very negative	I have played for Oxford ice hockey teams for over 30 years. While I no longer live in Oxford, it is still my hockey home. In that time the ice hockey community at the rink has grown and developed into the thriving club that it is today. Changing cars to access the rink will push players, especially those who travel, to other play at other rinks with easier access. A thriving city is made up of its communities, this action will, over time and coupled with the longer-term traffic management plans, destroy the ice hockey community in Oxford.	Linking exemption for congestion charges (and future traffic control systems) to the existing parking permit system would be a sensible solution. As with the parking permits, exemption could be limited to match and practice days to reduce any perceived risks of exploitation.	
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Oppose congestion charge	Very negative			
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Very negative	Very negative	There should be no charges at all	No	Make buses cheaper for all, Make buses cheaper for young people, Other		Very negative	I live in an LTN road near the plain. I am long term ill but do not qualify for a blue badge but do have to get to the hospital (both Churchill and JR) a lot and can not mange buses or taxis. The st Clements charge would make my journey ridiculously long and also painful for me which would impact my health. My daughter works in Kidlington and has to use her car for work but because she does not own the car, it is a company car, she would not be able to get permits and this would double the amount of miles she would commute to work each day and also reduce the amount of time she would have to care for me at home. Those of us living in so called LTNs are feeling like we are being squeezed out of our lives and honestly the blocking of temple street where we live has caused far more noise and hassle and trouble that before it was blocked. You ignore the majority who didn't want it blocked then via consultation, so I am sure you will ignore it now. Oxford has become a really horrible and stressful place and it is sad the place I grew up and grew my family up has become like this - this is no quality of life and I believe the stress of all of this is why I have become to ill and am now unable to work as a bus driver.	The whole thing is a total joke which is negatively impacting mainly working class people's lives. As someone who lives in a so called LTN mine and my families life has simple got harder and worse since all of this nonsense which the majority in our street said they don't want. I have become ill from the stress and can no longer work. My daughter may have to leave a good job because commute time will double and therefore reduce the time she is able to care for me. These are public roads for everyone to use and reducing access to even more is simply going to make life even harder.	Remove LTNs so traffic can flow as it used to and so that when there are roadworks (if which there are many) vehicles can take diversions. Also better planning (or some planning at all) over road works with work being done efficiently, not just temp traffic lights scattered everywhere with no one actually working for the majority of the time.
an Oxford resident	daily		I don't	Neutral	Neutral	Too low	Yes	Make Park & Ride buses cheaper, Make buses cheaper for all, Make bus services more frequent		Negative	As your plan stands it feels like North Oxford is being "let off " this scheme, with the included chosen areas being those penalised area. Don't get me wrong, I'm in favour of this scheme but as usual, it seems very ill thought out. I also can't help noticing that all affected streets are identical (or nearly so) to those chosen for the now seemingly defunct bus gate scheme!	As your plan stands it feels like North Oxford is being "let off " this scheme, with the included chosen areas being those penalised area. Don't get me wrong, I'm in favour of this scheme but as usual, it seems very ill thought out. I also can't help noticing that all affected streets are identical (or nearly so) to those chosen for the now seemingly defunct bus gate scheme!	The LTN scheme has not work, despite what Andrew Gant claims. I've emailed his on a number of occasions and his replies only ever seem to quote statistics, which is something I'm always very wary of. Statistics can always be skewed to favourably represent whatever narrative you want to push. I therefore get very suspicious of quoted statistics. As a cyclist, I'm always in favour of making the streets safter for all users. As the LTN scheme stands it has made my cycle commute to work far more dangerous. I mentioned this in my emails to Andrew Gant but this consistently falls on deaf ears! With the LTNs in place this has displaced traffic onto the main routes, which are my routes to work. The position of the LTNs are not viable for me to use them for my commute.

Survey Response													
I am responding to this survey as	How often do you travel in or around Oxford?	Please tick which of the following free permits and passes you think you may be eligible for	Do you live in, visit a resident by car or commute by car to the proposed central Oxford	Central Oxford residents' permitit is proposed that residents in the central Oxford	Central Oxford permit area commuters' permitit is proposed workers commuting	We are proposing a single charge of £5 to allow cars without a day pass or permit	Do you think that charges should vary, with drivers of larger cars paying more and	Income generated by introducing the proposed temporary congestion charge would be used to cover the set-up and operating costs of the scheme.	If other improvement, please state	Taking into account all the information we have provided about the proposal to	Please explain your answer	Do you have any other comments about the proposal for six temporary congestion charge locations in Oxford that you have not already shared in this survey?	Do you have any suggestions for other ways to reduce traffic and tackle congestion in and around Oxford?
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Positive	Negative	About right	No	Make buses cheaper for all, Make bus services more frequent, Add public cycle parking		Positive	I am hoping it will reduce traffic.	I am concerned this, like the fingers, will increase traffic through Old Marston at peak commuter times.	An aerial egg lift linking Thornhill P&R > Osler Road / JR hospital > Town Centre.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Negative	Too low	Yes	Make Park & Ride buses cheaper, Make buses cheaper for all, Make bus services more frequent		Positive	Could go further, eg restricting hours of access for "other" vehicles (delivery etc) to outside normal peak times		Reduce the amount of parking currently available with a aim to discourage driving into the centre
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Positive	Negative	Too low	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Add new bus routes, Make bus services more frequent, Extend hours of operation for buses, Add public cycle parking		Positive		I think 3 cars for commuting is excessive	restrict larger vehicles such as trucks and vans within certain hours - so not during peak schools hours (7:30-9, and 3:30 to 5). This would make cycling with kids safer and more appealing.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	About right	Not sure	Make buses cheaper for all, Add new bus routes, Add public cycle parking		Very positive	Would expect to see fewer cars crossing the city centre, so buses would be faster/more timely and walking/cycling would be safer and more pleasant	Seems like a good way to test out the traffic filter ideas before going into the trial proper	School term times seem to produce the heaviest traffic, finding better ways for children to get to schools (rather than being driven in and out individually) could make a big difference. A shift away from the near-universal 9-5 working hours could also help soread out "rush hours".
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	Yes			Very negative	I'm an NHS manager, working almost 24/7, working every day after job planned hours from hime, additional commuting time will have neoative impact on my service		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	Too low	Yes	Add new bus routes, Make bus services more frequent, Add public cycle parking		Very positive	It is currently quicker to cycle in and around the city than to go by bus. The roads should be clearer for people who *need* to use their cars and permit the free flow of traffic. Buses will be quicker, and therefore more appealing to use, and cycling will be safer.	Owing to the timing of sessions, there needs to be provision for access to the ice rink, whether that is by improving bus services or adjusting the congestion charge for users. Otherwise, training would be affected to such an extent that competitive skaters will need to move to other rinks, such as Swindon, which are further away, which will affect the rink's ability to operate and remain competitive.	Look to other medieval cities abroad that have put cycling first and see what measures we can adopt. A good example is Uppsala, in Sweden, which is also a medieval university town and is almost entirely car-free in the centre. Cars should be used for getting out of Oxford, and not necessary for getting into or around Oxford.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	There should be no charges at all	Yes	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Negative	I will have to leave my job at the school where I work part time because the most direct route includes one of the charging zones and going the long way would take too long and will use too much petrol. Going there by bus would take ages as there is not a good direct service available.	They are not a good idea because the rich can afford to pay and will continue congesting the road, but those on lower income will struggle.	Removing the LTNs in East Oxford would be a good start. Have more bus routes that cover the entire city and better connection services to the surrounding villages.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	Too high	No	Make buses cheaper for all		Negative	Push traffic onto already busy alternate routes already impacted by LTNs		Use the river to provide alternative transportation into Oxford
an Oxford resident	daily	Taxis and private hire vehicles	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Make BUSES FREE FOR LOCAL PEOPLE BETWEEN WORKING HOURS AND SEE WHAT IMPACT THAT HAS ON TRAFFIC AND SCHOOL RUNS	Very negative	Will hurt people that come to Oxford to work and who live locally .. turning Oxford into a Prison	All the surrounding roads will be impacted massively, there wasn't a congestion problem before that LTNS went in.. SUMMERTOWN IS THE WORST FOR PEOPLE THAT DON'T LIVE LOCALLY	Free bus passes, council has the ability now to run its own bus services due to changes in the law, also bus ticket prices are extortionate for such small journeys and cause issues financially, Park and Ride should be free and buses to and from them should be one pound no more, if you want people to use Oxford and use it services make it cheaper for them to access them.
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Fix the badly managed roads and roundabouts	Very negative	It's literally a money making scheme. Not everyone falls into the same category of 'they should walk, get a bus or cycle' I now live in Abingdon, but I grew up in Cowley, I work in Cowley, my partner works in Cowley, my daughter goes to nursery in Rose Hill, I still have a lot of friends and family in Cowley that I see regularly, usually after work. You have already made that difficult with LTNs, I have to sit in a lot more traffic now than I ever did before. People will not stop driving! We pay for our cars, our insurance, our tax, and you want to charge us more just for the privilege of driving in our own city! There is no bus route that will allow me to go to drop off my daughter at nursery, go to work, then to pick up my daughter, and then to visit my family! And if there was it would probably double my journey time! I cycle to work when I can, but not if I have to do the nursery run. I have never ever had a problem cycling round Oxford! The majority of families and households rely on these cars to go about their daily business! Stop trying to penalise them!	You never spoke about this pre election as you knew you would struggle to get voted in! You have ruined Cowley with your LTNs already! You as a council are not listening to residents. Just look at the petition with over 10,000 signatures against! Look at the comments! Put your congestion charge in areas where you were voted in! Leave Cowley alone! Majority of residents do not want your greedy schemes! You seem to be targeting the poorer areas! If you really want it, then open up some of the LTNs so that the traffic can flow freely!	Open up the LTNs! Simple!
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all		Very negative	It will curtail my freedom to drive into Oxford as and when I feel like it.	I don't think there should be any congestion charges at all.	Remove the LTN's and make cyclists stick to the cycle lanes, not use the roads when the pavements have been narrowed to enable cycle lanes
a resident of Oxfordshire living outside Oxford	less than weekly	Frequent hospital patients	I don't	Very negative	Very negative	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper		Very negative	More hassle and money grabbing		Better ring roads, better traffic management with traffic lights - up and over pedestrian crossings so traffic doesn't start stop
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make buses cheaper for all, Other	Open LTNs	Very negative	I live just outside the ringroad and travel across the city for work and pleasure purposes. I am genuinely considering relocating my family and businesses out of Oxfordshire on the basis of vour stupid schemes.		Address the issue of the Chelsea Tractors - you can drive around oxford easily when the private schools are closed. Let's not beat around the bush - these are a huge issue. Stop stiffing hard workina. normal people.
a resident of Oxfordshire living outside Oxford	daily		I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	Yes	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Make bus services more frequent		Very negative	I commute as a scientist to the JR everyday, I'm not a NHS worker so would not be exempt. The drive is already an hour long (from Bicester) and I have to pay to park on someone's drive in Marston already to then cycle to work. I am not paid very well at all and an extra £5 a day would have me quit my job and look elsewhere. I was using the H5 bus from Bicester but some days it took over two hours to get to JR and I could not afford the £8 a day. I also have hip problems and can't walk far and the 15 mins from my house to the bus station made it worse. One of the routes through Marston is not the proposed charge but it is already crazy with traffic some days one mile takes over twenty minutes, this would get worse with everyone avoiding Marston ferry road. I have a tiny Peugeot 107 which I can barely afford as it is let alone to have £5 a day thrown on. Traffic is awful anyway. Improve the roads make them bigger don't charge people a stupid amount of money to drive on the road. For context £5 a day is £100 a month, after my bills I am left with about £80 so I genuinely would be in debt whilst working full time.	Drive from Bicester to the JR just once or from Iddington to the JR and see how awful the journey is anyway and then throw in £5 to have the pleasure in doing so. Make the roads bigger use your own money not people just trying to commute to work.	You have already invested so much in cycling and walking stop thinking about that you've done too much as it is. (I cycle from the car parking space to the JR no feel my input is valid as both a cyclist and car driver). Make the roads bigger invest in better roads and traffic light systems (ones in headington are awful and cause a lot more congestion due to the wrong timing of lights) make more roads, get rid of bus lanes that inhibit drivers taking short cuts (again one in headington would shave 20 minutes off my journey but is a road only permitted to buses). I've cycled taken the bus and driven but I need my car. Also do the journeys yourselves and see rather than just throw a blanket £5 amount on (£5 is a crazy amount of money to drive your own car)
a representative of a group or organisation	weekly		I don't	No impact	No impact	About right	No	Make buses cheaper for all		Very negative	I am the Cadet Executive officer for the Oxfordshire Army Cadet Force, we have a detachment located in Falklands house on Cherwell road.	I am a Youth Group Leader (Army Cadets) running a group located in the central area of the city. We have teenagers between the ages of 12 and 18 attending every evening from 19:00 to 21:00. Many parents, especially those from West Oxford, have expressed serious concerns about their 12–15 year olds travelling home by bus between 21:15 and 21:30, which is both unsafe and impractical. In many cases, the only viable option will be for parents to drive around the bridge, adding a £5 charge per trip or using one of their limited free passes. Our Army Cadets group is free for all and provides vital support, especially for disadvantaged young people. The Army Cadets have been shown to have a significant positive impact on social mobility, employability, and overall well being (see https://www.gov.uk/government/news/independent-report-celebrates-positive-impact-of-cadet-forces). The proposed restrictions, as they currently stand, will create a barrier for the very young people who need this opportunity the most, increasing the class divide, deepening the poverty trap, and potentially leading to higher instances of anti social behavior.	Proposed Solution: Change the restriction end time across all locations to 18:00, allowing evening youth activities—including those of the Army Cadets, the ice rink, and others—to operate as intended. This approach still prioritises commuters but ensures that vital youth services (especially those that are non profit making) remain accessible to those who need them the most. By changing the End Times to 18:00 would have a minimal effect on the overall traffic plans but still give a Maximum output by allowing those 12-18 year old access to a vital service that we provide, the above report backs up the positive impact that the ACF has on the youth of today, the fact that there is very little for Oxfordshire youngsters to do in the evenings, would mean that there would be a rise in antisocial behavior and other issues going forward.
an Oxford resident	daily	Blue badge holders, Frequent hospital patients	I commute to the central permit area by car	Neutral	Neutral	There should be no charges at all	Yes	Make buses cheaper for all, Add new bus routes, Make bus services more frequent, Extend hours of operation for buses		Very negative	My son and I are disabled and I work in town REDACTED. I'm not highly paid and to have a "temporary" permit as a blue badge holder, angers me, as I don't see it helping congestion with the tins still in the mix. Feels like you don't want people in the town at all. hence the number of emoty shops....	It's funny how they are mostly university building locations (Brookes or Oxford). Id love to know what the universities thought of these charges. And why do only cars get hit? White Vans are very popular in the town!	Get rid of tins. They are causing massive issues within the town and affecting me greatly - a 10 min journey has increased 3 fold. They are really affecting those with disabilities - I'm becoming a hermit due to those ridiculous limitations that has been implemented.
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	No impact	Very positive	There should be no charges at all	Yes	Make bus services more frequent		Very negative	This is a tax on working in Oxford. We already have problems with retention and recruitment in the NHS and in the University. These measures will make more people leave and we will find it increasingly difficult to find good staff. Hospital and University staff cannot afford to live in central Oxford and are forced to commute. These measures make it extremely difficult to do that.	The idea should be abandoned.	I thought this was part of a green agenda. There is no mention of electric cars and hybrids being treated preferentially - one may as well drive a diesel and pollute everywhere!
an Oxford resident	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Very negative	Neutral	There should be no charges at all	No	Make buses cheaper for all, Make bus services more frequent, Extend hours of operation for buses, Add public cycle parking		Very negative	My commute to work passes through 2 gates and the alternative route is much longer in distance and time. I regularly pick up and drop off people at the rail station which I would have to pay £5 a time for. I use the Westgate car park in the evening as I do not feel safe walking home from the bus stop late at night and that will cost me £5 in addition to the car park charge.	You should improve public transport and make it much more affordable which will attract people to use those options. Currently a taxi is cheaper for me and one other than catching the bus! You should consider people working in essential jobs - staff working in city centre schools need to get to and from work often carrying heavy equipment. These schools are already losing staff due to vour orocessed chanaes . Who will then educate these children?	More affordable public transport travelling where people need it without they need to catch 2 buses to travel 4 miles
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make bus services more frequent		Very negative	It is madness, trying to restrict people travelling around the city. Businesses will suffer as a result. I come to oxford for education, sport and leisure... I will have to stop doing these things.... which is annoying for me - but even more annoying for the shops and businesses where i will no longer be spending my money.	Generally whenever Ox council do something about the traffic they ALWAYS make it worse.	Yes - stop messing about with the traffic lights, bus lanes etc. Traffic flows so much better when they are broken. Oh - and maybe open some of the closed roads, that would help too.
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Negative	Negative	There should be no charges at all	Not sure	Add new bus routes, Make bus services more frequent, Extend hours of operation for buses		Very negative	Travel into Oxford will become impossible. It's already difficult and expensive for anyone outside Oxford where bus services are negligible	It feels you are set on off-putting day visitors who live, work, socialise in oxfordshire for a vision of cycling/walking in a city that only those wealthy enough to live in cycling/walking distance can attain. No thought to economic future of the city, its businesses, retailers and employers.	More than 1 bus an hour? Free bus travel for under 18's?
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	No congestion charge and to ease traffic stress that is making Oxford inaccessible look fox solutions like busses that loop through routes and link every part every 5 minute and is free. Only then you can persuade people. Stop focusing on punishing people	Very negative		I do not believe that this is temporary, it stealth. There should be no charge to go into your local city for amenities. With the the cost of living no one drives in just because they feel like. Why don't you get the money from people responsible for Botley closure and delays as I do believe this is another unscrupulous way of taking money from people.	There is no point as you would not listen
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Very negative	Very negative	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make bus services more frequent		Very negative	I travel to the railway station on a frequent basis to drop off and pick up family members. As they arrive late in the evening it would not be safe for them to walk to a charae free location. 25 passes would last about two months!	It will be a complete waste of money and will definitely be bad for all businesses within the charging area. To add £5 onto the hich parkina charaes would decimate some of those businesses.	It seems that only during rush hour times is the traffic bad as I can travel in and out of Oxford quite easily after 9.00. There is no aood reason for the current traffic suaaestions other than a political aaenda.
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	No impact	No impact			Other	Improving road conditions across the county for motorists and adding more cycle paths to encourage different modes of transport, making the A40 dual carriageway to improve travel	Negative	25 passes a year for our household is very restrictive, particularly as I participate in sports within Oxford and need access to central Oxford for this (there are no clubs closer than in the city)		Improve connections for towns outside of Oxford towards the city - dedicated cycle paths are safer than the very narrow cycle lanes; have more of these towards Oxford from Carterton e.g. Improve the cycle path from Eynsham park and ride
an Oxford resident	less than weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make buses cheaper for all, Make bus services more frequent, Extend hours of operation for buses		Very negative			
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	About right	Not sure	Make buses cheaper for all, Make bus services more frequent, Add public cycle parking		No impact	With the Botley Road closed, we have no vehicle access to the City Centre.		We need to make public transport more attractive to use. Currently I find it too expensive, unreliable and at certain times and days non existent. I would be in favour of day time closure all the main roads into Oxford (Botley Road, Woodstock Rd, Banbury etc) if there was a rapid, efficient and inexpensive public transport service taking people into the City.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Very negative	About right	Yes	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Very positive	Reduced congestion will not only make the city a safer place for pedestrians and cyclists, it will improve the air quality and make bus services quicker and more reliable. Reduced congestion, and the reduction of car use, make Oxford a far better place to live.	The proposal to use the congestion charge to subsidies car parking at Park & Ride sites is inherently unfair - our bus system is already poorly funded and fares too high, and the correct use of fines collected from cars is to reduce bus fares and improve service provision, as well as to improve public transport in the city as a whole, including by subsidising the introduction of passenger rail services between Cowley and Oxford Parkway.	Undertake a review of bus routing and timetabling in the city to prioritise ensuring that residents have easy and frequent access by bus to the Railway Station, the hospitals and major community/commercial centres. Additionally, investigate further bus priority measures on busy roads and at junctions, including 'green wave' systems that reduce the time buses spend at red lights, and allow them to leave junctions ahead of other vehicles. Furthermore, investigate more options than buses and private hire taxis for public transport in the city - the Very Light Rail system currently under development by Coventry may hold a great deal of promise for use in Oxford, and has the potentialnto dramatically change mobility in Oxford for the better.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	There should be no charges at all	Yes	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Negative	Why only 100 free passes for residents? Why not eg 350 - or 365 ie to allow daily use?? Charging should be confined to those vehicles NOT from Oxford permit area. Also: Oxford state school employees incl. and especially non-teaching staff will be adversely affected if they are not exempted from congestion charge. Daily after-school carers eg grandparents likely also to be adversely affected and therefore should be exempt. What is reasoning for the current list - as given at preamble to this consultation?	No	Increase frequency of - and additional routes for - buses.
an Oxford resident	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Very negative	Positive	There should be no charges at all	Yes	Other	More parking bays	Very negative	Need to travel to work and can't afford £5 a day to do this. Bus isn't an option due to travel times. As per usually the rich will still be able to travel and those on lower income and vulnerable will suffer	Take notice of the consultation this shouldn't be a tick box exercise that is then ignored. The Botley Road opening and filters being out in is also strongly opposed so please take notice of what local people want	Get a tram system.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I commute to the central permit area by car	No impact	Positive	There should be no charges at all	No	Add new bus routes, Make bus services more frequent, Extend hours of operation for buses		Very negative	My bus is threatened with being cancelled. I can't cycle. I need my car. This will effectively bar Oxford city to me, coupled with the ZEZ charge this is prohibitive and impacts those who don'tcan't cycle the most. The bus companies are private and so the income won't improve the service, they will just claw in even more money at citizens expense. Why not charge for tourist buses and bring in a digital booking system for the Westgate car park which needs to be done in advance of travel.		FREE buses. Make sure the 400 bus continues to run up Westminster Way. Sort out the rail bridge fiasco.
an Oxford resident	daily		I don't	Very positive	Very positive	Too low	Not sure	Make buses cheaper for all, Make bus services more frequent, Extend hours of operation for buses		Very positive	I don't use a car and want to be able to get in and out of town faster. I hope the funding goes towards better bus services because I only live 2miles from town but some of the buses in the evening only go every 45mins - it's like being a teenager waiting for a lift in Oxfordshire compared to London where I lived before. Otherwise I will need to consider learning to drive.	Great idea for all non-service providers (including carers)	Pedestrianise more roads in the centre
a resident of Oxfordshire living outside Oxford	daily		I commute to the central permit area by car	No impact	Very negative	There should be no charges at all	Not sure	Add new bus routes		Very negative	Hospital worker on minimum wage this is too much money do you want our hospitals staffed or not?	I think you have this all wrong you are doing what you think is right but not what the people who voted for you wanted	Buses that go directly to the Churchill or Nuffield . Make parents send their kids to the nearest school.
a business	daily	Community health or care workers who need to visit multiple locations or travel urgently, Personal cars used as goods vehicles for business purposes,	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	DO NOT IMPLEMENT THEM	Very negative	We are a huge GP practice and are located in Hollow Way we have a vast number of patients attending appointments on daily basis. you do not have the right to take away their access to NHs services neither do you have the right to penalise my staff for working and offering essential services	If you remove the LTN's then traffic would flow freely and not cause congestion	you could make some roads one way only
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	Too low	Yes	Make Park & Ride buses cheaper, Add new bus routes, Add public cycle parking		Very positive	This will incentivise people to use other means of transport within Oxford, which reduces congestion and makes the city a much more pleasant place to be for all.		The way the congestion charge area is defined has a big gap: it still allows cars to drive all the way into the city centre through St Giles. It continues to surprise me that in 2025 we still have a sea of tarmac for car parking in the centre of a historical town like Oxford.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	There should be no charges at all	No	Other	The charges are unnecessary	Very negative	It's just another tax on the people who are already taxed to use and maintain the roads, through car tax and council tax! These charges will force even more motor vehicles onto the already congested fragile ring road, any minor incident on the ring road already floods areas struadina with LTN's it will be double when the extra traffic is pushed there!	When this proposal is implemented as we all know it will be regardless of what business and residents think there needs to be improvements made to the Ring Road to make it an attractive alternative to driving through Oxford!	The LTN's are the biggest factor behind the increase in congestion around East Oxford, they could be removed and replaced with a traffic calming chicane system!
an Oxford resident	less than weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Positive	Very positive	There should be no charges at all	No	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Very negative	I just won't go into Oxford anymore. What's the point of the Westgate car park if you can't get into it without paying an extra £5	You will turn Oxford into a tourist / student town, people will shop elsewhere	Move the Westgate shopping centre out of town and get the Botley Road open
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Negative	There should be no charges at all	Not sure	Make buses cheaper for all, Add public cycle parking		Negative			
an Oxford resident	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make buses cheaper for all, Add new bus routes, Extend hours of operation for buses		Very negative	I have no bus service close to me. Closest is over 1 mile away on a unlit road. Where I live is for over 55s all residents have cars due to no bus service. It is already causing me and many others severe anxiety getting anywhere because of the LTNS	This is just another way of driving Oxfordshire residents from not going into Oxford. It already is just a place geared for tourists and due to the closure of roads and the congestion this is causing. Many business and shops closing making alot of Oxford look like a very scruffy and poor city	Get rid of the LTNs as these have caused the problems with the traffic and congestion
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make buses cheaper for all, Add new bus routes, Make bus services more frequent, Extend hours of operation for buses		Very negative	I live on Banbury road and I work outside of Oxford, I need to pass everyday through the congestion charge locations and I'm not eligible for the new permit. It means it will take me hours to commute	You need to create new permit even for the people who lives nearby and need to commute through the charges location	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice, 25 day passes for residents in the Oxfordshire permit area, on days of your choice, Blue badge holders, Disability benefit claimants, Disabled tax cars, School students with special educational needs, Unpaid carers, Community health or care workers who need to visit multiple locations or travel urgently, Frequent hospital patients, Emergency service vehicles, Firefighters, Taxis and private hire vehicles, Registered car clubs, Business cars used as goods vehicles, Personal cars used as goods vehicles for business purposes, Driving instructors, Hearses and funeral cars	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Repair the roads	Very negative	No,one wants a congestion charge, not a system of bus gates or the itns except fir special interest groups, environmental extremists and councillors who don't live in the city. Leave us alone	Scrap the plans immediately and let Oxford residents and councillors decide what's best for our city. Oxford is being choked by rural councillors who are ideologically driven	Yes however this is not the forum to discuss a bold approach to tackling Oxfords traffic issues.we need a separate discussion about this when the greater Oxford council is operating
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Positive	Positive	There should be no charges at all	Yes	Other	Fund a children's play area in central Pxfoed	Negative	It's so stressful and expensive living four miles from central Oxford with a young family. Half my salary goes on nursery fees. We're barely paying the mortgage. I can't take a baby and three year old on the bus into town because I can't fold up the pram and manage the baby and toddler on the bus if I need to. How can I fold a pram when I am holding my baby and also keep the toddler safe? I wouldn't cycle into town with my young children because the baby is too young to travel by bike and it's not safe. A mum and baby have already been knocked off a bike on the Botley road this year. My workplace in central Oxford already charges £4 per day to use the carpark and now with this charge as well I'm basically paying to work. My mental health is being affected by how expensive and complicated it is to bring up young children in this city. The lack of central playing spaces for children in the city combined with these anti-driving policies make it clear that Oxford is a place for wealthy people who can afford to live in the centre of town and for people without young families. Clearly we need to look at moving elsewhere because daily life is becoming impossible. What good is 50 passes to me when I need to get to work every week day and drop my kids off at nursery? What good are buses when I'm charged by the minute by the nursery for picking my children up late?	West Oxford and Vale of White Horse residents in Botley and Cumnor have been through so much in the past few years with the closure of the Botley Road. It's made daily life so much more complicated and stressful, not to mention the impact on businesses in the area. Please stop with these new initiatives and let us live our lives in peace.	I really don't think congestion is that bad for a city the size of Oxford. It's very possible to drive into work in the city each day and get the kids into nursery by car. A bit of congestion is to be expected. Please give struggling working families a break and rethink another expensive and stressful addition to daily life. Please don't do this. We are literally begging you.
a member of the public living outside Oxfordshire	weekly		I don't	Neutral	Neutral	About right	No	Add new bus routes, Make bus services more frequent, Extend hours of operation for buses		Positive	I think it will make my bus quicker which will give me more time to get up in the morning, which I would value because of my disability	No	No
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	No impact	Neutral	There should be no charges at all	No	Add new bus routes, Make bus services more frequent		Very negative	The permits are insufficient for regular trips into Oxford, and so we will have to give up those activities. The most direct consequence will be a reduction in commercial activity in Oxford - if we have to avoid travelling into Oxford in general, then we will stop shopping, eating and visiting entertainment in Oxford also. Since Oxfordshire County Council is responsible for this, we will ensure that we transfer those activities outside of Oxfordshire entirely.	It is disingenuous and deceitful as a way of raising money and I do not trust the council to spend the money correctly. Put congestion charging next to the council's car park so that the council is affected.	
an Oxford resident	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make Park & Ride parking cheaper, Make buses cheaper for young people, Extend hours of operation for buses		Very negative	So I am a young person who is finishing there degree and is living in shared student housing who is going to in the near future begin commuting from Oxford to a place of work outside of Oxford everyday and since there's 6 of us living together who all need to drive I can't imagine considering we rent that the council would be granting 6 passes to us meaning we would probably have to sav daily.	It says it to ease congestion related to botley road but it doesn't appear that many of the zones are actually anywhere near botley therefore are effected e.g Marston	Allow cars to use the through roads around Iffley and cowley roads and up towards headington rather than forcing all traffic to head into one bottle neck at the main roundabout that heads into the city centre.
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	No impact	No impact	About right	Yes	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Very positive	Hopefully get cars off the road so buses run quicker.		
a resident of Oxfordshire living outside Oxford	weekly	Personal cars used as goods vehicles for business purposes	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Add new bus routes		Very negative	People will stop visiting Oxford even more - which will make traders/shops go out of business. Trains are expensive, buses as well now since the £3 each way bus hike. Villages don't have a choice - my village has a terrible bus service - no longer direct to Oxford, you have to go via Bicester, so most don't bother	Terrible idea	Remove LTN's -bad for environment - ask people in St Clements, Cowley road and any other road where the traffic is sent, because of LTN's
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Very positive	No impact	Too low	No	Make buses cheaper for all, Add new bus routes, Make bus services more frequent, Add public cycle parking		Very positive	I cycle daily or use the bus, this proposed scheme would have a hugely positive impact on our family and commuting times, also pollution and noise from all the traffic is awful.	Please improve cycle routes into town and cycle parking in town. Also increase parking charges in the city centre higher to encouraae people to use P&R. and make P&R busses more affordable.	More LTNs, improve cycling infrastructure. Increase bus routes to encourage people to ditch their car.

Survey Response													
I am responding to this survey as	How often do you travel in or around Oxford?	Please tick which of the following free permits and passes you think you may be eligible for	Do you live in, visit a resident by car or commute by car to the proposed central Oxford	Central Oxford residents' permitit is proposed that residents in the central Oxford	Central Oxford permit area commuters' permitit is proposed workers commuting	We are proposing a single charge of £5 to allow cars without a day pass or permit	Do you think that charges should vary, with drivers of larger cars paying more and	Income generated by introducing the proposed temporary congestion charge would be used to cover the set-up and operating costs of the scheme.	If other improvement, please state	Taking into account all the information we have provided about the proposal to	Please explain your answer	Do you have any other comments about the proposal for six temporary congestion charge locations in Oxford that you have not already shared in this survey?	Do you have any suggestions for other ways to reduce traffic and tackle congestion in and around Oxford?
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Positive	Negative	About right	No	Make buses cheaper for all, Make bus services more frequent, Add public cycle parking		Positive	I am hoping it will reduce traffic.	I am concerned this, like the fingers, will increase traffic through Old Marston at peak commuter times.	An aerial egg lift linking Thornhill P&R > Osler Road / JR hospital > Town Centre.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Negative	Too low	Yes	Make Park & Ride buses cheaper, Make buses cheaper for all, Make bus services more frequent		Positive	Could go further, eg restricting hours of access for "other" vehicles (delivery etc) to outside normal peak times		Reduce the amount of parking currently available with a aim to discourage driving into the centre
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Positive	Negative	Too low	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Add new bus routes, Make bus services more frequent, Extend hours of operation for buses, Add public cycle parking		Positive		I think 3 cars for commuting is excessive	restrict larger vehicles such as trucks and vans within certain hours - so not during peak schools hours (7:30-9, and 3:30 to 5). This would make cycling with kids safer and more appealing.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	About right	Not sure	Make buses cheaper for all, Add new bus routes, Add public cycle parking		Very positive	Would expect to see fewer cars crossing the city centre, so buses would be faster/more timely and walking/cycling would be safer and more pleasant	Seems like a good way to test out the traffic filter ideas before going into the trial proper	School term times seem to produce the heaviest traffic, finding better ways for children to get to schools (rather than being driven in and out individually) could make a big difference. A shift away from the near-universal 9-5 working hours could also help soread out "rush hours".
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	Yes			Very negative	I'm an NHS manager, working almost 24/7, working every day after job planned hours from hime, additional commuting time will have neoative imoact on my service		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	Too low	Yes	Add new bus routes, Make bus services more frequent, Add public cycle parking		Very positive	It is currently quicker to cycle in and around the city than to go by bus. The roads should be clearer for people who *need* to use their cars and permit the free flow of traffic. Buses will be quicker, and therefore more appealing to use, and cycling will be safer.	Owing to the timing of sessions, there needs to be provision for access to the ice rink, whether that is by improving bus services or adjusting the congestion charge for users. Otherwise, training would be affected to such an extent that competitive skaters will need to move to other rinks, such as Swindon, which are further away, which will affect the rink's ability to operate and remain competitive.	Look to other medieval cities abroad that have put cycling first and see what measures we can adopt. A good example is Uppsala, in Sweden, which is also a medieval university town and is almost entirely car-free in the centre. Cars should be used for getting out of Oxford, and not necessary for getting into or around Oxford.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	There should be no charges at all	Yes	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Negative	I will have to leave my job at the school where I work part time because the most direct route includes one of the charging zones and going the long way would take too long and will use too much petrol. Going there by bus would take ages as there is not a good direct service available.	They are not a good idea because the rich can afford to pay and will continue congesting the road, but those on lower income will struggle.	Removing the LTNs in East Oxford would be a good start. Have more bus routes that cover the entire city and better connection services to the surrounding villages.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	Too high	No	Make buses cheaper for all		Negative	Push traffic onto already busy alternate routes already impacted by LTNs		Use the river to provide alternative transportation into Oxford
an Oxford resident	daily	Taxis and private hire vehicles	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Make BUSES FREE FOR LOCAL PEOPLE BETWEEN WORKING HOURS AND SEE WHAT IMPACT THAT HAS ON TRAFFIC AND SCHOOL RUNS	Very negative	Will hurt people that come to Oxford to work and who live locally .. turning Oxford into a Prison	All the surrounding roads will be impacted massively, there wasn't a congestion problem before that LTNS went in.. SUMMERTOWN IS THE WORST FOR PEOPLE THAT DON'T LIVE LOCALLY	Free bus passes, council has the ability now to run its own bus services due to changes in the law, also bus ticket prices are extortionate for such small journeys and cause issues financially, Park and Ride should be free and buses to and from them should be one pound no more, if you want people to use Oxford and use it services make it cheaper for them to access them.
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Fix the badly managed roads and roundabouts	Very negative	It's literally a money making scheme. Not everyone falls into the same category of 'they should walk, get a bus or cycle' I now live in Abingdon, but I grew up in Cowley, I work in Cowley, my partner works in Cowley, my daughter goes to nursery in Rose Hill, I still have a lot of friends and family in Cowley that I see regularly, usually after work. You have already made that difficult with LTNs, I have to sit in a lot more traffic now than I ever did before. People will not stop driving! We pay for our cars, our insurance, our tax, and you want to charge us more just for the privilege of driving in our own city! There is no bus route that will allow me to go to drop off my daughter at nursery, go to work, then to pick up my daughter, and then to visit my family! And if there was it would probably double my journey time! I cycle to work when I can, but not if I have to do the nursery run. I have never ever had a problem cycling round Oxford! The majority of families and households rely on these cars to go about their daily business! Stop trying to penalise them!	You never spoke about this pre election as you knew you would struggle to get voted in! You have ruined Cowley with your LTNs already! You as a council are not listening to residents. Just look at the petition with over 10,000 signatures against! Look at the comments! Put your congestion charge in areas where you were voted in! Leave Cowley alone! Majority of residents do not want your greedy schemes! You seem to be targeting the poorer areas! If you really want it, then open up some of the LTNs so that the traffic can flow freely!	Open up the LTNs! Simple!
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Positive	Positive	About right	Yes	Make Park & Ride parking cheaper, Make buses cheaper for all, Add public cycle parking		Very positive	I am hopeful that an introduction of a congestion charge will lessen the amount of traffic going through Oxford. At the moment, there are far too many vehicles on the roads in Oxford leading to congestion, traffic jams, reckless driving, danger to cyclists and pedestrians, increased pollution, etc.. There are also too many larger cars now on Oxford's narrow streets which cause more congestion and present greater risk to cyclists, both when the cars are parked and driven. If the congestion charge helps to reduce the number of vehicles in Oxford - which I feel it will - this can only be a very good thing.		I would suggest more traffic wardens who would focus on dangerous or illegal parking (looking in particular at the Cowley Road).
a resident of Oxfordshire living outside Oxford	less than weekly		I don't	Very negative	About right	Yes	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Make bus services more frequent, Extend hours of operation for buses, Add public cycle parking		Positive	Reducing cars in the centre will make it more efficient and viable for public transport and cycling.		
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Negative	Neutral	Too low	Yes	Make Park & Ride buses cheaper		Very positive	Traffic levels in the city are too high. As someone who commutes in by bus to central Oxford it is vital that traffic is reduced in order to encourage more active travel and/or the use of public transport. Until the traffic filters gates can be fully implemented once the Botley Road is reopened then this a practical idea to address the traffic issue.		Improving the ability to cycle safely in from satellite villages such as Bennnsfield via the A4074
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Very negative	Very negative	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper		Very negative	It is not the fault of residents that the Botley Road has been closed for so long, the penalty for having the road closed should not fall to Oxford(shire) residents to have to pay.	Residents should not have to pay for a road closure that is not remotely their fault. They are already being inconvenienced hugely	Get rid of the low traffic neighbourhoods, they only cause more congestion on larger roads and make travelling around Oxford worse. Have more bus routes that go between Oxfordshire villages rather than all having to go into Oxford or having some villages with no public transport at all, forcing residents to drive. Put in a proper cycle route between Botley and Eynsham (and similar for other surrounding villages) to make it safe for cyclists.
a resident of Oxfordshire living outside Oxford	less than weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Positive	Positive	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Add new bus routes, Make bus services more frequent, Extend hours of operation for buses, Add public cycle parking		Very negative	I am unlikely to visit central Oxford for shopping, theatre and eating out.	If you want to reduce traffic, you need to provide better public transport infrastructure and secure bike parking and safer cycling routes. Just fining people is not the answer.	A better train station and more frequent local service as well as improved buses and free parking/buses at the Park & Ride locations are a good start but I would like to see something cleaner than buses like a monorail system.
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice, Unpaid carers, Frequent hospital patients	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Positive	There should be no charges at all	Not sure	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Add new bus routes		Very negative	I will choose to go to other towns and not visit Oxford which will impact on business. My husband requires regular hospital visits which will cost us more money, as there is no way we can get there except by car.	They should not be considered.	More regular buses from outside Oxford
a resident of Oxfordshire living outside Oxford	weekly		I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make bus services more frequent		Very negative	This is fine if you are in an area that is served by Public Transport, but if you live an area with at best an intermittent bus service, and have no choice but to use a car, this is simply an additional tax for no additional benefit. Some routes are fine, as they have very frequent and early/late bus availability. Some of us live in areas served by a single bus route that runs on a less than hourly basis, and does not run into the evenings. Because of this, we either have to drive, or pay for a taxi, which is prohibitively expensive. This is all stick, and no carrot; we know our bus service will never be improved because it is not considered economical at current levels. The nonsense about buses being able to run more frequently is, sadly, wishful thinking. It requires money up front to do that, and this will not generate anywhere near enough money to make any difference.	The locations will simply increase congestion elsewhere, for example around Headington, as people use alternative routes to get to where they need to go. The one on Hollow Way will penalise people who need to access the hospitals, and are already being penalised by having to pay to park. Also - having to pay online is simply not going to be possible for some residents, who do not or cannot use online payment services. Walking and Cycling may be made more attractive for people in Oxford, but that's not always possible for people who live outside of Oxford and cannot walk or cycle in. Oxford relies on people from outside Oxford for Oxford's prosperity - increase the cost of access, and people will simply go elsewhere and spend their money elsewhere.	Make the Park and Ride service free, or at least make the parking free. That will encourage more people to leave their cars in the P&R sites. At the moment, if you want to go to the Westgate for a couple of hours, it's cheaper to drive and pay the parking charge there. Make the P&R the cheaper option, and more people will use it. You are instead just making it more expensive overall at a time when households are struggling with day to day costs. Use positive encouragement rather than adding to the financial burden of residents of Oxfordshire.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice, 25 day passes for residents in the Oxfordshire permit area, on days of your choice, Frequent hospital patients, Personal cars used as goods vehicles for business purposes	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make Park & Ride buses cheaper, Make buses cheaper for all, Other	No	Very negative	You won't be able to reduce car trafic in Oxford this way. It is going to make it worse	It is stupid idea as the other roads will get congestion	Open the roads you already closed like LTN
a resident of Oxfordshire living outside Oxford	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	Not sure	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make bus services more frequent		Very negative	This is a tax on the people not rich enough to live in Oxford who have to commute for work	Get rid of the LTNs and the traffic will flow better. Will result in no shops in Oxford and more profit for Amazon	Open the LTNs. Open Botley road. Build a skyrail like Disney land, above the roads.
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Very negative	Very negative	There should be no charges at all	Not sure	Other	There should be no charge	Very negative	There should be no charge at all.		Have eco days where drivers are encouraged to not enter the city on x days and reward them with discount at shops not in the city.
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	Not sure	Add new bus routes, Make bus services more frequent, Add public cycle parking		Very negative	I'm living outside Oxford and volunteer in activity class for children in Oxford which I don't get paid for. I'm also on maternity leave taking care of a young baby and tried to use the bus but I don't feel safe putting my baby in there as the drivers are too fast and my baby is shaken in the pram, the buses are dirty with people leaving spilled drinks on the floor and I have to wait for too long before the bus come in a bus stop where people can vap or smoke next to my baby. I choose to use the nearest parking in town which cost a fortune. The money made by the council for the parking should be used to improve the transport community instead of making people pay even more.		Make westgate parking contribute to the bill and pay part of the improvement of transportation. They could make a donation and in return get free advertising on Oxford buses. Add free/discounted bike access in park and rides parking. Make buses safer and accessible to everyone. Give discounted bus passes for families and young people.
an Oxford resident	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice. Registered car clubs	I don't	Very positive	Positive	Too low	Yes	Make buses cheaper for all, Add new bus routes, Other	Road layout improvements to narrow or pedestrianise central city streets.	Very positive	I believe the reduction in private vehicles will help traffic to flow better and reduce pollution from particulates and engine noise. This will be positive to the health of all Oxford residents.		Continue with existing plans to create better and additional park and rides. Pedestrianise George Street and move existing bus stands to Beaumont Street. Westgate car park should be converted into a delivery hub.
a resident of Oxfordshire living outside Oxford	less than weekly	Disability benefit claimants	I don't	No impact	No impact	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Add new bus routes, Make bus services more frequent, Extend hours of operation for buses		No impact	It doesn't impact me at all because I only travel to the hospital, if I had the choice I wouldn't visit Oxford at all.	This congestion charge idea is a joke, especially when people are already hurting from increases in domestic fuel prices, increases in council tax, increases in water rates, increases in food prices, all manufactured and aren't the real cost that we should receive. It won't stop people driving cars, most of us drive cars/vans for a reason. Permits to travel to certain areas? what is this a dictatorship?	Yes, in fact I do, open all LTN at rush hours and 20mph speed limits should only be part time. There is no reason for roads to be 20 mph at 9 or 10pm and before 6am being as there aren't a lot of vehicles on the road at that time. Here's another idea, in London, other traffic can use bus lanes after 7pm and before 5am or something like that. Get rid of the bus gates especially those that force 1/3 of the residents to have to drive THROUGH the estate to get out of the estate and be forced to drive passed a school. That causes MORE pollution, a bottle neck and safety issues. (kings grove new builds in grove). All these things you keep doing do not stop pollution (that's impossible whilst humans are alive), it causes more on the outskirts of the city. It also costs more for drivers in both finance and time. Oxfordshire as a whole is in the lowest pollution group already. These stories about 4000 dying from air pollution each year...nonsense, in the last 20 years only 1 person was thought to have died from air pollution but they could not be 100% sure. All the people who have died have had underlying issues. If you try to use the asthma issue, well, Oxfordshire has quite a lot of sufferers because Oxfordshire is in a valley, the air is always denser
an Oxford resident	less than weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Negative	There should be no charges at all	Yes	Make Park & Ride buses cheaper, Add new bus routes, Make bus services more frequent		Very negative	Timings of closures not helpful and permits offered may not be helpful either . This will mean using the ring road which will be busier than ever. Working around LTNs is infuriating enough - longer journey already!!!	Cancel these now and in the future for the East. How about adding some LTNs and congestion charge locations around North, West and South Oxford before they get close to the City - that would solve some congestion and pollution.	An overall parking charges except Park and Ride buses. Increase the use of double yellow lines, and probably traffic wardens. Keep all bus fares very low and free for some groups e.g. those in education or on benefits - would need to apply for a oass as with older people. Remove all LTNs.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Neutral	Very negative	There should be no charges at all	Yes	Add new bus routes, Make bus services more frequent, Extend hours of operation for buses, Other	Like Manchester, free buses within the city centre and better routes would help.	Very negative	So many, one area of concern is people making urgent visits to the JR and with the Botley Road out of action, there is no way to get to the train station without having to pay a fee. This fee feels like it will damage so many people in Oxford and the cost of implementation has not been provided. We all want a greener city, but this feels the wrong direction.	Please do not even start to do this until Botley Road is open, please could you let the public know about the cost of putting this in place. We all want a much cleaner city with a better environment for all, however, having safer, cleaner and cheaper public transport would be a much better way of doing this. I hardly ever drive but one journey i do make is to the train station as often the No5 bus can feel intimidating.	Increase all parking charges except Park and Ride buses. Increase the use of double yellow lines, and probably traffic wardens. Keep all bus fares very low and free for some groups e.g. those in education or on benefits - would need to apply for a oass as with older people. Remove all LTNs. Please take a look at what Cork has done as a city, with some roads being one way or bus only. Clean, well funded, safe, cheap public transport, running longer hours (and with extra safety at night) going to a wide range of locations. As an employer in Oxford, I do hear terrible things of lone women having terrible issues using public transport at night in Oxford and in several places buses to places such as Bampton finishing before work has finished. We need a better connected city and county.
a member of the public living outside Oxfordshire	daily		I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make buses cheaper for young people		Very negative	There is no engagement with people living in rural areas outside Oxfordshire having to bring children in to school or to work.		Reopen the LRNs they have worsened congestion, travel times and air quality.
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	Yes	Make buses cheaper for all, Make bus services more frequent, Add public cycle parking		Very negative	I travel from Kidlington to my workplace. I do not wish to have to pay to get to work it is an unfair EXTRA cost to our life when things are already tough.	Please stop interfering in traffic management and making Oxford such an unappealing place to live and work. Think about the middle income workers who are trying to make a living who are working in the hospitals and schools who will have to move away from Oxford due to the rising living costs	In the last 12 months I have bought a bike (cycle to work scheme) and try to ride to work in order to reduce congestion. I DO NOT feel safe and have already had one accident which meant 7 hours at A & E at the JR and one week off work. I do not wish to ride on iced roads in the dark during the winter months because I cannot afford to pay an extra £25 to drive to work. This scheme is affecting the wrong people. Charge the Land rovers and SUV's and 4x4 vehicles which travel around Oxfordshire dropping their children at independent schools. There is a noticeable difference of less traffic congestion during independent schools holiday when they are not on the road. This scheme will not stop them, they'll just pay the money!
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	Negative	About right	Not sure	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Add new bus routes		Positive	It should reduce the amount of traffic on the roads, making bus travel quicker and more attractive. If it also results in cheaper bus travel then that's even better.	I'm not 100% sure about the idea of permits for commuters with parking in the city centre. In particular why are they going to be entitled to permits for three vehicles? Also why unlimited? Why not..say, 250 passes - enough for 5 day working week - a lot of holidays etc? Otherwise there seems to be no incentive for them to adopt alternative methods.	Not really. You often hear opponents of these schemes saying its all stick and no carrot, but there seems to be a large percentage of motorists who will just refuse to eat carrots regardless!
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Very negative	Very negative	Too low	Yes	Make buses cheaper for all, Make bus services more frequent, Extend hours of operation for buses		Very positive	At present, there is no viable alternative to driving in Oxford. Bus services are insanely expensive and slow; while walking and cycling becomes more dangerous every year as vehicles become larger and drivers ignore more and more rules (especially the growing number of delivery drivers). We need an intervention now before we are permanently locked into this increasingly dangerous situation.	I think that the congestion charge is too inexpensive and does not do enough to incentivize walking, cycling, and public transport.	Make all public transport free of charge and increase the frequency of buses, with the aim of eventually reintroducing a tram service. The goal should be to ensure that one doesn't have to think about getting around Oxford: public transport needs to become easier and more convenient than driving.
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	No impact	No impact	There should be no charges at all	No	Make bus services more frequent, Extend hours of operation for buses		Negative	I live and work outside Oxford, but contribute significant volunteer hours to contribute to the cultural life in Oxford, primarily singing in multiple choirs (including at Christ church, which attracts upwards of 50 tourists per day). Such a congestion charge would decrease the financial feasibility of this, meaning I would not be able to continue contributing in this way. Buses are not always feasible or safe due to late night finishes or early Sunday starts	More permits are required for those who live just outside the ring road. I live in Abingdon because I cannot afford to live in Oxford, so having an additional fee to continue to volunteer in Oxford is counterintuitive	More frequent buses outside of working hours. Improved safety features on late night buses. Increased bike theft protection in Oxford
a member of the public living outside Oxfordshire	less than weekly		I live in the central Oxford permit area, or visit a resident of the central permit area by car	Negative	Negative	There should be no charges at all	Not sure			Very negative			
a resident of Oxfordshire living outside Oxford	less than weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Neutral	Positive	Too high	Yes	Make buses cheaper for all, Add new bus routes, Make bus services more frequent, Extend hours of operation for buses, Add public cycle parking		Negative	I know no other city that charges people to access its transportation and amenities such as the train station. I typically access the city via public transport 90% of the time, but the ability to collect people from the train station or visit the city centre by car where necessary is inhibited by this proposal. Whilst the 25 permits a year for the wider Oxfordshire residence would make this easier, I feel it sends a negative message to the people of the city about accessing their own city.	Separately, you have proposed the Greater Oxford Council which would amalgamate six existing Oxfordshire councils including Kennington. If either of these projects go ahead, why is it that many of these six councils are excluded from the 100 permits a year that you propose for Oxford residents? For example, Kennington residents are just as close to Oxford city as many outskirts of Blackbird Leys is. If we are to be controlled by Oxford City Council in the same way as other suburbs due to the Greater Oxford Council proposal going ahead, you must be planning for equity now in your proposals such as the Congestion Charge (and how income is used).	Diversity the bus services in frequency & routes and reduce the cost For example - use the ring road! At the moment all roads lead into Oxford but many people work outside the city. E.g it takes hours to get from Kennington to Headington by Public Transport. This de-incentivises people. Consider bus gates in areas were congestion is worse, such as the Abingdon Road. I am not incentivised to take public transport due to how long it takes! Bus reliability is also a big issue in many areas outside Oxford. The Oxford Bus company is not really help to account due to its monopoly on the services… they are inconsistent and poor at communicating. Create dedicated cycle lanes and cycle amenities (such as bike traffic lights as well as car traffic lights) - don't just try and squeeze bike lanes into existing roads Make a bikes and e-scooters available further out from the city
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	About right	Yes	Make buses cheaper for all, Add new bus routes, Other	Dedicated cycle infrastructure	Very positive	Because I don't drive so anything which will reduce car traffic and make other modes of transport easier, safer and more pleasant. is a benefit to me.		
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	No impact	Positive	There should be no charges at all	No	Make Park & Ride parking cheaper, Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Very negative	It's quite frankly a ridiculous, unrealistic and unfruitful proposal. Oxford traffic is already terrible and this will make it worse. Even though you apparently think it'll help, it will not. It's not always feasible for people to get a bus or cycle or walk and the roads you've chosen to place these charges on are a ridiculous choice, especially Marston Ferry Road having two schools on it and being so far outside the centre. It honestly makes me want to ask, why do you hate the public so much?	How are you going to prove to us that this money that you're essentially thieving from people is actually going to go towards the things you say it will? I don't think many people are convinced you'll actually do anything with it, we're all convinced you're just trying to make a profit out of making people miserable in their day to day life in Oxford.	Stop putting road works on at the same time across the entire city. The organisation of these seem terrible. Have more buses the go laterally across Oxford and stop sending everything through the city centre. How is someone meant to get from Iffley to Headington without getting on a million buses?
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make buses cheaper for all, Make bus services more frequent, Extend hours of operation for buses		Very negative	Makes visiting family much more difficult		
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice, Frequent hospital patients	I don't	Very negative	Very negative	There should be no charges at all	No	Make buses cheaper for all, Make buses cheaper for young people, Make bus services more frequent		Very negative	You have not taken into account elderly people or those over 70 years of age when doing this survey. We rely on our car to drop off at Gloucester Street for the buses to LHR or London. We also need to get to Oxford Railway station and the John Radcliffe hospital. Dropping our cat at the Cat clinic in Marston every six months. Owners of smaller pets can be even more frequent. We live off Woodstock Road and Westgate and Oxford City Centre is where we shop. We rarely go far as we are over 70 years of age.	I doubt very much this will be temporary and appeal to you to think outside the box. The reason for the congestion in Oxford is caused by massive housing adding more car owners to the area you are proposing to charge. Also you are proposing a football stadium in Kidlington which will increase the burden on us locals. This is what is causing increasing congestion.	Do not charge locals within a 3 mile radius. Otherwise more shops will close and all that will be left is places to eat in Oxford, if that.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice, 25 day passes for residents in the Oxfordshire permit area, on days of your choice, Blue badge holders, Disability benefit claimants, Disabled tax cars	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	None	Very negative		Crime will increase more accidents on bigger roads. More traffic on the main roads which make it unsafe to cycle as it leads most cyclists on the path which I have seen hit pedestrians walking on the path.	Tax house holds on having more cars than people in the family. Open ltns so traffic can move which Oxford has been doing last 80 plus years
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice, 25 day passes for residents in the Oxfordshire permit area, on days of your choice, Community health or care workers who need to visit multiple locations or travel urgently	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make bus services more frequent, Extend hours of operation for buses, Other	Create footpaths and cycle paths away from roads. Leave road for the cars and lorries that need to be on the roads.	Very negative	Pedestrians and cyclists can, and usually would prefer to, use side paths, cycle paths, footpaths to get to their destinations. Our current local economy is set up around Oxford being accessible by car. In particular Headington, which houses 4 large teaching hospitals, Brookes university, and many private schools - all of which need regular vehicular access multiple times a day. The council need to utilise the roads fully and properly for vehicles (and get rid of stupid and dangerous schemes like the LTNs) and provide access for pedestrians which is well away from the roads! Charging people who already pay council tax and road tax and need their vehicles to live and work, is desperately unfair.	Please scrap this ridiculous and unworkable scheme.	Firstly, open up the roads (including those shut by LTNs) Secondly, create footpaths and cycle paths away from roads. Thirdly, make bus travel free. Fourthly, invest in subsidised shops and businesses, by lowering business rates in residential areas so that people have shops and resources within walking distance (possibly talk to Tesco Metro, Sainsbury's Local, etc.). Invest in nurseries/childcare, Libraries, and GPs, to have outreach premises/clinics in residential areas so that people don't need to travel to access these services. Fifthly, encourage the use of electric cars. Sixthly, stipulate that any entity digging up the road needs to have a permit from the council, so that there can be coordination and multiple roadworks for different teams (water, gas, road maintenance, electricity) can't be working on the same stretch of road at the same time. The permit would be time-limited, if the work runs over, the organisation either has to pay for an additional permit, or pay a fine for everyday the work overruns.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice, 25 day passes for residents in the Oxfordshire permit area, on days of your choice. Registered car clubs	I don't	Neutral	Neutral	Too high	No	Other		Negative			
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	No impact	No impact	About right	Yes	Make buses cheaper for all, Add new bus routes, Extend hours of operation for buses		Negative	I live in a village with very limited public transport into Oxford. While it's great to see the council trying to deal with congestion in Oxford it never results in a better public transport connection to Oxford so everyone still has to use their cars and it just costs them an arm and a leg. No worries for those with tonnes of cash to pay their way round it, but normal people are made to suffer as oer.	Love that it's already admitted in the thing that it will cost as much to set up as it will generate meaning the whole thing is an exercise in madness. Does this make the GDP jump? Is it a "growth" thing? Just waste the time providing a better bus service would you?	Finish the park and ride at Eynsham. Invest in buses. Accept that nothing done to benefit people and our lives makes "business sense" so stop trying to make it make moneyinot loose money.
a resident of Oxfordshire living outside Oxford	less than weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Negative	Negative	There should be no charges at all	Yes	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Add new bus routes, Make bus services more frequent, Extend hours of operation for buses		Negative	It would mean I would not visit Oxford	I think this is against civil liberties especially given the Botley road closure and this has been extended. It seems nonsensical that to access the west gate car park people would be charged to use the car park. This will have an impact on local businesses and economy in the city centre, I think people who do not live in Oxford but live in Oxfordshire will avoid travelling to Oxford at all and go to other places particularly for leisure. It would also mean taking a job in Oxford would be less desirable and retention is difficult particularly in the health and social care sector	
a resident of Oxfordshire living outside Oxford	less than weekly	Unpaid carers	I don't	Negative	Negative	There should be no charges at all	No	Make buses cheaper for all, Make bus services more frequent, Add public cycle parking		Negative	We already pay to use the roads through taxation. This scheme is just a way for the council to have extra control over and monev from the public.	Priority should be completing and getting rid of the works on the Botley Road. Not trialling money making schemes under the guise of intorovino things.	Make trains nationally owned and decrease fares. Run more buses from rural areas.
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	No impact	No impact	There should be no charges at all	Not sure	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all		Very negative	I cargool into central Oxford once a week for a choir rehearsal. We currently park in the Westgate Car Park. Under this proposal it will mean an additional £5 cost per trip. Park and Ride buses are too infrequent at 21:45 when our rehearsals end. In winter it is not nice to have to wait for a bus if we take the S1 back to Eynsham	Could you change the time so that it ends at 18:00? This would solve our problems and also help theatre users I am a volunteer driver taking people to hospital/medical appointments. Would we be eligible for passes when we are doing these drives?	1) slip road from A40 onto A34 both ways so that you don't have to go to Wolvercote and out to Prar Tree 2) why has the A40 been reduced to 1 lane approaching Wolvercote? Until the A40 is made into a dual carriageway all the way from Witney and the Eynsham Park and Ride ooens it is a huge traffic bottleneck
a resident of Oxfordshire living outside Oxford	daily	Community health or care workers who need to visit multiple locations or travel urgently	I commute to the central permit area by car	Very negative	Neutral	There should be no charges at all	No	Other	Stop messing up central road systems as it impacts on our patients.	Very negative	Our patients cannot afford it and it will prevent them accessing healthcare when they need it. You've already made it difficult to reach us due to closing half the roads to cars. Not all humans can cycle everywhere and buses are hopeless sun always late	Please don't do it	Introduce penalties for the dangerous cyclists that cause accidents all the time. Get rid of the dangerous eScooters. Reopen the side roads linking main route like the cowley road and iffley road to reduce buses having to queue for hours.Make buses and bus aasses cheaper

Survey Response													
I am responding to this survey as	How often do you travel in or around Oxford?	Please tick which of the following free permits and passes you think you may be eligible for	Do you live in, visit a resident by car or commute by car to the proposed central Oxford	Central Oxford residents' permitit is proposed that residents in the central Oxford	Central Oxford permit area commuters' permitit is proposed workers commuting	We are proposing a single charge of £5 to allow cars without a day pass or permit	Do you think that charges should vary, with drivers of longer cars paying more and	Income generated by introducing the proposed temporary congestion charge would be used to cover the set-up and operating costs of the scheme.	If other improvement, please state	Taking into account all the information we have provided about the proposal to	Please explain your answer	Do you have any other comments about the proposal for six temporary congestion charge locations in Oxford that you have not already shared in this survey?	Do you have any suggestions for other ways to reduce traffic and tackle congestion in and around Oxford?
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Positive	Negative	About right	No	Make buses cheaper for all, Make bus services more frequent, Add public cycle parking		Positive	I am hoping it will reduce traffic.	I am concerned this, like the fingers, will increase traffic through Old Marston at peak commuter times.	An aerial egg lift linking Thornhill P&R > Osler Road / JR hospital > Town Centre.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Negative	Too low	Yes	Make Park & Ride buses cheaper, Make buses cheaper for all, Make bus services more frequent		Positive	Could go further, eg restricting hours of access for "other" vehicles (delivery etc) to outside normal peak times		Reduce the amount of parking currently available with a aim to discourage driving into the centre
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Positive	Negative	Too low	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Add new bus routes, Make bus services more frequent, Extend hours of operation for buses, Add public cycle parking		Positive		I think 3 cars for commuting is excessive	restrict larger vehicles such as trucks and vans within certain hours - so not during peak schools hours (7:30-9, and 3:30 to 5). This would make cycling with kids safer and more appealing.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	About right	Not sure	Make buses cheaper for all, Add new bus routes, Add public cycle parking		Very positive	Would expect to see fewer cars crossing the city centre, so buses would be faster/more timely and walking/cycling would be safer and more pleasant	Seems like a good way to test out the traffic filter ideas before going into the trial proper	School term times seem to produce the heaviest traffic, finding better ways for children to get to schools (rather than being driven in and out individually) could make a big difference. A shift away from the near-universal 9-5 working hours could also help soread out "rush hours".
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	Yes			Very negative	I'm an NHS manager, working almost 24/7, working every day after job planned hours from hime, additional commuting time will have neoative imoact on my service		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	Too low	Yes	Add new bus routes, Make bus services more frequent, Add public cycle parking		Very positive	It is currently quicker to cycle in and around the city than to go by bus. The roads should be clearer for people who *need* to use their cars and permit the free flow of traffic. Buses will be quicker, and therefore more appealing to use, and cycling will be safer.	Owing to the timing of sessions, there needs to be provision for access to the ice rink, whether that is by improving bus services or adjusting the congestion charge for users. Otherwise, training would be affected to such an extent that competitive skaters will need to move to other rinks, such as Swindon, which are further away, which will affect the rink's ability to operate and remain competitive.	Look to other medieval cities abroad that have put cycling first and see what measures we can adopt. A good example is Uppsala, in Sweden, which is also a medieval university town and is almost entirely car-free in the centre. Cars should be used for getting out of Oxford, and not necessary for getting into or around Oxford.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	There should be no charges at all	Yes	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Negative	I will have to leave my job at the school where I work part time because the most direct route includes one of the charging zones and going the long way would take too long and will use too much petrol. Going there by bus would take ages as there is not a good direct service available.	They are not a good idea because the rich can afford to pay and will continue congesting the road, but those on lower income will struggle.	Removing the LTNs in East Oxford would be a good start. Have more bus routes that cover the entire city and better connection services to the surrounding villages.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	Too high	No	Make buses cheaper for all		Negative	Push traffic onto already busy alternate routes already impacted by LTNs		Use the river to provide alternative transportation into Oxford
an Oxford resident	daily	Taxis and private hire vehicles	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Make BUSES FREE FOR LOCAL PEOPLE BETWEEN WORKING HOURS AND SEE WHAT IMPACT THAT HAS ON TRAFFIC AND SCHOOL RUNS	Very negative	Will hurt people that come to Oxford to work and who live locally .. turning Oxford into a Prison	All the surrounding roads will be impacted massively, there wasn't a congestion problem before that LTNS went in.. SUMMERTOWN IS THE WORST FOR PEOPLE THAT DON'T LIVE LOCALLY	Free bus passes, council has the ability now to run its own bus services due to changes in the law, also bus ticket prices are extortionate for such small journeys and cause issues financially, Park and Ride should be free and buses to and from them should be one pound no more, if you want people to use Oxford and use it services make it cheaper for them to access them.
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Fix the badly managed roads and roundabouts	Very negative	It's literally a money making scheme. Not everyone falls into the same category of 'they should walk, get a bus or cycle' I now live in Abingdon, but I grew up in Cowley, I work in Cowley, my partner works in Cowley, my daughter goes to nursery in Rose Hill, I still have a lot of friends and family in Cowley that I see regularly, usually after work. You have already made that difficult with LTNs, I have to sit in a lot more traffic now than I ever did before. People will not stop driving! We pay for our cars, our insurance, our tax, and you want to charge us more just for the privilege of driving in our own city! There is no bus route that will allow me to go to drop off my daughter at nursery, go to work, then to pick up my daughter, and then to visit my family! And if there was it would probably double my journey time! I cycle to work when I can, but not if I have to do the nursery run. I have never ever had a problem cycling round Oxford! The majority of families and households rely on these cars to go about their daily business! Stop trying to penalise them!	You never spoke about this pre election as you knew you would struggle to get voted in! You have ruined Cowley with your LTNs already! You as a council are not listening to residents. Just look at the petition with over 10,000 signatures against!! Look at the comments! Put your congestion charge in areas where you were voted in! Leave Cowley alone! Majority of residents do not want your greedy schemes! You seem to be targeting the poorer areas! If you really want it, then open up some of the LTNs so that the traffic can flow freely!	Open up the LTNs! Simple!
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice, Frequent hospital patients	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Very negative	I am over 80 years of age and a regular patient to the JR and Churchill Hospitals . I regularly use a car to get to Oxford City Centre for Dental and shopping requirements as well as being given a drop-off for buses from Gloucester Green.	I fear that the alleged temporary nature of these charge locations will be overruled nearing expiry causing endless problems and inconvenience.	Urban development in these inner areas has continued without thought for the problems that have now warranted this policy not to mention the stadium at Kidlington the effects of which when complete will cause even more congestion just by its very existence .
an Oxford resident	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make buses cheaper for all, Make bus services more frequent, Other	Save the money and do not set up the permit scheme or the traffic filters scheme.	Very negative	The new schemes proposed (both the permits and the traffic filters) will just cause more frustration driving around Oxford. In order to improve traffic, the LTNs should be removed and driving should be prioritised over unnecessarily wide cycle lanes. Oxford needs more access to roads. not more restrictions.	The congestion charge is a ridiculous idea.	Remove the LTNs. Make road markings clearer and repair potholes to reduce accidents and subsequent road closures. Limit roadworks to during the night.
an Oxford resident	daily	Community health or care workers who need to visit multiple locations or travel urgently	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	Not sure	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Very negative	It will make patient travel to and from our surgery very challenging. Also our staff , essecially admin, will strusdle to trave which will have an impact on our services.	A lot of our patient rely on cars for different health (physical, mental and social) reasons .	Improve buses network inviolng timing and timetable and envourage people to use . Rather than imposing a charge on them if they drive a car
an Oxford resident	less than weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Very positive	Very positive	About right	Yes	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all		Positive	Anything to reduce car usage is a good thing		A full congestion charge scheme for the whole city is something that should be evaluated
a resident of Oxfordshire living outside Oxford	less than weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice, Unpaid carers, Frequent hospital patients	I don't	Neutral	No impact	About right	Yes	Make Park & Ride parking cheaper, Make buses cheaper for all, Make bus services more frequent		Neutral		Consider regular blood donors/platelet donors as eligible for permits	
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	No impact	Very positive	There should be no charges at all	No	Other	Park & Ride should be free to park and free to use if you want to stop cars in Oxford	Very negative	I cannot afford all this indirect taxation on going to work.	This is a knee jerk reaction to the wasting of all the money already spent on introducing the cameras in the first place.	Park and ride working earlier and later than it already does, remove charges for parking in the park and rides and using the park and ride bus service. Fix the amount of time you can park at park and ride to 23 hours and use the cameras in the park and ride to enforce. Enable shoppers to have a means of taking their goods from Oxford to the park and rides without charge. (Where they would have used their car previously). It's either a way of reducing traffic in Oxford or a means to generate revenue, the free park and rides would show the former.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very positive	Very positive	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Other	Re-do Headington lights and St Clements & Plains, they are poor.	Very negative	Oxford's urban planning and transport policies are increasingly creating the perception that the city primarily serves a limited demographic, particularly those who cycle and individuals with mobility needs. This narrow focus appears to overlook the diverse requirements of many residents and visitors. Families with young children face particular challenges in navigating the current urban landscape. Parents pushing prams or managing multiple small children often find cycling impractical or unsafe, while walking long distances can be difficult with toddlers in tow. Similarly, families collecting children from after-school sports activities frequently cannot rely on public transport due to timing constraints, equipment needs, or the simple logistics of managing tired children with sports bags and kit. The car restrictions and cycling-focused infrastructure, while well-intentioned from environmental and accessibility perspectives, may inadvertently exclude these family demographics from easily accessing the city centre, local amenities, and services. Parents often need the flexibility and practicality that private vehicle access provides, particularly for trips involving multiple stops, heavy loads, or time-sensitive journeys. This situation suggests that current planning decisions may not adequately reflect the full spectrum of Oxford's population. The composition of planning committees and consultation processes may benefit from broader representation that includes parents of school-age children, working families, and other groups whose transport needs differ from the current policy focus. A more inclusive approach to urban planning would seek to balance environmental goals with the practical mobility needs of all residents, ensuring that policy decisions consider the daily realities faced by families, elderly residents who cannot cycle, and others who may not fit the current planning paradigm. This could involve more comprehensive consultation processes, diverse representation on planning bodies, and transport solutions that accommodate multiple modes of travel rather than prioritising one demographic's preferences over others.	PLEASE ALLOW MOTORCYCLES AS YOU PROMISED THEY WOULD BE ALLOWED THROUGH THE NEW BUS GATES.	You need a more dedicated metro system. The answer is not in the roads or planning, it is in using trains/metro.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Very negative	Very negative	There should be no charges at all	No	Other		Very negative	The impact of additional traffic in the ring road will cause addition pollution and stress to those living just the overside of the ring road. Thus the impact is that it is more difficult to go about ones daily business outside of the congestion zone in Oxford, let alone inside of it. Green Road, Cuttleslowe & Wolvercote Road amounts, already struggling will likely see even more additional traffic at peak times. Situations such as A34 closure will mean Oxford grinds to a standstill.	I do not agree that HGVs and private busses should be exempted in a blanket nature, for the following reasons. - Larger vehicles of this nature are incompatible with Oxfords Medieval road layout. Using Sat Nav devices if the ring road is at a standstill is could direct the HGVs through Oxford to rat run, thus creating significant safety and health issues for pedestrians and cyclist. Take for example Marston Ferry Road, home to two Schools. - Large HGV's will under these rules be allowed pass at will at the start and the end of a School day. Therefore this opens up the legal question of why HGVs cannot use any School Street in Oxford at anytime of day to? - The County Council really needs to up its game in the communication of its message, which every time is hijacked by lobbying groups, political groups (including the current cabinet) and personal conflicts of interest. OCC fail to get a clear message out, it all becomes jumbled, and it comes over as the people of Oxford are being dictated to by the lobby groups pressuring the County Council. The county council needs to distance themselves from the lobby groups. There is way too much politics in all of this to actually understand who is representing the facts fully, but that is down to the failure of messaging from the last cabinet member for transport around 2019/2020 on LTNs, who in my opinion turned many against these due to the nature of their implementation. The same, even at the last cabinet meeting continually playing the City Council off against the County Council, at odds. This should be above politics as it is clearly about something big that affects us the people of Oxford, not the current cabinet trying to score points over the city council, it degrades the whole thing and us that live here. That was and still is when the trust of many of the people of Oxford was lost, as playing one up politics is very different to getting a very diverse community onside with any proposals. Due to this failure, only by regaining that trust will anything ever be fully achieved when it comes to reducing congestion. Once trust is lost it is very difficult to get back and I do not see that happening anytime soon as the people of Oxford deserve better respect across the board.	'- Oxford Tube & Airline Busses should terminate at Thornhill Park and Ride and not Central Oxford. The size of the buses are too big for Oxfords medieval street layout and cause damage to the road infrastructure. They also contribute significantly to congestion On Oxford High Street and St Clements due to their size when stopping at too small bus stops. This is based on my lifelong experiences of using a bus too and from Oxford - Private School busses should be prevented from causing congestion by not being allowed to park on the Plain Roundabout - All HGVs should be permitted, with deliveries to central Oxford at off peak times. These large vehicles are not compatible with the road layout and with HGV's on free pass could end up with rat running of HGV's through places say from the Eastern bypass, along the Iffley Road to the Plain, along Marston Road to the Marston Ferry Road to cut out a queue to reach the Cuttleslowe or Wolvercote Round-a-abouts. Or the Eastern bypass, off at The Slade, Old Road, Morrell Avenue, Marston Road to the Marston Ferry Road. Therefore cutting through Oxford rather than around it. It encourages HGV traffic. - Park and Ride parking MUST be free to encourage it's use, otherwise there is no incentive to go there.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Positive	Positive	There should be no charges at all	No	Add new bus routes, Add public cycle parking, Other	Extend the 3 & 3A to the rail station	Very negative	Young professional living in Oxford. Family and friends visit (often by car because of distance and numbers visiting) and this proposal makes me feel like I'd need to be cautious about inviting people to come to Oxford so we don't run out of permits. Trains are great but train tickets for 4 quickly add up and we're based in Cowley so that must also be factored in when making plans.	I worry these proposals will alienate citizens and make it harder to make green changes in the future	Free park and ride
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Positive	No impact	About right	No	Make Park & Ride parking cheaper, Add new bus routes, Add public cycle parking		Positive	Less traffic in the city centre.		
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	No impact	Very negative	There should be no charges at all	No	Other	Fix all the pot holes in the roads, thus making driving safer and more environmentally friendly as wear would be reduced	Very negative	I live outside Oxford city but work in the city during the night, 11pm till 7am. THERE IS NO BUS SERVICE! I try to cycle as much as possible, but I drive when it rains. I have an electric car too, which is zero emission. So by implementing this my journey will increase 40%. Madness. I'm not alone. Every college in Oxford has employees working nights. We all finish at 7am. When I drive through St Cross Rd and St Clements at just gone 7am there is NO traffic. It might be building up by 7.30 am, but that's half an hour later.	I don't see why it needs to start so early in the morning. Most people I know start/finish their shift at 7am. They won't be making congestion as their cars are parked up. The whole idea should operate from 8am until 6pm only. Also, like the proposed bus gates, as I work nights any payments or permits would expire at midnight. So I would need to pay £10 or use two permits once the bus gates are implemented. Quite frankly this is extortion.	Make cycling safer by maintaining the cycling infrastructure properly, getting rid of the VOI scooters (I've been hit twice), until food delivery e-bikes and Uber taxis that appear to drive even worse than the established ones. Or police them at least. (My Council tax includes a payment for TVP. OCC take the money so have an obligation) Soon Oxford will be consumed by the University and become one giant campus. Until then I suggest if you really want alternatives to the car, busses need to be £1 and visit every village in Oxfordshire at least 4 times an hour. Cycling needs to be made considerably safer and whom ever is trialling or instigating changes need to get out on their bike in the dark too. I don't believe for a minute any of the recent initiatives have taken nioht time ridina into account.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Negative	About right	No	Make buses cheaper for all, Make buses cheaper for young people, Add public cycle parking		Positive	Be less cars to avoid when cycle commuting		Better speed enforcement Clearer cycle lanes Live NOX ppm counters like speed measuring signs
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	About right	No	Make buses cheaper for all, Make bus services more frequent, Extend hours of operation for buses		Very positive	Any initiative that will reduce congestion and encourage uptake of public transport will be a benefit for the city	Drivers should be given more than one day to pay the charge - it's easy to forget	Create more segregated cycle lanes, rather than painted lanes that provide no protection for cyclists.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	Too high	Yes	Add new bus routes, Make bus services more frequent, Extend hours of operation for buses	I will be affected by two of the proposed locations. Holloway and Marston ferry as I live near Holloway and work at Cherwell School. The position of the filter/charge on Holloway will extend my journey to join the dual carriageway which is the only route I use. The bus routes available are significantly longer than taking my car which also gives me greater flexibility around my job and needing to bring work home. The Marston ferry filter/charge makes no sense to me as the purpose of this road is to link two areas of Oxford. My issue is not with the idea of charges but the fact that charges are not for reducing emissions so all cars are treated the same and also the placement of them doesn't make sense to me. When I am leaving currently it seems like more people are leaving the dual carriageway to head into headington via the Slade and wood farm than people using the dual carriageway as I am. If the route into headington via the Slade/wood farm was targeted by a filter that would make the bus service travel better and make it more like that I could at times switch to the bus.	Very negative	The Holloway location is not correct as the bottom of Holloway is already clogged with traffic and the filter will exacerbate this issue. Also the traffic coming off the dual carriageway and up to headington via the Slade and wood farm is not affected meaning there will be no benefit to the buses using that route.	A emission charge first and then a congestion charge or the filters. Also the placement of the outer filters is the issue rather than the idea. More refurbishment of cycle tracks.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Very negative	No impact	There should be no charges at all	No	Add public cycle parking		Very negative	The cost will be too high to drive out of our area	This should not go ahead	Get rid of tfl's
an Oxford resident	daily	Disability benefit claimants	I don't	Very negative	Very negative	There should be no charges at all	No	Make buses cheaper for all		Very negative	This won't cut down traffic and damage to the environment. Limiting and cutting down unregistered car travel won't stop people from travelling. Rich people will just pay the fine as it means nothing to them and for poorer people, they will struggle. LTNs didn't cut down traffic and neither will this. The way to cut down on traffic is letting people go to where they need to be.	I'm a frequent bus passenger and I've witnessed daily how the traffic gets worse when you keep limiting travel. The buses are packed, the bus drivers are doing their best to be on time but they struggle, with Oxford, actually being a city. It will still be busy, this won't change anything. You're not thinking for the majority this will effect. It doesn't effect me but I feel very strongly that this is not the way to do.	Drop this idea and get rid of the LTNs, you will see how very quickly traffic will drop. Co2 levels will follow without so many being struck in traffic and limited to where we need to be, Oxford is a small city, not a small town. We need to treat it accordingly and think of your constituents who voted for you and pay their council tax to you. Think of the majority this will effect, your unpopularity will only increase. Free travel, don't limit it.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	About right	No	Make Park & Ride buses cheaper, Make buses cheaper for all, Add public cycle parking	I don't need to travel through the proposed charge locations on a regular basis, so the 100 free day passes would still cover my needs. I also don't need to travel on the ring road often, so if traffic congestion is worse as a result of people taking alternative routes this again has not much impact on me directly.	Neutral	I worry about impact on businesses in the city centre - Westgate parking is already very expensive, adding another £5 to get to it may cause people to stay away - maybe consider if it charge on route in/out could be at peak times only rather than 7am - 7pm? I'm also worried that Ring Road traffic and traffic around the hospitals/Headington University sites/London Road at peak times will be at a stand still when Marston Ferry Rd and Hollow Way Filters are in operation.	Avoid new housing within the city boundaries - it seems that new dwellings are often proposed to be 'car-free', but in reality people are using cars. Better cycle path design (avoid going on and off roads, avoid shared pedestrian/cycle routes).
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	No impact	No impact	There should be no charges at all	Yes	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper		Very negative	This is a charge to further penalise people that already cannot afford to live within walking distance of Oxford.	Introducing charges before making the park and ride fit for purpose is the wrong order.	Make the park and ride free first, change behaviours with benefits rather than punishments.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	There should be no charges at all	Yes	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Add new bus routes, Make bus services more frequent, Add public cycle parking		Negative	This scheme penalises South Oxford residents for the delays of the works on Botley Road. The main impact is for residents coming from the South or East with negligible impact on North Oxford residents.	Personally, I cycle to the centre whenever I can. However, this is not possible for all residents. The council also recently worsened the bus routes available to me and my neighbours into the centre so this will lead to a lot of discontent from residents, especially outside of the unaffected North Oxford area.	More parking for bikes in the centre. Don't remove bus routes for residents. Better options for bus pricing etc. safer cycle routes (such as the Cowley road scheme). Do not offer largest parking area within the centre I suppose? As most visitors will default to the west gate which is now within this charge zone and parking closer to the centre is sparse otherwise
a resident of Oxfordshire living outside Oxford	less than weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Very negative	Negative	There should be no charges at all	Yes	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Very negative	Very negative (& despite the exceptions) given the differential burden borne by private car owners & the likely increase of traffic volume and pollution on roads not affected – the ring road not least. I am similarly opposed to your planned bus fillers		As soon as a bus stop is at a distance from one's home or place of work, or worse, when a cross city journey involves the use of more than one bus (and the bus stops in question may be distant from one another), journey times are lengthened, painful walking is imposed on the frail, carrying shopping and other loads is more tiresome, and so forth — in short, all the things Gant knows already but is determined to ignore
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	There should be no charges at all	No	Other	Improve the quality of roads in oxford not just temporary patch jobs on potholes which will later fail again	Very negative	Oxford used to have zero traffic and congestion problems prior to the introduction of LTNs. the traffic used to flow freely with multiple routes to one destination. The new proposal will only force current road users onto even more limited routes creating more congestion. This will only increase the pressure on the oxford ring road and increase travel time thus increasing the amount of time cars are on the road, resulting in more emmissions. Furthermore, local oxford businesses have been heavily struggling as this poor missmanagement of our roads deter the influx of potential custom. The westgate has great car parking facilities only for it be blocked by a paywall during the daytime hours.	Why not implement one way roads like how Magdalen road and howard street were prior to LTNs. This is widley used in other cities and will allow the road tax payer to use the roads they are paying tax for. this will decrease the stress on the suggested congestion points and will allow cars to travel with pricing out residents who now have to add another cost to their travels. or at the very least shorten the window to the rush hours. the suggested congestion points are not congested for the full 7am-7pm times proposed. there are periods during that window where congestion is not an issue. congestion was not an issue until it was created by the LTNs.	Why not implement one way roads like how Magdalen road and howard street were prior to LTNs. This is widley used in other cities and will allow the road tax payer to use the roads they are paying tax for. this will decrease the stress on the suggested congestion points and will allow cars to travel with pricing out residents who now have to add another cost to their travels.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Extend hours of operation for buses		Very negative	Stop putting the costs into car drivers	No	Make the lane by the westgate two lanes both sides to get traffic past quicker
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	About right	Yes	Make buses cheaper for all, Make bus services more frequent, Extend hours of operation for buses		Very positive	I have lived in Oxford for forty years and traffic has been a persistent problem for all of that time. This seems to be a sensible pragmatic attempt to reduce car ournevs and improve public transport into the city.		Charge, or increase charges, for organisations who provide private parking spaces for their employees within Oxford. Incentivise "car-free" residential developments.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	About right	Yes	Make Park & Ride buses cheaper, Make buses cheaper for all, Add public cycle parking		Positive	Lower traffic when I need to drive through the center, and less traffic for buses into the center.	I would have a more positive response if more permits were given to residents.	Tackle school traffic with something other than cost - commuting in school holidays is a breeze. Private school parents won't care about a £5 charge to continue to drive their huge cars right up to the school gates. Shuttle buses for park and rides and walking/cycling "buses" could help.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very positive	No impact	About right	No	Make Park & Ride parking cheaper, Make buses cheaper for all, Make bus services more frequent		Negative	I live in the city centre and very much fear that, with only the Banbury and Woodstock Roads completely open to cars, more drivers will use those routes and, once funnelled into Beaumont Street, will realise they face a penalty in Hythe Bridge Street and either rat-run from Beaumont Street up Walton or St John Streets, or execute U- or 3-point turns in Worcester or Hythe Bridge Streets. The former will be a considerable nuisance for residents (and a serious risk to their historic and vulnerable houses); the latter will be extremely dangerous for all road-users but especially for pedestrians and cyclists	1) This scheme, like the traffic filters which will follow it, is over-complicated. I would much prefer there to be a single, simple and comprehensive Congestion Charge defined by the ring road (there are after all only about 8 or 9 entry points), with appropriate concessions for residents. 2) Given the appalling complexity and lack of user-friendliness we are experiencing with the new automated service for issuing visitors' permits to CPZ residents, I have no confidence that the technology required for residents to secure their passes will be readily accessible or even functional. 3) It seems unfair that you are not penalising vans or coaches. But the fact that they are free to go wherever they like is a strong argument against charging more for larger cars.	1) See 12 above - a clearly defined congestion charge encompassed by the ring road would be much easier to understand and administer. 2) Get bikes and electric scooters off main carriageways: nothing slows a bus more than getting stuck behind one (Headley Way provides a particular example) 3) Make walking safer by better policing cyclists and scooter-riders (eg keeping them off pavements, forcing them to stop at red lights) and penalising them for infractions. Ideally, ban electric scooters altogether

Survey Response													
I am responding to this survey as	How often do you travel in or around Oxford?	Please tick which of the following free permits and passes you think you may be eligible for	Do you live in, visit a resident by car or commute by car to the proposed central Oxford	Central Oxford residents' permitit is proposed that residents in the central Oxford	Central Oxford permit area commuters' permitit is proposed workers commuting	We are proposing a single charge of £5 to allow cars without a day pass or permit	Do you think that charges should vary, with drivers of larger cars paying more and	Income generated by introducing the proposed temporary congestion charge would be used to cover the set-up and operating costs of the scheme.	If other improvement, please state	Taking into account all the information we have provided about the proposal to	Please explain your answer	Do you have any other comments about the proposal for six temporary congestion charge locations in Oxford that you have not already shared in this survey?	Do you have any suggestions for other ways to reduce traffic and tackle congestion in and around Oxford?
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Positive	Negative	About right	No	Make buses cheaper for all, Make bus services more frequent, Add public cycle parking		Positive	I am hoping it will reduce traffic.	I am concerned this, like the fingers, will increase traffic through Old Marston at peak commuter times.	An aerial egg lift linking Thornhill P&R > Osler Road / JR hospital > Town Centre.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Negative	Too low	Yes	Make Park & Ride buses cheaper, Make buses cheaper for all, Make bus services more frequent		Positive	Could go further, eg restricting hours of access for "other" vehicles (delivery etc) to outside normal peak times		Reduce the amount of parking currently available with a aim to discourage driving into the centre
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Positive	Negative	Too low	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Add new bus routes, Make bus services more frequent, Extend hours of operation for buses, Add public cycle parking		Positive		I think 3 cars for commuting is excessive	restrict larger vehicles such as trucks and vans within certain hours - so not during peak schools hours (7:30-9, and 3:30 to 5). This would make cycling with kids safer and more appealing.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	About right	Not sure	Make buses cheaper for all, Add new bus routes, Add public cycle parking		Very positive	Would expect to see fewer cars crossing the city centre, so buses would be faster/more timely and walking/cycling would be safer and more pleasant	Seems like a good way to test out the traffic filter ideas before going into the trial proper	School term times seem to produce the heaviest traffic, finding better ways for children to get to schools (rather than being driven in and out individually) could make a big difference. A shift away from the near-universal 9-5 working hours could also help soread out "rush hours".
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	Yes			Very negative	I'm an NHS manager, working almost 24/7, working every day after job planned hours from hime, additional commuting time will have neoative imoact on my service		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	Too low	Yes	Add new bus routes, Make bus services more frequent, Add public cycle parking		Very positive	It is currently quicker to cycle in and around the city than to go by bus. The roads should be clearer for people who *need* to use their cars and permit the free flow of traffic. Buses will be quicker, and therefore more appealing to use, and cycling will be safer.	Owing to the timing of sessions, there needs to be provision for access to the ice rink, whether that is by improving bus services or adjusting the congestion charge for users. Otherwise, training would be affected to such an extent that competitive skaters will need to move to other rinks, such as Swindon, which are further away, which will affect the rink's ability to operate and remain competitive.	Look to other medieval cities abroad that have put cycling first and see what measures we can adopt. A good example is Uppsala, in Sweden, which is also a medieval university town and is almost entirely car-free in the centre. Cars should be used for getting out of Oxford, and not necessary for getting into or around Oxford.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	There should be no charges at all	Yes	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Negative	I will have to leave my job at the school where I work part time because the most direct route includes one of the charging zones and going the long way would take too long and will use too much petrol. Going there by bus would take ages as there is not a good direct service available.	They are not a good idea because the rich can afford to pay and will continue congesting the road, but those on lower income will struggle.	Removing the LTNs in East Oxford would be a good start. Have more bus routes that cover the entire city and better connection services to the surrounding villages.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	Too high	No	Make buses cheaper for all		Negative	Push traffic onto already busy alternate routes already impacted by LTNs		Use the river to provide alternative transportation into Oxford
an Oxford resident	daily	Taxis and private hire vehicles	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Make BUSES FREE FOR LOCAL PEOPLE BETWEEN WORKING HOURS AND SEE WHAT IMPACT THAT HAS ON TRAFFIC AND SCHOOL RUNS	Very negative	Will hurt people that come to Oxford to work and who live locally .. turning Oxford into a Prison	All the surrounding roads will be impacted massively, there wasn't a congestion problem before that LTNS went in.. SUMMERTOWN IS THE WORST FOR PEOPLE THAT DON'T LIVE LOCALLY	Free bus passes, council has the ability now to run its own bus services due to changes in the law, also bus ticket prices are extortionate for such small journeys and cause issues financially, Park and Ride should be free and buses to and from them should be one pound no more, if you want people to use Oxford and use it services make it cheaper for them to access them.
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Fix the badly managed roads and roundabouts	Very negative	It's literally a money making scheme. Not everyone falls into the same category of 'they should walk, get a bus or cycle' I now live in Abingdon, but I grew up in Cowley, I work in Cowley, my partner works in Cowley, my daughter goes to nursery in Rose Hill, I still have a lot of friends and family in Cowley that I see regularly, usually after work. You have already made that difficult with LTNs, I have to sit in a lot more traffic now than I ever did before. People will not stop driving! We pay for our cars, our insurance, our tax, and you want to charge us more just for the privilege of driving in our own city! There is no bus route that will allow me to go to drop off my daughter at nursery, go to work, then to pick up my daughter, and then to visit my family! And if there was it would probably double my journey time! I cycle to work when I can, but not if I have to do the nursery run. I have never ever had a problem cycling round Oxford! The majority of families and households rely on these cars to go about their daily business! Stop trying to penalise them!	You never spoke about this pre election as you knew you would struggle to get voted in! You have ruined Cowley with your LTNs already! You as a council are not listening to residents. Just look at the petition with over 10,000 signatures against! Look at the comments! Put your congestion charge in areas where you were voted in! Leave Cowley alone! Majority of residents do not want your greedy schemes! You seem to be targeting the poorer areas! If you really want it, then open up some of the LTNs so that the traffic can flow freely!	Open up the LTNs! Simple!
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Very negative	Negative	There should be no charges at all	No	Make buses cheaper for all, Make bus services more frequent, Extend hours of operation for buses		Very negative	The proposed measures risk introducing unnecessary bureaucracy and punitive processes for individuals who are simply visiting, using local businesses, or passing through the area infrequently. This approach could have several unintended negative consequences: Impact on Local Economy Occasional visitors and customers may be deterred by the complexity of access requirements, negatively affecting footfall for local businesses. Increased Burden on Residents Residents would be required to navigate an already complex and car-unfriendly system, now made more cumbersome with additional passes, permits, or steps for themselves and their guests. The area is already difficult to navigate by car and prohibitively expensive to park in. Introducing further restrictions could exacerbate existing frustrations and reduce quality of life. Unintended Exclusion By making access more difficult, the area risks becoming less inclusive, especially for those who rely on occasional car use due to mobility, care responsibilities, or lack of public transport options. In summary, while the intention behind the measures may be to reduce congestion or emissions, the practical outcome would likely be added inconvenience for residents and a deterrent for visitors, without significantly addressing the root causes of local traffic and parking challenges.	Yes. I am concerned that the introduction of six temporary congestion charge locations will create unnecessary bureaucracy and punitive barriers for individuals who are simply visiting, using local businesses, or passing through the area on an occasional basis. These proposals may have several unintended consequences: Negative Economic Impact: Occasional visitors and customers may be discouraged from coming into the area due to the complexity of access rules or charges, which could reduce footfall for local businesses and affect their long-term viability. Increased Administrative Burden on Residents: Residents already face a complicated and car-unfriendly environment. Adding more layers of permits, passes, or exemptions — particularly for their guests, service providers, or carers — would only add frustration and complexity to daily life. Accessibility Concerns: Oxford is already a difficult and expensive place to park, often prohibitively so. These proposals may further exclude people with mobility issues, care responsibilities, or limited access to public transport, making the area less inclusive and more difficult to navigate for vulnerable groups. While the goals of reducing congestion and emissions are understandable, the proposed congestion charging scheme does not address the primary sources of traffic (such as school runs and commuter inflow) and may instead shift the burden onto residents and small businesses without delivering meaningful results. A more balanced approach would focus on infrastructure improvements, practical traffic flow solutions, and targeted support for alternative travel options.	i·o emecsvey reauce congeiison, oeeeve mueraceeeo approoach iocuseo on improving pubic transport ana inirastructure rather than penalising a small group of car users would be of better value as many of the current car users who contribute to congestion are likely to be exempt from any proposed restrictions anyway. 1. Public Transport Enhancements - Bus Service Optimisation: Improve bus routes and increase the number of buses to provide a more reliable, efficient, and cheaper overall service. - Bus Stop Rationalisation: Widen the spacing between bus stops, as the current arrangement features too many stops that are too close together, which leads to inefficiencies and longer travel times for all traffic. 2. Infrastructure for Alternative Transport - Invest in and enhance infrastructure for Pedestrians, Bicycles and Motorcycles to encourage their use as practical alternatives to car travel. E.g. separate the cycle lane from the paving so you don't have Give Way signs at every private drive - Allow Motorcycles in Bus Lanes where appropriate. This measure would improve traffic flow, reduce motorcycle journey times, and enhance safety for riders by separating them from general traffic. -Create one-way systems on the narrow side streets that cross between main roads into Oxford (E.g. between Woodstock Rd and Banbury Rd.) This will open up the road width for cycle paths or parking spaces that residents and visitors can use (for free in designated areas and times), encouraging them to park further outside the Central area and walk or cycle in. This approach supports sustainable travel without unnecessarily complicating journeys for current exempt users. 3. Addressing School-Related Congestion - The primary cause of peak-time congestion is school and nursery drop-offs and commuters driving into central Oxford.
a member of the public living outside Oxfordshire	daily		I commute to the central permit area by car	Very negative	Very positive	There should be no charges at all	No	Other	Repair the cracks in the roads!!!	Very negative	I drive to work, I also assist with caring for my mum on a daily basis	Yes put them elsewhere!	Make Oxford more accessible and cheaper to park!
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	About right	Yes	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all		Positive	Should reduce traffic, traffic congestion, and pollution, in Oxford	1) Not sure that the locations of the camera's are ideal. Some people may try and circumvent paying the charge by using the ring road to avoid them, which will increase the mileage they do (so increasing overall pollution), and increase traffic on the ring road (so increasing traffic congestion on already busy roads). I always thought that the camera's should primarily be on entering Oxford, i.e. on crossing the ring road (or passing the park and ride, if inside the ring road). Other secondary camera's may be needed on traffic "hotspots", if my suggested primary camera's don't have the desired effect. 2) Much prefer this scheme to the proposed future one (£5 rather than £70 for crossing a "bus gate"), so people who need to take their car into Oxford for bulky shopping etc will still be able to do so, at a reasonable cost. Of course, both schemes will encourage people to use the bus, if they can. 3) Not sure that the proposed times for the camera's to be active is absolutely necessary. Living in Botley, we all know that the Botley Road was at it's worst during the morning rush hour during the school terms, and some weekend mornings, especially before Christmas. Evening rush hours weren't to bad, because schools finish well before the end of the normal working day. So, has anybody modelled the effect of just charging say 8 to 10 on school days, and 9 to 12 on busy weekends. This change will still encourage commuters, parents on the school run, and shoppers to use the bus, when they can, and when the roads would have been congested.	Make sure that the cost of local buses, and park and ride ones, are less than the proposed charge.
a resident of Oxfordshire living outside Oxford	daily	100 day passes for residents in the Oxford permit area, on days of your choice, 25 day passes for residents in the Oxfordshire permit area, on days of your choice, Blue badge holders, Disability benefit claimants, Disabled tax cars, School students with special educational needs, Unpaid carers, Community health or care workers who need to visit multiple locations or travel urgently, Frequent hospital patients, Emergency service vehicles, Firefighters, Taxis and private hire vehicles, Registered car clubs, Business cars used as goods vehicles, Personal cars used as goods vehicles for business purposes, Driving instructors, Hearses and funeral cars	I commute to the central permit area by car	No impact	No impact	There should be no charges at all	Not sure	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all		Very negative	Totally wrong People are struggling with day to day costs and we pay car tax for us to use cars on the roads We pay vast amounts of fuel duty	Will kill many businesses off in Oxford that are struggling with the high cost of parking already	
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Very positive	Neutral	About right	No	Make buses cheaper for all, Make buses cheaper for young people, Add public cycle parking		Very positive	I live just off the Abingdon Road and the traffic is awful and if I need to go out of Oxford on the weekend, it's impossible to get back home easily as the traffic is so bad. The buses are slow and ambulances and health visitors/community nurses constantly delayed by bad traffic.	No	I do think that the JR should have multiple access roads opened to redirect traffic - you cannot get rid of all cars, and you cannot bring sick children/elderly to the hospital on a bus. The congestion around and in the hospital directly impacts on patients' care and ambulance resonse times.
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make Park & Ride buses cheaper, Make buses cheaper for all, Make buses cheaper for young people, Add new bus routes, Make bus services more frequent, Extend hours of operation for buses, Add public cycle parking		Very negative			
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very positive	Very negative	About right	Yes	Make buses cheaper for all, Add new bus routes, Extend hours of operation for buses		Very positive	Reducing traffic		
a resident of Oxfordshire living outside Oxford	daily	Blue badge holders	I commute to the central permit area by car	Very positive	Very positive	There should be no charges at all	No	Make Park & Ride buses cheaper, Make buses cheaper for all, Extend hours of operation for buses		Very negative	Will encourage people not to visit Oxford nor spend money there	Not a good project, possibly in twenty years may be an option	Ring Road extended from Kidlington Roundabout to Marston Road without passing through any populated area, and a junction between A34 and A40
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Very negative	Neutral	There should be no charges at all	No	Other	Improving the main routes out of Oxford for cars	Very negative	For those of us who travel to oxford for work ie NHS staff who have children with severe needs getting out of oxford in an emergency is becoming harder as more traffic is pushed out on to the main routes ie the A40 which is the main route from the JR This is another utterly cynical move from a council who care nothing at all about the people they represent. It's a crude tax on porter, different coloured people that this council seem determined to penalise for living in oxford. Like most of the flawed measures introduced to 'control' traffic it takes no account of people's real needs and justifies itself by spurious measurements taken at bizarre locations.	This will also reduce the amount of people visiting oxford. I can often follow 3 or 4 buses down a stretch of road most of which all visit the same stops this is a waste and backs up traffic	Look at the traffic management systems such as traffic lights they often do not change for long enough which causes back up of traffic at rush hour. Changing the timings could move traffic out of the city quicker therefore reducing congestion and also emissions as cars won't be sat at standstill in queues Stop tourist coaches clogging up the streets and parking where they are not allowed, yet again the other day I had to try and cycle around tourist coaches unloading illegally on Magdalen bridge. Take out the LTN's that have paralysed east oxford and stop attacking hard working people of colour in oxford. Stop putting in cycle lanes that simply peter out, this city has the most danoerous cvcle lanes of anvwhere I've lived.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make buses cheaper for all, Make bus services more frequent, Add public cycle parking		Very negative			
a member of the public living outside Oxfordshire	daily		I don't	No impact	No impact	About right	Yes	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Add public cycle parking		Negative	Many people I work with commute from outside Oxfordshire, and they're all going to be funnelled down Banbury or Woodstock roads. Odd how the rich end of Oxford doesn't get a charging point, isn't it?		Witney-Oxford-Aylesbury and chipping Norton-Oxford-Abingdon light rail trams.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice, Taxis and private hire vehicles	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Positive	Neutral	There should be no charges at all	No	Make buses cheaper for all, Make bus services more frequent, Extend hours of operation for buses		Very negative	If we have to pay to drive in Oxford we won't come to Oxford at all. I live in botley and in north Oxford and it's ridiculous how long it takes to get around the a34 and Woodstock Road. Adding this will only make the ring road traffic worse. The main issue is how slow the bridge has taken and also at Clements. Reopen the roads connection morrell avenue and Cowley road at least temporarily while the traffic is so bad.	Don't have them at all and get rid of all the LTNs and open the bridge asap. If not have a free bus service to pick people Up from botley and take them to town or to an interchange. Many old people live there and can't walk from the temporary bus stop at ferry hincksey road to frideswide square	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Very positive	No impact	Too low	Yes	Make Park & Ride buses cheaper, Make buses cheaper for all, Add new bus routes,		Very positive	It would free up the roads for public transport and those for whom there is no alternative to driving and make cycling safer and more attractive. The alternative is a polluted and congested city.	To succeed there need to be more bus routes across the city between suburbs and a fare charging system which does not require the driver to collect fares.	More bus routes, integrated fare system - like Oyster or Tyne and Wear season tickets.
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No			Very negative	Putting in place any scheme that penalises any drivers due to the persistent failure of the councils, network rail and their contractors for the debacle of the Botley road is plain wrong headed. Please invest your time sorting out botley road rather than this.	Please stop penalising motorists, particularly those driving EVs who do not contribute to any air pollution. Please also stop claiming Oxford is a medieval city - most of the city is not medieval in any way and such claims by the council / councillors is wrong and deliberately misleading.	1. Fix botley road first and foremost - it is a complete debacle 2. Why don't you care about families, for example with small kids where bus travel is not appropriate - you completely ignore this demographic 3. Focus on doing less, not more, and reduce the tax that you take, particularly when we have no say on how you spend this or increase it
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very positive	Very positive	About right	Yes	Make bus services more frequent, Add public cycle parking		Positive	This is an excellent idea to reduce traffic and air pollution in Oxford. Doing nothing is not an option.		
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	No impact	No impact	About right	Yes	Make Park & Ride buses cheaper, Make bus services more frequent, Extend hours of operation for buses		Negative	The closure of the Botley road means there is no viable bus route extending to the centre of town. This is particularly of impact when visiting in the evening, which is the only time I would consider driving to park at the Westgate. The park and ride buses from the west are of little use as they only travel a short distance from the car park and are infrequent as they also now serve brooks. The cut off of 7om is too late to visit in the evening for cinema, meals out etc	Make the cut off time for the Thames street point earlier at weekends to allow parking at the west gate for those visiting for the evening	If these measures are replaced with bus gates once the Botley road is reopened, please consider making buses to seacourt exclusive and not shared with brooks campus's services. And also run later into the evening.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	There should be no charges at all	Yes	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Very negative	I live in one of the streets between the Iffley and Cowley Roads near to the Plain so I use St Clements to get to Summertown, Headington and Horton cum Studley, Stanton St John and environs. It doesn't make sense to go round the ring road. I am a temporary informal carer.	If the congestion areas are in place suggest St Clements is from 7 am - 9 am and 3 pm - 6 pm only and on Monday to Friday or Saturday similar to Marston Ferry Road.	Free buses or trams all around Oxford and one from East Oxford or St Clements to Summertown that does not necessitate getting off at Carfax and walking along Commarket to the Randolph Hotel. Citizens with poor mobility find this a problem.
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make buses cheaper for all, Other	Make Bus rides so cheap as with continental Europe, that they are the go to. At present it's still cheaper to use a car, esseciallv from local towns	Very negative	Your undemocratic and frankly distopian view on social mobility is a farce. Gant should be removed from office. His public rhetoric of ignoring any poll/review/statutory consultation that disagrees with his blinkered vision should hold him to account.	Sack Gant. This attack on the average residents of Oxford social mobility is farceacle. This is no legacy. It is an utter travesty of mismanagement of local infrastructure.	A total misunderstanding and disregard of residents movements for work and social mobility is at the bleeding heart of OCC's warped vision. Empty buses, localised restrictions on East Oxford.
an Oxford resident	daily		I commute to the central permit area by car	Very negative	Neutral	There should be no charges at all	No	Other	Stop making these forms trick people into agreeing so your data goes in support, money grabbing council who want to impact the most vulnerable- admit it you want your resident population to die and be cut off from facilities like gps and hospitals	Very negative	The amount of journeys this would impact in a week alone 100 passes won't be enough 365 need to be provided which then implies scrap the daft proposal you would end up costing me at time £5 to go to work and £5 to go gp or hospital or sometimes both. You've already made it impossible to get into town the length of time means decline in central Westgate shopping and deterioration in health because I can no longer drive to go in lunch break the new routes mean the journey that was 20min is now 1:45 min in traffic or 1.20min on a good day. Your harming the environment by making routes longer burning fuel for longer not taking into account children and my I'm not considered disabled due to stoma	Stop making money out of the poorest and most vulnerable for residents. Stop making it lonely and isolated that we can invite friends or family around because of surplus charges and redirected bizzare long roots. This is not about environment or raising funds, this is about control of people lives, restricting their wellbeing, isolating residents and hoping we die suffering - population control and driving house values up - fat cats getting rich	Don't implement nonsense idea making there cost for people to get to common places where there's a hive of gp
a resident of Oxfordshire living outside Oxford	less than weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Very positive	Very positive	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Add public cycle parking		Very negative	Bus prices is too high, train prices are too high, parking charges is too high. So introducing 5 pound charges are just causing a cost of living to go up for everyone for minimal benefit when the city doesn't require these to be in place after the city has shut a road for years. I find it ridiculous even suggesting this when Oxford has not handled the botley road disaster	Shouldn't be made	Remove LTNs, cheaper trains better parking closer to locations people want to go
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I commute to the central permit area by car	Negative	Very negative	There should be no charges at all	No	Make buses cheaper for all, Make bus services more frequent, Other	Express services, less stops	Very negative	I do not think a congestion charge is necessary, Botley Road has been closed for around 2 years. Its just an excuse for generating more revenue from drivers who are already persecuted with high parking charges and tolerating cyclists who believe they own the road, but do not adhere to its rules. If people want to drive cars, let them, they pay enough for fuel, road tax and insurance alreadv.	It is not necessary!!	No, but LTN's were a mistake, pushing traffic onto the ring road which is stationary at peak times naking journeys longer and polluting the environment.
a resident of Oxfordshire living outside Oxford	less than weekly		I commute to the central permit area by car	Negative	Neutral	There should be no charges at all	Yes	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Add new bus routes, Make bus services more frequent, Extend hours of operation for buses, Add public cycle parking		Negative			
an Oxford resident	daily		I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very positive	Very positive	Too low	Yes	Make Park & Ride buses cheaper		Very positive			
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Very negative	Very negative	There should be no charges at all	No	Other	Please leaves us some choice , council never listen to the what people savina.	Very negative	Lots of people commute to get to their work place and charging them is unethical.	life is already expensive ,Oxford use to be nice place to live but now is all charges and filter camera or LTN.	closing all the side roads (LTN) made the congestion.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	There should be no charges at all	Not sure	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Add public cycle parking		Very negative	I need to drive down from Marston to St Clements Street to get to the Iffley Road to get to work South of Oxford every day. This congestion charge will prevent me from being able to do this. Does Oxfordshire County Council expect me to give up my job so that they can bring in more traffic measures that won't work? St Clements Street and the Iffley Road used to be free on traffic congestion until the LTN's were introduced. They have caused congestion, increasing pollution and slowing buses down. The ring road is already very congested, forcing more traffic to go round it will increase it further, increasing pollution. Marston Ferry Road has a cycle path running parallel to it and this road was built as a link road from Marston to Summertown and the city centre, it makes no sense to close it to residents. A lot of workers from Oxfords hospitals and schools use these roads to get to work. Many of them can't afford to live in Oxford. Oxford schools already find it difficult to recruit staff because of the cost of housing and the traffic congestion on the way into Oxford. These congestion charges will make it much worse. I know of several schools who will loose teachers when these congestion charges start. We need to be able to drive our children to several clubs before 7pm (ballet, Karate, athletics) we won't be able to when the congestion charges start.	Remove the LTN's
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I commute to the central permit area by car	Neutral	Neutral	Too high	Yes	Add new bus routes, Make bus services more frequent		Very negative	I need to transport my daughter to and from school several times a week. I simply can't afford to pay these charges.		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very positive	Very negative	About right	Yes	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all		Very positive	To reduce traffic and pollution in the city		Improve cycle lanes - markings are worn out - routes are poor
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make Park & Ride parking cheaper, Add public cycle parking, Other		Very negative			
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	There should be no charges at all	No	Make buses cheaper for all, Make bus services more frequent, Other	I don't believe you will do this	Very negative			

Survey Response														
I am responding to this survey as	How often do you travel in or around Oxford?	Please tick which of the following free permits and passes you think you may be eligible for	Do you live in, visit a resident by car or commute by car to the proposed central Oxford	Central Oxford residents' permitit is proposed that residents in the central Oxford	Central Oxford permit area commuters' permitit is proposed workers commuting	We are proposing a single charge of £5 to allow cars without a day pass or permit	Do you think that charges should vary, with drivers of larger cars paying more and	Income generated by introducing the proposed temporary congestion charge would be used to cover the set-up and operating costs of the scheme.	If other improvement, please state	Taking into account all the information we have provided about the proposal to	Please explain your answer	Do you have any other comments about the proposal for six temporary congestion charge locations in Oxford that you have not already shared in this survey?	Do you have any suggestions for other ways to reduce traffic and tackle congestion in and around Oxford?
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Positive	Negative	About right	No	Make buses cheaper for all, Make bus services more frequent, Add public cycle parking		Positive	I am hoping it will reduce traffic.	I am concerned this, like the fingers, will increase traffic through Old Marston at peak commuter times.	An aerial egg lift linking Thornhill P&R > Osler Road / JR hospital > Town Centre.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Negative	Too low	Yes	Make Park & Ride buses cheaper, Make buses cheaper for all, Make bus services more frequent		Positive	Could go further, eg restricting hours of access for "other" vehicles (delivery etc) to outside normal peak times		Reduce the amount of parking currently available with a aim to discourage driving into the centre
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Positive	Negative	Too low	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Add new bus routes, Make bus services more frequent, Extend hours of operation for buses, Add public cycle parking		Positive	I would have to calculate how often I could travel to oxford and it would prevent me from going to the shopping centres and eating out as public transport isn't always suitable as someone who is socially anxious which is made worse in an enclosed place like a bus and I'm unable to pay £5 reach time I feel like going into town this will make no difference to traffic just you will earn money	I think 3 cars for commuting is excessive	restrict larger vehicles such as trucks and vans within certain hours - so not during peak schools hours (7:30-9, and 3:30 to 5). This would make cycling with kids safer and more appealing.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	About right	Not sure	Make buses cheaper for all, Add new bus routes, Add public cycle parking		Very positive	Would expect to see fewer cars crossing the city centre, so buses would be faster/more timely and walking/cycling would be safer and more pleasant		School term times seem to produce the heaviest traffic, finding better ways for children to get to schools (rather than being driven in and out individually) could make a big difference. A shift away from the near-universal 9-5 working hours could also help soread out "rush hours".
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	Yes			Very negative	I'm an NHS manager, working almost 24/7, working every day after job planned hours from hime, additional commuting time will have neoative impact on my service		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	Too low	Yes	Add new bus routes, Make bus services more frequent, Add public cycle parking		Very positive	It is currently quicker to cycle in and around the city than to go by bus. The roads should be clearer for people who *need* to use their cars and permit the free flow of traffic. Buses will be quicker, and therefore more appealing to use, and cycling will be safer.	Owing to the timing of sessions, there needs to be provision for access to the ice rink, whether that is by improving bus services or adjusting the congestion charge for users. Otherwise, training would be affected to such an extent that competitive skaters will need to move to other rinks, such as Swindon, which are further away, which will affect the rink's ability to operate and remain competitive	Look to other medieval cities abroad that have put cycling first and see what measures we can adopt. A good example is Uppsala, in Sweden, which is also a medieval university town and is almost entirely car-free in the centre. Cars should be used for getting out of Oxford, and not necessary for getting into or around Oxford.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	There should be no charges at all	Yes	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Negative	I will have to leave my job at the school where I work part time because the most direct route includes one of the charging zones and going the long way would take too long and will use too much petrol. Going there by bus would take ages as there is not a good direct service available.	They are not a good idea because the rich can afford to pay and will continue congesting the road, but those on lower income will struggle.	Removing the LTNs in East Oxford would be a good start. Have more bus routes that cover the entire city and better connection services to the surrounding villages.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	Too high	No	Make buses cheaper for all		Negative	Push traffic onto already busy alternate routes already impacted by LTNs		Use the river to provide alternative transportation into Oxford
an Oxford resident	daily	Taxis and private hire vehicles	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Make BUSES FREE FOR LOCAL PEOPLE BETWEEN WORKING HOURS AND SEE WHAT IMPACT THAT HAS ON TRAFFIC AND SCHOOL RUNS	Very negative	Will hurt people that come to Oxford to work and who live locally .. turning Oxford into a Prison	All the surrounding roads will be impacted massively, there wasn't a congestion problem before that LTNS went in.. SUMMERTOWN IS THE WORST FOR PEOPLE THAT DON'T LIVE LOCALLY	Free bus passes, council has the ability now to run its own bus services due to changes in the law, also bus ticket prices are extortionate for such small journeys and cause issues financially, Park and Ride should be free and buses to and from them should be one pound no more, if you want people to use Oxford and use it services make it cheaper for them to access them.
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Fix the badly managed roads and roundabouts	Very negative	It's literally a money making scheme. Not everyone falls into the same category of 'they should walk, get a bus or cycle' I now live in Abingdon, but I grew up in Cowley, I work in Cowley, my partner works in Cowley, my daughter goes to nursery in Rose Hill, I still have a lot of friends and family in Cowley that I see regularly, usually after work. You have already made that difficult with LTNs, I have to sit in a lot more traffic now than I ever did before. People will not stop driving! We pay for our cars, our insurance, our tax, and you want to charge us more just for the privilege of driving in our own city! There is no bus route that will allow me to go to drop off my daughter at nursery, go to work, then to pick up my daughter, and then to visit my family! And if there was it would probably double my journey time! I cycle to work when I can, but not if I have to do the nursery run. I have never ever had a problem cycling round Oxford! The majority of families and households rely on these cars to go about their daily business! Stop trying to penalise them!	You never spoke about this pre election as you knew you would struggle to get voted in! You have ruined Cowley with your LTNs already! You as a council are not listening to residents. Just look at the petition with over 10,000 signatures against! Look at the comments! Put your congestion charge in areas where you were voted in! Leave Cowley alone! Majority of residents do not want your greedy schemes! You seem to be targeting the poorer areas! If you really want it, then open up some of the LTNs so that the traffic can flow freely!	Open up the LTNs! Simple!
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make buses cheaper for all, Add new bus routes, Other	Make parking cheaper at metres/pay display points	Very negative	This impacts those on fixed incomes, low incomes, the elderly/disabled who may not be able to register for online payment/permit systems. It will also negatively impact Those who are part time carers for the elderly (like myself) and need to visit and deliver groceries in bulk (difficult via bike) and collect medicines from out of hours services at antisocial hours (often late night - cycling doesn't always feel that safe as a solo female on dark roads/bike paths). It is likely I will make fewer journeys to visit my loved ones leaving them very isolated. The traffic policies do not support elderly/disabled residents and are, in my view, being introduced in contravention of the 2010 Equality Act.	I will reiterate that the introduction of traffic measures that prevent journeys to the elderly/disabled - many of whom rely on networks of friends/family who will not fit into the categories of 'carers' due to part time/ad hoc nature of care - must surely negatively impact the lives of the most vulnerable in our community and are therefore in contravention of the 2010 Equality act. I also believe that QB of your survey is biased. It only allows responses if yes/no/don't know when it should also have an option of something to the effect of 'I don't agree with the charge regardless of the size of the vehicle'.	Listen to residents and businesses in effected areas, do not assume you know what is best for the majority simply because you have hand picked groups that you have consulted. Listen to the community and consider all the businesses we are losing by closing or those that are moving to other towns/cities. Open up the LTNs. Provide better joined up transport such as SA and 3A bus service going to the train station. Improve infrastructure such as funding GP surgeries, dentists, pharmacies in communities without those things (Littlemore) so we don't have to go long distances to reach those services.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Positive	Positive	There should be no charges at all	No	Make buses cheaper for all, Make bus services more frequent, Extend hours of operation for buses		Very negative	There should be no charges at all. I feel it's just a money making scheme. So it's ok to pollute the city as long as you pay for it???		Get rid of the LTN's and get the traffic flowing as before!
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	There should be no charges at all	Yes	Make Park & Ride buses cheaper, Add new bus routes, Make bus services more frequent		Neutral		Punishes people with low income jobs that work in Oxford but can't afford living in Oxford.	More frequent buses, especially from other towns into Oxford
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice, 25 day passes for residents in the Oxfordshire permit area, on days of your choice, Personal cars used as goods vehicles for business purposes	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make buses cheaper for all, Make buses cheaper for young people, Extend hours of operation for buses		Very negative	Will mean more traffic around Tesco roundabout, will slow down commuter traffic to work and back. Will affect local businesses. Bus drivers don't want the congestion charge, they will b stuck in more traffic on main roads with commuters avoiding charge roads.	Is outrageous stopping local people getting to work and causing them extra expense they can't afford. Pollutes main roads even more shifting traffic onto same roads	Is not about cycling/walking being more attractive! Some people can't walk to work for health reasons or have heavy items to transport to work. These shutting road ideas to the workers are ridiculous and make getting around Oxford more difficult! I will leave Oxford as will other residents
a business	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	No impact	No impact	There should be no charges at all	No	Make buses cheaper for all		Very negative	I run a bin cleaning company and we have many customers in central Oxford. Introducing this charge will force me to increase prices. This means either customers have to pay more, or they may cancel and my company will struggle.	It is already hard to run a successful business in central Oxford with all the parking restrictions without adding more costs. I have to turn down work because of the parking restrictions and LTN's. If it wasn't for these I would run a more successful and profitable business that would employ more people and sav more tax back into the system.	The restrictions could be at certain times of the day, say 7:30 to 9:30 and 16:00 to 18:00. This would encourage commuters to use park and rides.
an Oxford resident	weekly		I don't	Neutral	Neutral	About right	No	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Very negative	The impact of additional traffic on Marsh Lane in New Marston will have a very negative impact on those travelling home to New Marston via the ring road. There is no benefit to using a permit on the Marston Ferry Road to exit the ring road and travel to Marston homes, as the diversion to do this is excessively long. I use the ring road once a week to travel to a larger supermarket for a food shop, and already get stuck in Marsh Lane traffic heading home. There are no large supermarkets in Marston to use as an alternative.	Why is the Marston Ferry Road location set for a charge on Saturdays? There is no commuter or school traffic on a weekend. Most of the time, the Marston Ferry Road is clear for traffic so it makes no sense. Also, please can New Marston, ie Marston Rd, be offered some more public transport options. To reach the Cherwell Drive bus routes is a 20 mins walk, which is unreasonably long. We do not have a park and ride either. There is no direct route to Headington by public transport, and we have no dentist or doctors in Marston. Also, there are many people who have mobility issues but do not qualify for a blue badge. I feel these measures unfairly hit those people for whom cycling isn't an option and public transport is lacking.	We need a park and ride specifically for JR hospital visits, to reduce the amount of traffic heading to the hospital. Also, please stop allowing private school traffic to use key routes. Allow school transport to use the park and rides instead. The congestion charge and traffic filters unfairly hit Oxford residents within the ring road. The ring road will not be able to manage the additional traffic that will be displaced there.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Negative		Not sure	Add new bus routes, Make bus services more frequent, Extend hours of operation for buses		Negative	The location of the charges will greatly limit the routes I can drive out of oxford from where I live in Marston. I will have to change my route home from work which will likely to take longer. Occasionally I need to drop off/pick my partner up from the station as our local bus doesn't run early or late enough and will have to use the charge to do this. This policy will disproportionately impact those who are already struggling. For many, a car is not a luxury but a necessity for commuting to work and supporting their families. While the middle and upper classes may absorb the costs without issue, people living on kind buttons will feel the financial strain the most.	I think that people commuting into the central oxford area should not get unlimited permits, the park and rides and other buses should enable people to commute into central oxford more easily. I would like to be able to get the bus to work but currently would have to set two buses or a very long walk and a bus that is frequently late so it isn't feasible	Improve the bus services in and around oxford
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make buses cheaper for all, Extend hours of operation for buses		Negative		Once again, Oxford City Council is acting as though it can impose top-down control in a democratic society. I intend to challenge this in court, as introducing legislation without the consent or vote of Oxford residents is not only undemocratic — it may also be unlawful.	Remind rest when travelling on the A34 to use the correct lanes as holding up overtaking lanes causes countless delays. Also open up the LTNs on Cowley road during busy hours to ease congestion
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	Too high	No	Make Park & Ride parking cheaper, Make buses cheaper for all, Other	If the council hadn't doubled bus journey times by introducing the LTNs and closing Cornmarket then I might have a different view. I often cycle as it's much faster, but the buses drivers are irresponsible drivers when dealing with cyclists.	Very negative	I sing in the cathedral over 100 times each year but do not live in the purple zone. This would exceed the number of permits. I realise the cathedral is a "peculiar" in more ways than one, and I cycle when possible, but being unable to reach the Cathedral without paying is inappropriate.	The location of the charge points is inappropriate whilst the city is paralysed by roadworks to the west and east. We need to be able to get around the city if either the A34 or A4142 are closed. It's still too fragile to introduce this until the county sorts out its poor road maintenance and response to incidents.	Remove the LTNs will reduce congestion. The continued poor response for road maintenance will keep cars off the roads getting their suspensions repaired! However they make my daily cycle routes dangerous.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very positive	No impact	There should be no charges at all	No	Make buses cheaper for all, Make bus services more frequent, Extend hours of operation for buses		Very negative	This will increase congestion on the ring road for through traffic as more traffic will be will be diverted. This will have no effect on the traffic travelling in and out of Oxford	If the idea of this is to encourage mor use of Park ahd Ride, will ther be more spaces provided? How will this help people with mobility issues living on Botley Road who are registered at he Jericho Health Center?	There should be more direct bus routes Cumnor/Botley to Kidlington via Woodstock Road, Cumnor/ Botley to Abingon via Abingdon Road, Cumnor/Botley to Cowley Centre
a resident of Oxfordshire living outside Oxford	daily	100 day passes for residents in the Oxford permit area, on days of your choice, Frequent hospital patients, Business cars used as goods vehicles for business purposes	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper		Very negative	It will make driving into Oxford for people who work in the city and live outside very difficult.	Awkward and unnecessary, make the roads more efficient not expensive	More parking in the city, staggered business hours, longer traffic lights
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice, 25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Very negative	Very negative	There should be no charges at all	Not sure	Other	I dont think a charge should be in place. I don't think permits should be in place either.	Very negative	Working in the construction industry, I think this is bad. Charging for using the areas and access to them is a negative effect. Congestion is really bad because of the LTN's and now further restrictions are to be placed, makes it impossible to drive around the area, without adding on another 30 mins to an original eta.	I really don't think this should go through. Further restrictions on driving is bonkers and makes driving around awful.	Remove the LTN's. Traffic has been horrendous because of these in place. We used to be able to drive around normally and now these are in place, everyone is chucked out into the main roads, causing lots of traffic and more frustration for the drivers. LTN's = more traffic Remove LTN's = better flow of traffic and less emissions from being stangant in more traffic
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No			Very negative	People will leave jobs snd will not travel into oxford	The loss of business and difficulties in recruiting staff will be huge	Allow more parking to be created at the JR so everyone doesn't have to arrive in a small time window to be able to park. It is currently impossible to start work later as the parking is full. More spaces would spread out rush hour and reduce congestion
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice, School students with special educational needs	I don't	Positive	Negative	About right	Yes	Make buses cheaper for all, Make bus services more frequent, Add public cycle parking		Positive			
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Neutral	Neutral	There should be no charges at all	Not sure	Make Park & Ride parking cheaper, Add public cycle parking		Very negative	The concept of Congestion charge allows only bus companies to benefit from the drastic changes while does not introduce more efficient commuting such as building a tram line or allowing more bikes. It is really dangerous to cycle with too many buses around And kids cycling to their schools have been ignored which is quite concerning.		Tramline or more cycling routes where safe cycling is possible without buses being driven with high speed
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	No impact	No impact	There should be no charges at all	No	Make Park & Ride buses cheaper, Make bus services more frequent		Negative	I would have to calculate how often I could travel to oxford and it would prevent me from going to the shopping centres and eating out as public transport isn't always suitable as someone who is socially anxious which is made worse in an enclosed place like a bus and I'm unable to pay £5 reach time I feel like going into town this will make no difference to traffic just you will earn money		
a resident of Oxfordshire living outside Oxford	less than weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	No impact	No impact	About right	Yes	Other	Some disabled people don't qualify for the blue badge and have issues using public transport due to health issues and would need seating aids. So without permits, these people are being excluded from going into Oxford which in itself discriminatory	Negative	I rarely go to Oxford but would mean I wouldn't bother unless I had permits	It will make no difference to the traffic situation at all as I know a lot of people go elsewhere. The introduction of the LTN's has pushed traffic onto several roads which is why they are no congested. I am disabled (no blue badge) and if I do shop, I need to drop stuff at my car then go and do a bit more. Park & ride isn't an option in that scenario and I would need to carry my sitting aid with me rather than leave it in the car. Doesn't matter how many people oppose this scheme, the council will do what they always do and ignore responses and just do it anyway	Remove the LTN's and stop doing several lots of roadworks at the same time. Makes more sense to do one at a time
a resident of Oxfordshire living outside Oxford	daily		I commute to the central permit area by car	Very positive	Very positive	There should be no charges at all	No	Extend hours of operation for buses		Negative	Oxford could become a ghost town with people preferring to travel to other nearby towns where parking etc is cheaper. We are frequent users of the Ice Rink and skaters train at all different hours but many days per week! Hockey players cannot access Blue travel as the size of kitbags are not permitted on buses! Coaches at the rink need to travel in and out of the city several times a day and several days per week. These charges could seriously harm the popularity of the rink and footfall will become less. Please consider those skaters and coaches who work and represent Oxford at competitions throughout the year. Oxford Ice Rink is an asset that needs to be protected!		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make Park & Ride parking cheaper, Make buses cheaper for all, Extend hours of operation for buses		Very negative	Due to work I have to travel in and out of Oxford on the daily and introducing these costs would add to the number of things increasing lust for living and travelling in Oxford. This charge is a disgrace		Remove the LTNs and let people drive freely through Oxford. This would reduce an enormous amount of traffic between cowley. Iffey and St clements leadino into central town
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very positive	There should be no charges at all	No	Other	use it to remove LTNs	Very negative	Another cost ontop of ridiculous LTNs and absurdly high council tax is poor management by OCC	Remove theLTNs	Removing the LTNs
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	No impact	No impact	About right	Yes	Make Park & Ride parking cheaper, Add new bus routes, Make bus services more frequent		Very negative	I am a resident living just outside the ring road (Horspath) who needs to commute to work at the university (one of the colleges in north Oxford). There is no adequate public transport which would allow me to travel between these two areas without significant inconvenience. Driving to work takes around 25 minutes and I pay fuel costs only. My alternative to this, under the proposed scheme, is either driving to Oxford Parkway Park & Ride (at least 25 minutes due to all traffic being forced down Banbury Road), paying for parking, and then paying for a bus ticket for a bus to take me down Banbury Road (currently ten minutes, however the measures being introduced will force 90% of traffic down Banbury Road which will significantly impact bus journey times, as the bus lane does not cover the whole route). My other option is to take the hourly bus service into central Oxford and then have to take another bus from there. Both of these options are significantly more expensive and time-consuming and will force me to look elsewhere for employment. If I were to continue driving straight to work, I would need to use Banbury Road and I would expect my journey time to reach towards the hour mark, which is ridiculous. In order for me to support this scheme, there would need to be some consideration for the residents beyond the ring road who are required to commute into the city. The discrepancy in permit allocation for those outside the ring road compared to those inside it is laughable - as the crow flies I live 4 miles from my workplace yet apparently I have no right to travel there. The Marston Ferry Road which I currently use is a timed gate which is clearly designed to stop children being dropped off at the private schools. We all can see that they are the main problem because the traffic is absolutely fine during school holidays. Commuter permits should be given to workers whose commutes would be significantly disrupted by these measures - e.g. those with inadequate public transport options like myself. This way we can still get to our jobs and the private schools should be made to set up school bus services like public schools do.	Staff at north Oxford colleges (i.e. an area with inadequate bus service) should be provided with commuter permits.	Force schools in north Oxford to set up school bus services and ban parents from dropping off kids in their massive SUVs rather than punishing workers. There should be drop off points outside the major congestion areas and parents can take their kids to these points if they're unable to walk to school.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Very negative	There should be no charges at all	Yes	Make buses cheaper for all, Make buses cheaper for young people, Add new bus routes, Other	Free bus tickets for residents in Oxford	Very negative	I will have to travel a further distance (commute) because I will have to drive though the ring road, spend more money in petrol and consume more time.	With these scheme as well as the traffic filter, the rich people that brings their children to the Private schools (Magdalene, New School, Dragon, International, Christ Church, etc.) whom drives every single day into Oxford will not pay a penny. We are talking about thousand of wealthy people. On the other hand, people attending to a public school like Cherwell or Swan will have to pay (100 days is not enough). Not mention to Univ staff. Thus, in the first place, you should treat all people in the same way; no more privileges. In addition, the heavy traffic and congestion is a direct consequence of the LTN and reduced number of roads available to go through the city centre.	Give free bus tickets / passes, or very cheap to residents in Oxford, and bit more expensive to the rest of the people. The £3 cap is just ridiculous. Before the first cap (£2) a ticket was about £2.40, now is £3. That is about 20% price increase. Young people should not be paying that amount of money. Look at other cities in Europe. It is a lie that bus ticket will go down. I do not trust it. It is not going to happen. The bus service shall be public; not run by a private company whom only interest is to make profit. The council should provide the service.
an Oxford resident	daily	Unpaid carers	I commute to the central permit area by car	Very negative	Neutral	There should be no charges at all	No	Other	There should be no charges for a problem your council crated	Very negative	It's not needed open up some of the LTN s to fix part of the problem you created	They are completely unnecessary	Open up some of the ltns you created the problems by forcing all traffic onto a small number of roads
a resident of Oxfordshire living outside Oxford	less than weekly		I don't	Very negative		There should be no charges at all	No	Make Park & Ride parking cheaper		No impact		Keep me away from Oxford and go somewhere else!	Do away with LTN's
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	No impact	No impact	Too low	Yes	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Add public cycle parking		Very positive	I travel by bus into Oxford daily along Abingdon Road, and the only time when it is not congested is late morning. When I have appointments, I must allow an absurd amount of time for delays caused by congestion. The traffic filter in Thames Street will deter people from bringing cars into Oxford along Abingdon Road, and thus will make buses more reliable.	No	Close the Westgate car park. The queue of cars waiting to enter it can extend halfway along Abingdon Road.
an Oxford resident	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Positive	Positive	There should be no charges at all	No	Add new bus routes, Make bus services more frequent, Extend hours of operation for buses		Very negative	It will cost £1825 a year to drive into Oxford every day. Rich people can afford it, poor people cannot. For many people driving is the only option. You are punishing poor people in the city and making lives of everyone harder.	I am very against the proposal of the congestion charge (and of the traffic filters). It will the last nail into the coffin of business in city centre. It will also mean that only rich people can afford going into town. It's pure discrimination.	Get rid of LTNs which contribute to congestion. Get rid of the proposed traffic filters which will also contribute to congestion (isn't the closed Botley Road teaching you anything? Can't you see how much congestion around Oxford it causes?). Allow free travel by cars. There are many people who cannot walk more than half a mile and people who can't cycle. I am one of them. I will always have to drive into town - and I need to go there every single day. I am only entitles to 25 free permits which is nothing. It feels like an insult. There are no buses that go from my house to the places I need to go to. You discriminate against people like me.
a resident of Oxfordshire living outside Oxford	daily		I commute to the central permit area by car	No impact	Very negative	There should be no charges at all	No	Other	Less bus zones and cycle lanes, which cause the congestion	Very negative	I travel to Oxford everyday for business, this would cost me great expense and would prevent me and my business from operating, which will then cause me to take my business and employment else where		Take away LTNs which has caused the problems in Oxford. Ikewise with the bus lanes. These measures only increase conestion.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice, Unpaid carers, Personal cars used as goods vehicles for business purposes	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very positive	Positive	Too low	Yes	Make buses cheaper for all, Add new bus routes, Add public cycle parking		Very positive	Greater incentive to conduct business within the TPA - hopefully less traffic and less parking difficulties in order for me to carry out my trade as an electrician. There were challenges initially when the LTNs were introduced but generally this has not added too much burden and travel times when work requires access to these areas	Having a congestion charge is certainly a long time coming for a city that has needed for some years already. I would be more than happy to see the congestion charge zones become a permanent feature. The inevitable population increase will only put further strain on some very old infrastructure so having these charges is a necessity.	What would be amazing is for the city to have a metro but I don't think the revenue generated from the proposed congestion charge will be sufficient. But if Oxford did have an underground railway then you effectively create a low traffic utopia, which is what lots of people want
other	weekly		I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Negative	There should be no charges at all	No	Add new bus routes, Make bus services more frequent, Extend hours of operation for buses		Very negative	Loss of flexibility and convenience, there are no buses where I live so I have to drive at least half of more of way to my relative	It will just mean we no longer botter to come to Oxford, we will arrange to meet elsewhere we also use Oxford theatres but will no longer bother, most of the shows go to Northampton or Milton Keynes, much more friendly and flexible locations -easier to opt to go there than have to work out whether we have a permit or not or have paid the relative charge. All roads around Oxford and villages in Oxfordshire being made more and more unattractive to bother to go to because of Oxfordshire road and car policies	

Survey Response													
I am responding to this survey as	How often do you travel in or around Oxford?	Please tick which of the following free permits and passes you think you may be eligible for	Do you live in, visit a resident by car or commute by car to the proposed central Oxford	Central Oxford residents' permitIt is proposed that residents in the central Oxford	Central Oxford permit area commuters' permitIt is proposed workers commuting	We are proposing a single charge of £5 to allow cars without a day pass or permit	Do you think that charges should vary, with drivers of larger cars paying more and	Income generated by introducing the proposed temporary congestion charge would be used to cover the set-up and operating costs of the scheme.	If other improvement, please state	Taking into account all the information we have provided about the proposal to	Please explain your answer	Do you have any other comments about the proposal for six temporary congestion charge locations in Oxford that you have not already shared in this survey?	Do you have any suggestions for other ways to reduce traffic and tackle congestion in and around Oxford?
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Positive	Negative	About right	No	Make buses cheaper for all, Make bus services more frequent, Add public cycle parking		Positive	I am hoping it will reduce traffic.	I am concerned this, like the fingers, will increase traffic through Old Marston at peak commuter times.	An aerial egg lift linking Thornhill P&R > Osler Road / JR hospital > Town Centre.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Negative	Too low	Yes	Make Park & Ride buses cheaper, Make buses cheaper for all, Make bus services more frequent		Positive	Could go further, eg restricting hours of access for "other" vehicles (delivery etc) to outside normal peak times		Reduce the amount of parking currently available with a aim to discourage driving into the centre
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area bv car	Positive	Negative	Too low	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Add new bus routes, Make bus services more frequent, Extend hours of operation for buses, Add public cycle parking		Positive		I think 3 cars for commuting is excessive	restrict larger vehicles such as trucks and vans within certain hours - so not during peak schools hours (7:30-9, and 3:30 to 5). This would make cycling with kids safer and more appealing.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	About right	Not sure	Make buses cheaper for all, Add new bus routes, Add public cycle parking		Very positive	Would expect to see fewer cars crossing the city centre, so buses would be faster/more timely and walking/cycling would be safer and more pleasant		School term times seem to produce the heaviest traffic, finding better ways for children to get to schools (rather than being driven in and out individually) could make a big difference. A shift away from the near-universal 9-5 working hours could also help soread out "rush hours".
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	Yes			Very negative	I'm an NHS manager, working almost 24/7, working every day after job planned hours from hime, additional commuting time will have neoative impact on my service		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	Too low	Yes	Add new bus routes, Make bus services more frequent, Add public cycle parking		Very positive	It is currently quicker to cycle in and around the city than to go by bus. The roads should be clearer for people who *need* to use their cars and permit the free flow of traffic. Buses will be quicker, and therefore more appealing to use, and cycling will be safer.	Owing to the timing of sessions, there needs to be provision for access to the ice rink, whether that is by improving bus services or adjusting the congestion charge for users. Otherwise, training would be affected to such an extent that competitive skaters will need to move to other rinks, such as Swindon, which are further away, which will affect the rink's ability to operate and remain competitive.	Look to other medieval cities abroad that have put cycling first and see what measures we can adopt. A good example is Uppsala, in Sweden, which is also a medieval university town and is almost entirely car-free in the centre. Cars should be used for getting out of Oxford, and not necessary for getting into or around Oxford.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	There should be no charges at all	Yes	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Negative	I will have to leave my job at the school where I work part time because the most direct route includes one of the charging zones and going the long way would take too long and will use too much petrol. Going there by bus would take ages as there is not a good direct service available.	They are not a good idea because the rich can afford to pay and will continue congesting the road, but those on lower income will struggle.	Removing the LTNs in East Oxford would be a good start. Have more bus routes that cover the entire city and better connection services to the surrounding villages.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	Too high	No	Make buses cheaper for all		Negative	Push traffic onto already busy alternate routes already impacted by LTNs		Use the river to provide alternative transportation into Oxford
an Oxford resident	daily	Taxis and private hire vehicles	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Make BUSES FREE FOR LOCAL PEOPLE BETWEEN WORKING HOURS AND SEE WHAT IMPACT THAT HAS ON TRAFFIC AND SCHOOL RUNS	Very negative	Will hurt people that come to Oxford to work and who live locally .. turning Oxford into a Prison	All the surrounding roads will be impacted massively, there wasn't a congestion problem before that LTNS went in.. SUMMERTOWN IS THE WORST FOR PEOPLE THAT DON'T LIVE LOCALLY	Free bus passes, council has the ability now to run its own bus services due to changes in the law, also bus ticket prices are extortionate for such small journeys and cause issues financially, Park and Ride should be free and buses to and from them should be one pound no more, if you want people to use Oxford and use it services make it cheaper for them to access them.
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Fix the badly managed roads and roundabouts	Very negative	It's literally a money making scheme. Not everyone falls into the same category of 'they should walk, get a bus or cycle' I now live in Abingdon, but I grew up in Cowley, I work in Cowley, my partner works in Cowley, my daughter goes to nursery in Rose Hill, I still have a lot of friends and family in Cowley that I see regularly, usually after work. You have already made that difficult with LTNs, I have to sit in a lot more traffic now than I ever did before. People will not stop driving! We pay for our cars, our insurance, our tax, and you want to charge us more just for the privilege of driving in our own city! There is no bus route that will allow me to go to drop off my daughter at nursery, go to work, then to pick up my daughter, and then to visit my family! And if there was it would probably double my journey time! I cycle to work when I can, but not if I have to do the nursery run. I have never ever had a problem cycling round Oxford! The majority of families and households rely on these cars to go about their daily business! Stop trying to penalise them!	You never spoke about this pre election as you knew you would struggle to get voted in! You have ruined Cowley with your LTNs already! You as a council are not listening to residents. Just look at the petition with over 10,000 signatures against! Look at the comments! Put your congestion charge in areas where you were voted in! Leave Cowley alone! Majority of residents do not want your greedy schemes! You seem to be targeting the poorer areas! If you really want it, then open up some of the LTNs so that the traffic can flow freely!	Open up the LTNs! Simple!
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make buses cheaper for all, Make buses cheaper for young people, Add public cycle parking		Very negative	Dear Council, Let me paint you a picture. I'm a widow, a single mum, doing my best to raise children, work, and contribute to society — not just emotionally, but economically. My kids go to school. I go to work. Simple, right? Except now, with the congestion charge, it feels like I'm being fined for being organised. To do this juggling act — school runs, work (by 8 a.m. sharp), and the after-school activities that keep kids off screens and out of trouble — I need a car. Not a luxury. A lifeline. Yet every time I enter the zone, it's as if the council says, "Ah, here comes a woman trying to survive and raise the next generation of taxpayers. Let's charge her extra." Meanwhile, students — who are wonderful, yes — don't pay council tax. They can ride bikes, sleep in, attend lectures at noon. And yet somehow, it's the working parent who's punished for using the roads between 7 and 9 a.m. It makes you wonder: is parenting now a taxable offence? Should we apologise for having children? Because last time I checked, those children are the ones who will one day be paying your pensions. This policy doesn't consider the reality of single-parent families — those who must work and must use a car. We are not polluting the streets for fun. We're trying to keep our heads above water. So I ask — not just as a citizen, but as someone who still believes public policy should support working families — please reconsider the impact this congestion charge has on those who have no alternative but to drive. It's not just a toll on the road. It's a toll on working parents. Yours sincerely, REDACTED	Subject: Oxford Congestion Charge – Are We Creating a City Only for the Rich? Dear Oxford City Council, Let's talk. You want to introduce a congestion charge in Oxford. But Oxford is not London. Not even close. In London, yes, there's a charge — but there's also something called a transport system. •In London, the bus comes every 3 minutes. •In Oxford, five buses come at once… and then nothing for 30 minutes. It's not public transport. It's a lottery. In London, kids under 18 ride for free. There are special fares for low-income families. People still complain, but at least there's a basic system that works. In Oxford? We're told to cycle, but half the cycle paths feel like off-road survival courses. I don't need a helmet — I need a mountain bike and a prayer. You say it's about reducing traffic and helping the environment. That's great in theory. But in reality? •Teachers, teaching assistants — they can't afford to live in Oxford. •Restaurant workers, hospital staff — they're disappearing. •And us, the people who live and work here, we're being priced off the road and out of the city. I'm a single mum, a widow, raising kids, working in a school. I don't have the luxury of cycling six miles in the rain with a cello and a packed lunch. I need a car — not because I like traffic jams, but because I have no choice. And now, I get taxed for that? Tell me honestly: is the goal to turn Oxford into a luxury showroom? A postcard city? Beautiful, empty, and only affordable to tourists and tech investors? Because if the people who work here — who keep this city running — can no longer live or move around here, then what are we left with? Because if the people who work here — who keep this city running — can no longer live or move around here, then what are we left with?
a business	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Very negative	Very negative	There should be no charges at all	No	Other	Fix the roads and don't waste money on these schemes anyway	Very negative	I have a vehicle repair business people will either have to pay more to get to or travel a long way out of their way to visit.	I would like to know how councillors who do not live in the area can decide what happens to the people in that area. And how much notice of this survey will be taken because everyone in the east Oxford area already knows it will be ignored and the council will do what they want regardless. Vers Vladmir Putin-esk!	These ideas could work in a city with roads that can take it, but Oxford being a medieval city that has hardly changed in centuries cannot take these kinds of schemes. You will not stop people using cars THEY ARE NEEDED by lots of people, so thinss like LTS and filters won't work only make thinss worse. as they have done.
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice, Blue badge holders	I live in the central Oxford permit area, or visit a resident of the central permit area bv car	Very negative	Very negative	There should be no charges at all	No	Make buses cheaper for all, Add new bus routes, Make bus services more frequent, Extend hours of operation for buses, Add public cycle parking		Very negative	Reduces movement around Oxford, makes shopping/seeing friends/seeing sights out of reach and more unaffordable	Do not introduce it, or the traffic filters when/if the bottey road reopens	Reduce costs of bus tickets and improve services, especially in more rural areas.
a resident of Oxfordshire living outside Oxford	less than weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	No impact	No impact	Too low	Yes	Make bus services more frequent		Positive			
a resident of Oxfordshire living outside Oxford	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I commute to the central permit area by car	Very negative	Neutral	There should be no charges at all	No	Make Park & Ride parking cheaper, Make buses cheaper for all, Make bus services more frequent		Very negative	I work for the university in events and this will directly affect me and many others who have to be in the city centre for work. I'm not sure if id be guaranteed a permit and this is extremely frustrating when we're being expected to pay to just go to work. This will affect and overwhelm other services on big events like Open Days and make it harder for people to visit the university and put people off coming. I live in a small village in south Oxfordshire and there is no public transport other than one hourly unreliable bus service that takes more than double the time to drive so I am reliant on a car and there are no alternative options. Park and rides do not save time and more than double my commute with services being overwhelmed already, parking and a ticket costing me £600 a year which I cannot afford on my salary coupled with rent prices. Using a university permit has been the way I can afford to get into work and potentially having to pay £25 a week is insanity and unfair when it's just for work and I am already paying for a permit to park. The university is the biggest employer in the city and this will impact us all with no consideration. There's no train station local to me either so there is no other option. This is extremely disappointing and the traffic filters no doubt will be the same.	Terrible idea. Other cities make it work and don't hate the car so why does Oxfordshire? Just improve the other infrastructure and services instead of making a key one more difficult. Where's the train services in south Oxfordshire? Where's the buses in surrounding villages? Buses and trains into Oxford are often expensive, overcrowded, and unreliable, particularly during peak times. For commuters from rural or poorly-connected areas, public transport options are limited or non-existent, making driving the only viable option. University staff on modest wages (e.g., administrative workers, maintenance staff, junior researchers) will feel the pinch of daily congestion fees far more than higher-income residents or tourists. The policy could be seen as regressive, disproportionately impacting those least able to afford it. Drivers may opt to park just outside the charging zone, flooding residential streets, creating new parking and safety issues, especially on event days for general public. The Park & Ride facilities are not always convenient, especially for those carrying materials, cycling gear, or working unsocial hours. Working in events, I leave work sometimes late into the night and as a lone woman, I do not feel comfortable getting public transport. Making it more difficult to commute may deter prospective staff and researchers from joining the university or drive current staff to seek jobs elsewhere. The University of Oxford is a globally competitive institution and needs to remain attractive to top talent, who may be put off by logistical hurdles.	Invest in more frequent, reliable, and affordable bus routes to the city from major commuting corridors. Expand subsidised travel schemes for university and hospital staff (and potentially others), to encourage modal shift voluntarily rather than through punitive measures. If this goes ahead, consider targeted congestion charging only during peak hours or for non-residents making non-essential trips. Allow exemptions or reduced rates for: Key workers (including university staff) Low-income earners Electric/hybrid vehicle users Car sharers. In other cities congestion charges only apply to non compliant cars. The council should encourage a city-wide hybrid working policy where feasable, with incentives for employers who reduce commuting days. Less commuting = less congestion, with no financial penalty for individuals. Upgrade junctions, pedestrian crossings and traffic light timings to ease flow at peak times. Use real-time traffic monitoring to reduce bottlenecks more efficiently. And stop running roadworks across the city all at once as this alone is making the congestion awful and is entirely preventable.
a resident of Oxfordshire living outside Oxford	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Very negative	Very negative	There should be no charges at all	Not sure	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all		Very negative	It will sto families from coming into Oxford to shop. It is more expensive to get the bus than it is to park in the westgate. People will start to go to other places to shop. The westgate will become a ghost town. Smaller businesses will be impacted and may need to close. Just like those who have been victim of the LTN's in Cowley.1		Look At models in other cities. Part and ride. You pay for the car park or the bus ticket, not both. The congestion itself has been made worse by the Botley bridge closure and LTN's. My average journey to work increased by 30 due to LTN's on the Cowley Rd. Otherwise it was busy but moving. I'm concerned for the health of those on main routes that now have car engines idling for long periods of time.
an Oxford resident	less than weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Neutral	Neutral	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all		Very negative	Would be less likely to visit Oxford.	We believe this is completely unfair that we would have to pay a charge every time we travel to Oxford because of the delays to the Botley closure. This is not the public's fault. With cost of living already rising, it just seems like another unnecessary charge.	WAY more frequent trains. At the moment, the trains run every hour. If there were more frequent trains, we would be more likely to travel by train than car.
a resident of Oxfordshire living outside Oxford	less than weekly		I don't	Very negative	Very negative	There should be no charges at all	No	Other	Don't charge, don't incentivise your agenda, don't do sham surveys with loaded questions	Very negative	This is discrimination. Public are not a bottomless pit of money. Some may easily afford. Others will have to forgo essentials for this double dio charoe. Effectively vou are makino Oxford for the rich. This is not reoresentina.	Stop it now. Bask in public thinking you are human.	Manage road works properly. Stop digging up the roads.
a resident of Oxfordshire living outside Oxford	weekly		I live in the central Oxford permit area, or visit a resident of the central permit area bv car	No impact	No impact	Too low	Yes	Make buses cheaper for all, Add new bus routes, Make bus services more frequent, Extend hours of operation for buses		Positive	You have introduced far too many exemptions so the positive impact will be significantly reduced. Hopefully it will still do something and could be extended and tightened up in future.		
a resident of Oxfordshire living outside Oxford	daily		I don't	Very negative	Very negative	There should be no charges at all	No	Other	Stop wasting the money of these measures full stop. Excess money should oo into fixina the roads	Very negative	People will just not come to Oxford full stop. It is already dying and businesses are suffering badly. You are ruining our city!	Bloody awful ideas like these and the lit's should be put to a referendum of the local people effected the most. a simple yes or no answer to anv croposals and results should be uoheld and not ionored bv councils.	Traffic would be reduced if it were allowed to flow. Removing all LTN's would be a start. A medieval city cannot take measures like this. full stop.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very positive	Neutral	About right	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Add new bus routes		Positive	Positive impact only with the central area permits as described - otherwise would be very negative. I live in the central zone and work near the ring road, I commute by car because the bus takes too long to be able to pick up my child from nursery after work, and it's too far to cycle.		Yes - it would be great if you could introduce more 'express' limited-stop bus routes. I used to take route 1/5 which rarely got stuck in traffic, rather the reason it took so long was because it stopped every few metres all the way. As it stands this route takes too long for me to get to work and do nursery pickup on time, a faster route would mean I would use the bus instead of my car.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice. Reaistered car clubs	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Do not introduce charges	Very negative	Councils are simply looking for money and impose charges on poor residents	Invest in public transportation. Oxford is not London and it does not have that much traffic.	Introduce tram line.
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Add new bus routes, Make bus services more frequent, Extend hours of operation for buses		Very negative	We are still on a pandemic timetable. One bus an hour is not sufficient. I have two children who work shift works in pubs in Oxford. I am relied upon to collect them when there is no service by car. I will avoid the Westgate as this will add further charges to the parking charge. I sometimes use my car to drive across to colleges for conference events to take merchandise, banners etc. It is not a working vehicle. It is unfair to penalise drivers and businesses further with a congestion charge. 25 permits is not enough for those working in Oxford and collecting Uni children who work in Oxford in the holidays. I have written to out MP, Head of CC and Head of Oxford Bus Service to reinstate our bus service but nothing has been done. I will consider changing jobs. As a family are registered in centra! Oxford at a dental practice. Both children play competitive sport against other clubs in and out of Oxford with training taking place at times in Oxford. Peoples livelihoods will be greatly affected by these charges. A car is essential to those that have no other option to get into the City and petrol is cheaper than parking at the park & ride and taking a bus. Cycle lanes in Oxford need repairing. Cyclists don't feel safe on some cycle routes thereby holding up traffic. The LTNs reopening up would also allow buses to travel more freely on the Cowley Rd. We bought our house 14 years ago with s twice hourly bus route. It has reduced to one per hour (sometimes not turning up at all) since the pandemic. How many people bought or rented their houses to live in ltns and limit traffic. You cannot inflict these measures on everyday working people. There is no such thing as a 15 min essential services for some of us. Those that want to live in a limited traffic environment should chose to live elsewhere. Every city has congestion, Oxford is no different. Do not penalise businesses, workers, families, volunteers, sports clubs etc.		All mentioned above. Improve transport first before implementing a congestion charge.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Positive	No impact	About right	Yes	Make bus services more frequent, Add public cycle parking		Very positive	I live in Oxford and usually cycle in and around the city. I sometimes drive. Traffic is often very bad along the main arteries and this is causing a lot of air pollution. Oxford is a great, walkable city and anything that allows more people to use active transport in it is a good thing.		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Very positive	Very positive	About right	Yes	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make bus services more frequent		Very positive	Traffic is horrendous and makes buses unusable. They are often late, slow, unpredictable and full. Anything to encourage fewer car iourneys is helpful.		
a resident of Oxfordshire living outside Oxford	weekly	100 day passes for residents in the Oxford permit area, on days of your choice, Blue badge holders	I commute to the central permit area by car	Very negative	Negative	There should be no charges at all	No	Other	Don't charge in the first place	Very negative	You are making Oxford a no go zone. Unfriendly and un inviting to residents, Oxfordshire visitors and tourists. You are making travel to hospitals unnecessarily stressful. We should be able to travel our own city freely. It should be our choice rather we wish to sit in traffic. Your idea and the traffic filters wishes to push traffic on and off the ring road and ring road that already can't cope with the flow of traffic. Stoo killino our beautiful city. vour wish is to turn it into a shoo! town.	Write a survey that allows people to express their option. Again its all about you wanting your idea to be passed, an praised when it will damage our city.	Open up some of the shut of roads in east oxford to allow a better flow. Get the station bridge completed faster. Reinstate more parking in Oxford so people don't have travel round in circles trying to find a parking space. Peoples that can cycle or walk do already stop saying more people will be able to do this.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	Too low	Yes	Make buses cheaper for all, Add public cycle parking		Positive	We are drowning in traffic noice and pollution. St Clements is dangerous for cycling, noisy, polluted and too dangerous to let kids wander about by themselves. Busses are stuck at all times of day. For us these measures tr not go far enough. Fewer permits, higher charges, better cycle lanes, affordable buses. This is what is needed to reduce not just displace traffic.	Why is it taking so long to implement this? Why are the measures half-hearted? It is a joke to call Oxford a cycle city. The cycle lanes - where existent - are dangerous and usually parked over. There is little to no enforcement. The traffic is too dense to make cycling feasible. Busses are constantly stuck and expensive. You need a comprehensive and bolder scheme to fix this problem.	Make bus and cycle lanes safer, bigger and more frequent. Actually enforce fine against cycle lane and pavement parking There is NEVER a time when the cycle lanes on St Clements are not parked over. Reduce permits, make driving through more expensive. Use the money to subsidise pass passes and properly segregate cycle lanes. None of this is rocket science, it works well enough in European cities all over the continent, you just have to be bold and approach the problem from a comprehensive perspective. Yes, people initially complain, but studies show that they then overwhelmingly support traffic reduction schemes since they make cities more liveable, people healthier and transport cheaper. It is shocking how little has happened so far. The LTNs have benefitted a few privileged residents and displace rather than reduced traffic.
a resident of Oxfordshire living outside Oxford	less than weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Very positive	No impact	About right	Yes	Make buses cheaper for young people		Very positive	Oxford is a city for people not cars		
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Very positive	Very positive	There should be no charges at all	No	Make Park & Ride parking cheaper, Make buses cheaper for all, Extend hours of operation for buses		Negative	I use my vehicle to leave and enter oxford regularly, all this will do is add to financial strain.	There should be no charge for residents living in oxfordshire, and especially no charge for delivery vehicles as this will further see prices durina a cost of livina crisis.	Reduce bus prices, subsidise them more considerably and increase the frequency of buses, especially later into the night.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Very positive	Positive	About right	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all		Very positive	I hope the scheme will either reduce unnecessary car travel into the city centre, or at least provide a revenue source to fund cheaper public transport alternatives. which would also reduce car iourneys.	I don't agree with the Marston Rd one as it is potentially a route for people in N Oxford to get to the JR and does not impact on central Oxford travel.	No parking zones in/around all schools (private or state). Schools to provide more minibus transports to/from the P&R.
an Oxford resident	daily	Community health or care workers who need to visit multiple locations or travel urgently	I live in the central Oxford permit area, or visit a resident of the central permit area bv car	Very negative	Very negative	There should be no charges at all	No	Other	Fix the potholes	Very negative	Healthcare professionals will avoid to support patients in the affected areas regardless of exemptions	The congestions is provoked by the LTN and APNR enforcement. Remove them and OCC will end up the congestions	Oxford needs traffic organization, not restrictions. Oxford need more roundabouts and ONE WAY roads, where the traffic flows in one single direction. In this way, not only the traffic flows better but you will also have space for parking by using the second wav which would be inactivated. Absolutely! It's no secret that traffic is highly reduced during half term and other school holidays. Implementations of mandatory school buses services would reduce the number of parents dropping off kids all over the city. Work with schools and parents to implement this!
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	No impact	No impact	There should be no charges at all	Not sure	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Make buses cheaper for young people, Add new bus routes, Make bus services more frequent, Extend hours of operation for buses, Add public cycle parking		Very negative	Oxford is already an expensive city. Unaffordable housing pushes people outside Oxford to live in areas which are poorly connected to Oxford. You now want to add extra cost on those people that rely on commuting by not being able to afford housing in the city. Current bus alternatives take over double the time than commuting by car even with traffic. £5 daily charge is an insult to peoples economies. And somehow still cheaper than paying for the bus.	Your proposal assumes most people would take the bus instead of driving, and while this might be likely to people who live within Oxford that already struggle to park in the city, this is not likely or feasible for people who live far and where the alternative of buses would take double or triple the commute time. People most likely would chose alternative routes. All traffic being diverted to major routes such as the ring road would only move the problem somewhere else.	Now if you're so set on your pinch points in the city and want to implement some sort of traffic restriction points, here's an idea that won't penalise the people already struggling financially to keep up with oxford's costs. the implementation of a charge correctly asumes that an increment on people's cost to do something would reduce the amount of people willing to do it. However this cost can be non financial, can instead be on the shape of effort. So if you want to change a behaviour in the population, why not Make people daily register their car's access through this pinch points (without having to pay), if people fail to register then they would have to pay. The same way that if you don't return your shopping trolly you'd lose your £1. By adding extra effort less people are less likely to drive in if they don't have to. You'd still have the problem of diverting traffic to other routes rather than solving the people of traffic overall. which vo have with the current proposal.
a resident of Oxfordshire living outside Oxford	less than weekly	Personal cars used as goods vehicles for business purposes	I commute to the central permit area by car	Neutral	Neutral	Too low	Yes	Make buses cheaper for all, Make bus services more frequent, Add public cycle parking		Positive	hopefully, less congestion when going into Oxford		encourage car share by not exempting single occupancy vehicles other than deliveries, care workers etc.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Negative	About right	No	Make buses cheaper for all, Add new bus routes, Extend hours of operation for buses		Neutral	Whilst I will have to adjust some of my travel the scheme seems to give enough flexibility for no major impact on my ability to get wherever I need to, and the positive benefits of clearer bus routes and less overall traffic will definitely add to overall quality of life.	I'm not sure why people commuting to the central area should have such unlimited access for 3 vehicles. Is this to benefit Oxford City workers?	
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	There should be no charges at all	No	Make Park & Ride parking cheaper, Make buses cheaper for all, Extend hours of operation for buses		Very negative	I live right next to Marston Ferry road in Old Marston. If I want to visit Summertown, I would need to pay or travel significantly longer, also increasing to pollution that is trying to be reduced.	Oxford is an extremely expensive city and with the cost of living crisis it just makes it harder to live for the everyday person. There are many reasons for car preferences and there should not be a forced agenda from the council. This would also increase commuting time for many vehicles in turn still increasing pollution that is tryina to be avoided.	By creating obstacles, it is increasing traffic in other areas. In cities without these measures, the traffic is lighter due to disbursed traffic. This will also cause the roads that will see more cars to get destroyed faster and fixing them will be more difficult and cause more delays.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Negative	About right	Not sure	Make buses cheaper for all, Add new bus routes, Extend hours of operation for buses		Negative	There is a law of unintended consequences — and the law that no one thinks through what is going to happen. There was a proposal to place the "Red line" which marks the start of the controlled area somewhere on St Clements. This is insane. People will drive down St Clements and decide they don't want to pay the charge and they will then try to make a U-turn on an already congested and way too narrow street. No matter how well it is marked in advance they will always make a U turn right at the red line boundary. This will make a traffic nightmare. The side streets will become U-turn zones. Before the introduction of the LTNs you could count cars making U turns on our side street at five or six per minute during commuting times. This was just cars trying to avoid the roundabout –without even being charged. There is no doubt that unless the Red zone starts at some major intersection (like the morrel ave / st clements intersection) you are going to make an extreme traffic hazzard. Please dont do this!	See above!	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Add new bus routes, Make bus services more frequent, Extend hours of operation for buses		Very negative	Public transport is not reliable enough for people to give up driving to commute around the city.	I strongly oppose the charge and disagree taxing people to solve the problem. If you have better and cheaper options, people will choose not to drive but until then, it's wrong to charge ppl for just having the need to commute.	Improve public transport and give people the option to choose instead of charging people extra to solve the problem. The rich won't mind, but average people suffer.
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	No impact	No impact	Too high	No	Other	Fix potholes	Very negative	I work as a teacher and currently have to leave at 6:30 to ensure I get to work on time. Adding the additional time to take a park and ride makes this unsustainable for the long term. On Fridays I also finish work at 10:00pm and have to come in again on Saturday mornings. This would leave me too little sleep between work to be a feasible option.	These filters push traffic out to roads that are already overly congested. They making working in Oxford not possible for the long term.	More commuter trains that run in the morning and get in to Oxford in time for school. Also make sure these go all the way from Reading to Didcot without stopping. More bus routes that go between the outskirts of the city, without having to go through the centre. Put in over or underpasses for pedestrians so that traffic is not constantly stopped by crossings. Increase speed limit to 30 on roads into the city to speed up the movement of traffic. Do roadworks during school holidays.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Very negative	Very negative	There should be no charges at all	Not sure	Add new bus routes, Make bus services more frequent, Other	Road improvements	Very negative	An out of town shopping centre- the Westgate- was built in the centre of Oxford. A large amount of traffic into the city centre is because of this. The LTNs were established to worsen the existing traffic issues in Oxford- the traffic modelling results were knowingly withheld. Residents do not feel listened to. This probably won't be read. This was not in the Council's manifesto, despite the election only iust takina place.	No. We as residents in Oxford who have no option but to drive for work and commuting do not feel listened to.	Historic mismanagement, both not deliberate and deliberate, has created the traffic situation that we currently find ourselves in. LTNs are favourable for cyclists and as a cyclist I do use them and find that they help. However the issue remains that the LTNs have increased the pressure on the main roads. Oxford simply does not have the public transport infrastructure, especially so in South Oxford, to enable people to commute without their private vehicles.

Survey Response													
I am responding to this survey as	How often do you travel in or around Oxford?	Please tick which of the following free permits and passes you think you may be eligible for	Do you live in, visit a resident by car or commute by car to the proposed central Oxford	Central Oxford residents' permitit is proposed that residents in the central Oxford	Central Oxford permit area commuters' permitit is proposed workers commuting	We are proposing a single charge of £5 to allow cars without a day pass or permit	Do you think that charges should vary, with drivers of larger cars paying more and	Income generated by introducing the proposed temporary congestion charge would be used to cover the set-up and operating costs of the scheme.	If other improvement, please state	Taking into account all the information we have provided about the proposal to	Please explain your answer	Do you have any other comments about the proposal for six temporary congestion charge locations in Oxford that you have not already shared in this survey?	Do you have any suggestions for other ways to reduce traffic and tackle congestion in and around Oxford?
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Positive	Negative	About right	No	Make buses cheaper for all, Make bus services more frequent, Add public cycle parking		Positive	I am hoping it will reduce traffic.	I am concerned this, like the fingers, will increase traffic through Old Marston at peak commuter times.	An aerial egg lift linking Thornhill P&R > Osler Road / JR hospital > Town Centre.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Negative	Too low	Yes	Make Park & Ride buses cheaper, Make buses cheaper for all, Make bus services more frequent		Positive	Could go further, eg restricting hours of access for "other" vehicles (delivery etc) to outside normal peak times		Reduce the amount of parking currently available with a aim to discourage driving into the centre
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Positive	Negative	Too low	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Add new bus routes, Make bus services more frequent, Extend hours of operation for buses, Add public cycle parking		Positive		I think 3 cars for commuting is excessive	restrict larger vehicles such as trucks and vans within certain hours - so not during peak schools hours (7:30-9, and 3:30 to 5). This would make cycling with kids safer and more appealing.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	About right	Not sure	Make buses cheaper for all, Add new bus routes, Add public cycle parking		Very positive	Would expect to see fewer cars crossing the city centre, so buses would be faster/more timely and walking/cycling would be safer and more pleasant	Seems like a good way to test out the traffic filter ideas before going into the trial proper	School term times seem to produce the heaviest traffic, finding better ways for children to get to schools (rather than being driven in and out individually) could make a big difference. A shift away from the near-universal 9-5 working hours could also help soread out "rush hours".
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	Yes			Very negative	I'm an NHS manager, working almost 24/7, working every day after job planned hours from hime, additional commuting time will have neoative imoact on my service		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	Too low	Yes	Add new bus routes, Make bus services more frequent, Add public cycle parking		Very positive	It is currently quicker to cycle in and around the city than to go by bus. The roads should be clearer for people who *need* to use their cars and permit the free flow of traffic. Buses will be quicker, and therefore more appealing to use, and cycling will be safer.	Owing to the timing of sessions, there needs to be provision for access to the ice rink, whether that is by improving bus services or adjusting the congestion charge for users. Otherwise, training would be affected to such an extent that competitive skaters will need to move to other rinks, such as Swindon, which are further away, which will affect the rink's ability to operate and remain competitive	Look to other medieval cities abroad that have put cycling first and see what measures we can adopt. A good example is Uppsala, in Sweden, which is also a medieval university town and is almost entirely car-free in the centre. Cars should be used for getting out of Oxford, and not necessary for getting into or around Oxford.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	There should be no charges at all	Yes	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Negative	I will have to leave my job at the school where I work part time because the most direct route includes one of the charging zones and going the long way would take too long and will use too much petrol. Going there by bus would take ages as there is not a good direct service available.	They are not a good idea because the rich can afford to pay and will continue congesting the road, but those on lower income will struggle.	Removing the LTNs in East Oxford would be a good start. Have more bus routes that cover the entire city and better connection services to the surrounding villages.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	Too high	No	Make buses cheaper for all		Negative	Push traffic onto already busy alternate routes already impacted by LTNs		Use the river to provide alternative transportation into Oxford
an Oxford resident	daily	Taxis and private hire vehicles	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Make BUSES FREE FOR LOCAL PEOPLE BETWEEN WORKING HOURS AND SEE WHAT IMPACT THAT HAS ON TRAFFIC AND SCHOOL RUNS	Very negative	Will hurt people that come to Oxford to work and who live locally .. turning Oxford into a Prison	All the surrounding roads will be impacted massively, there wasn't a congestion problem before that LTNS went in.. SUMMERTOWN IS THE WORST FOR PEOPLE THAT DON'T LIVE LOCALLY	Free bus passes, council has the ability now to run its own bus services due to changes in the law, also bus ticket prices are extortionate for such small journeys and cause issues financially, Park and Ride should be free and buses to and from them should be one pound no more, if you want people to use Oxford and use it services make it cheaper for them to access them.
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Fix the badly managed roads and roundabouts	Very negative	It's literally a money making scheme. Not everyone falls into the same category of 'they should walk, get a bus or cycle' I now live in Abingdon, but I grew up in Cowley, I work in Cowley, my partner works in Cowley, my daughter goes to nursery in Rose Hill, I still have a lot of friends and family in Cowley that I see regularly, usually after work. You have already made that difficult with LTNs, I have to sit in a lot more traffic now than I ever did before. People will not stop driving! We pay for our cars, our insurance, our tax, and you want to charge us more just for the privilege of driving in our own city! There is no bus route that will allow me to go to drop off my daughter at nursery, go to work, then to pick up my daughter, and then to visit my family! And if there was it would probably double my journey time! I cycle to work when I can, but not if I have to do the nursery run. I have never ever had a problem cycling round Oxford! The majority of families and households rely on these cars to go about their daily business! Stop trying to penalise them!	You never spoke about this pre election as you knew you would struggle to get voted in! You have ruined Cowley with your LTNs already! You as a council are not listening to residents. Just look at the petition with over 10,000 signatures against! Look at the comments! Put your congestion charge in areas where you were voted in! Leave Cowley alone! Majority of residents do not want your greedy schemes! You seem to be targeting the poorer areas! If you really want it, then open up some of the LTNs so that the traffic can flow freely!	Open up the LTNs! Simple!
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice, 25 day passes for residents in the Oxfordshire permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make buses cheaper for all, Make buses cheaper for young people, Make bus services more frequent		Very negative	It doesn't feel necessary. It feels like another money generating idea for no purpose that will add further pressure on already struggling businesses	Why is this even being proposed?	No because the traffic isn't that bad
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	No impact	No impact	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Add new bus routes		Very negative	I will not go into Oxford or use any of its businesses again , I will go to reading instead	If it's to do with congestion it does not need to be active on bank holidays and Sundays it should only operate at peak times if at all also it will make other areas even more horrific , I moved further away from Oxford due to this councils decisions if they exsand stuff like this to all of Oxfordshire I'll leave the country also	Crack down and enforce dangerous cyclists they are a danger to other road users and pedestrians . Zero regard to traffic lights , pavements and they create congestion when they don't use cycle routes
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make buses cheaper for young people		Very negative	They need me to shop and take them to hospital appointments	I don't think it should happen and I believe most people want want this and I believe you should not do this, you work for us yet you do what you want even with so called consultations	Cheaper public transport inside the ring roads would get people on buses and ease traffic 100%
an Oxford resident	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	Not sure	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Very negative	Longer journeys creating more pollution. Increased travel time, sitting in pollution causing traffic. Any tiny praying on the Ring road already causes huge traffic delays.	The council are not listening to local residence. I hope there is some assurance that if there is not overwhelming support for the scheme, the council will not go ahead against the local people's wishes.	Make buses free.
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Very negative	Very negative	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper		Very negative	I just would not travel in to Oxford		Police cyclists not obeying cycle lanes, lights etc
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice, 25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Very negative	No impact	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all		Very negative	Cyclists should be made to oben the rules of the road. This is a terrible idea and will take away my freedom to travel around Oxford in my leisure time. I cannot afford to pay the charges. With the high cost of living resulting in little or no disposable income, these charges are insulting.	This is an example, I wonder where you expect everyone to go if they are now charged to drive through our City.	Yes, introduce free, or affordable school buses throughout Oxfordshire, including rural areas. This will have a huge impact on traffic volumes during weekday rush hour times. This has been proven by the huge reduction in traffic during the school holidays
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice. Frequent hospital patients	I don't	Positive	Positive	About right	Yes	Make buses cheaper for all		Neutral			
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice, 25 day passes for residents in the Oxfordshire permit area, on days of your choice, School students with special educational needs	I commute to the central permit area by car	Very positive	Very positive	There should be no charges at all	Yes	Make Park & Ride buses cheaper, Make buses cheaper for all		Very negative	The main area I am concerned about is the Marston ferry road. This road has a lot of educational site including my child nursery. Quite often working parents are already balancing a massive act of work, commute and childcare and taking away the ability to drop a baby at the front door (unless a parent pays more money onto of the large fees) is unfair. It will be another financial consideration parent will take into account when working out if they should return to work after child birth		A park and ride style bus for the secondary schools on Marston ferry road to ease traffic
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very positive	Negative	There should be no charges at all	Yes	Make Park & Ride buses cheaper, Make buses cheaper for all, Make buses cheaper for young people		Very negative	I live in Upper Fisher Row. A tiny street off Hythe Bridge Street, for some inexplicable reason just excluded from the the purple zone for residents of central Oxford. I've lived here for over 40 years and I only use my car to get to the swimming pool as I suffer from scoliosis and need to swim daily to stop the pain in my back from becoming chronic. Is this exclusion because it's a small street and you simply don't recognise the fact that people live here? (It's happened before.) Or because we lack the financial and political influence to make ourselves heard? Either way, there can be no possible justification for it	No.	See park and ride comments.
a resident of Oxfordshire living outside Oxford	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	Too low	No	Make bus services more frequent		Very positive	Too much traffic at the moment	String support	Car park/ taxi rank on botley side of bridge!
an Oxford resident	less than weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	Yes	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all		Very negative		Waste of money	
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very positive	There should be no charges at all	No	Make Park & Ride parking cheaper		Very negative	I work in the centre of Oxford and this is an additional tax that I can't afford.	Why is there no charge on Iffley road and Banbury and Woodstock roads?	Make Park and ride free and allow commuters to park bikes / mopeds in secure storage at the park and rides. Voi scooters need to be cheaper.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	Very negative	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Add new bus routes		Very negative	I live in Jericho and work in Milton Park. The fastest and shortest way for me to commute every day to south Abingdon is going through the city centre and taking the A34 on the Hinksey interchange. With the congestion charges or traffic filters, when my 100 days pass expires, I will have to drive up north to Peartree and then drive all the way back south, which is only going to make my journeys longer, impact my wellbeing, pollute more and add to the congestion on the A34. The same would happen ooposite way on my way back home.	Teachers of Primary and Secondary schools should also be exempt from. Our Primary School (Phil & Jim) has been suffering to retain and hire staff due to the cost of commuting. And I am sure other schools are suffering the same (Cherwell and Swan on Marston Ferry Rd). Congestion charges or traffic filters to teachers would only make this situation worser.	Congestion charges and traffic filters for those who live out of Oxford only, with no exemption days. Make Park and Rides free, including the bus. Add teachers to the list of exemptions. All residents of Oxford City should be exempted of Congestion charges or traffic filters.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Negative	About right	Yes	Make Park & Ride buses cheaper, Make buses cheaper for all, Add public cycle parking		Positive	Something needs to be done to reduce car trips within Oxford and although there are far too many exemptions it's better than nothing.	FAR too many exemptions. As a resident there's no way I need 100 passes per year. It's just nuts that anyone considers driving through these areas at peak time. What's to stop people buying vans to drive for non commercial purposes? Not completely obvious but given ANPR logging if I had multiple cars I might be able to do more trips than someone with just one car? That would be unjust. There should be more locations e.g. Iffley rd on approach to The Plain. The proposals would do nothing to prevent a parent driving all the way down Iffley Road, dropping child at MC School, full gitration of the Plain, then all the way back down Iffley road. Frustratingly I see this behaviour daily. CRUCIAL that funding of services should not become dependent on revenue from charges. Then you have baked in the need for driving in places where frankly there shouldn't be driving. The target-revenue for a successful congestion charge plan should be ZERO!	We need far more LTNs, they have been a game changer for cycling and walking in East Oxford, totally transformed my journey to work (cycle). They should be introduced to Headington and Marston ASAP. There should be a workplace parking levy introduced. More school Streets (implementation of these should the assumption rather than exception). All schools and workplaces to do mandatory travel surveys - prizes for those with most active travel journeys. Instead of give out free car journey permits to residents why not give out free bus tickets??!!! I mean you're trying to improve bus usage here right???
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I commute to the central permit area by car	Very negative	No impact	There should be no charges at all	Not sure	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Very negative	As long there is no convenient way of commuting via the ring road this scheme will add significant more time to my commute. I am need to travel daily from Marston to Milton Park. The current situation on the ring road is not acceptable and will be just worsen be this scheme.	Improve the ring road and people will use it but currently it take for me 20-30 min longer over the ring road than through the city. Little more and Heyford hill roundabout.	Let people in living within the Ingrid travel free within Oxford. Encourage people living outside to use ring road. Encourage deliveries van to travel through Oxford outside of rush hours . Improve busses service and make them more efficient. Lot of time busses are empty and usinu us a lot of space on the road.
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Negative	Neutral	There should be no charges at all	Not sure	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Very negative	It will increase traffic on the ring road which is already impassable during rush hour. This will lead to even longer delays and gridlock when trying to drive to/from work. I work for the ambulance service and it is already incredibly difficult to get to work due to the traffic and this only pushes traffic onto the major roads- leaving me the option of paying a ridiculous amount if I wanted to avoid it.	It is astonishing that there is a plan to block off access to the Westgate by adding a £5 charge to the access roads. The carpark itself already costs a fortune. I think you are destroying businesses in the city centre and making oxford an awful place to live and work. I have spoke towns have a very poor and infrequent bus service- and there is not the infrastructure to make this any quicker. Your proposal would mean it would take roughly 90 minutes to catch the bus from chalgrove to the westgate- a 25 minute drive. Also, wrapping the £5 charge up in a nice bundle to say it allows you through all the gates- people are rarely coming in to Oxford to drive down all these roads. They will go through 1 gate in and 1 gate out and this is extortionate. If you look at the widespread use of daily charges these seem focused on clean air zones so you only pay if you fit the criteria, not a broad censoring of car owners.	Improve the quality and frequency of public transport, make the park and rides cheaper & safer to leave your car in. Finish the Eynsham/A40 bus lanes and park and ride??? Improve the quality of the road surfaces. Stop building/approving huge commercial/residential sites on roads that already cannot handle the traffic load?
a resident of Oxfordshire living outside Oxford	less than weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	No impact	No impact	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Add new bus routes		Very negative	Makes Oxford less attractive to visit, I will shop, eat and drink in other locations		Coordinate roadworks. Fine contractors who over-run. Have retention on contractors so shoddy work is repaired at their cost.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	There should be no charges at all	No	Make buses cheaper for all, Make bus services more frequent, Extend hours of operation for buses		Very negative	I use the maston ferry road daily to get my child to day care to be able to work		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	There should be no charges at all	Yes	Make Park & Ride buses cheaper, Make buses cheaper for all, Add public cycle parking	Fix potholes in the roads. Improve the ones which are there already so that cyclists have more incentive to use them. Effectively, new schemes are not necessary, any money should be put towards maintenance of existing infrastructure.	Very negative	I live in Rewley Road which is literally on the border of the central Oxford zone, by the railway station. It could not be more central. We currently cycle for short journeys and use the cycling infrastructure and towpaths. My car however is a NECESSITY. In Rewley Road, we are permitted ONE vehicle per household - Our car is shared equally between my wife and me. 100 permits is severely lacking and will run out very quickly. I do not work in Oxford, but commute by car daily, South along the Abingdon Road to Newbury. Public transport is not sensible, taking at least three times as long. I also need my car to drop my two young children to school and nursery on the way to work. All these journeys are time sensitive. I need to be at the school on time. I need to arrive at work on time. Once the 100 passes have been used, to get to Newbury, I would be forced North up Woodstock Road (the wrong direction) for around 15 minutes, to join the ring road, which I expect to be heavily congested as it cannot cope with the level of traffic present already at rush hour. I would then need to come round the ring road to finally come back South again to join the A34. This will at least another 30 minutes of driving to my commute, likely more due to the increased amount of traffic on the ring road. This scheme would effectively prevent me from being able to turn right at the end of my street. Unlike Oxford residents who live in Summertown (for example) who are less likely to come into the centre and have their own shops and amenities locally, residents in the centre will have far less freedom of choice of where to go. I will be forced further away from my local amenities and my place of work. Turning right currently allows access to two main arteries into the centre - Abingdon Road and the (currently closed) Botley Road. This would be heavily restricted under the new plans. For these reasons I believe that both this congestion charge and the traffic filter trial are extremely unfair for people living in the centre of Oxford.	Positive	I believe the central exempt region of Oxford City Centre should be expanded to include OX1 postcodes. People who live in OX1 are not driving to the Westgate shopping centre. My neighbours and I are using our cars to leave Oxford as a necessity. Unlike residents who live close to the Ring Road who are less affected by these proposals, those in Rewley Road, the furthest one can get from the ring road without passing through a filter, would 100% be taking longer journeys by car if two of three routes currently available are taken away. These journeys are not optional and in most cases cannot be covered by public transport. In my case along with many neighbours, the net result is a reduction in my freedom. I would not be permitted to turn right at the end of the street where I live. Without increasing the size of the exempt areas, my car will definitely being doing longer journeys adding to congestion and emissions, the very things this idea is trying to reduce.	Regarding buses, and overall traffic: the introduction of LTNs in East Oxford has been catastrophic. In Cowley Road public transport is not viable. LTNs are a failed experiment and should now be abandoned. If cars are going to be pushed onto the Ring Road, then it may be wise to consider widening the Ring Road to three lanes, at least in places, as it cannot cope with the current level of traffic, let alone the additional traffic if this scheme is passed.
a resident of Oxfordshire living outside Oxford	daily		I commute to the central permit area by car	Very negative	Positive	There should be no charges at all	No	Add new bus routes, Make bus services more frequent		Very negative	It will drive all the traffic into one route. For me getting to my work base on Cowley Road from Kidlington is already awful since the LTNs. Taking away further route options will just make the traffic even worse.		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	About right	Yes	Make buses cheaper for all, Add public cycle parking		Very positive	It shifts the balance towards park and ride or bus/cycle journeys rather than private car, which is a good thing in terms of reducing traffic and pollution. The 100/25 days per year seem reasonable to allow infrequent exceptions, whilst being low enough to be effective at reducino private car commutino through the centre of the city	Do it, people will moan, but tens of thousands of us will have cleaner air and more pleasant streets because of it. If it turns out not to work can always switch back	Extend the voi scooter geofence range to include Oxford parkway.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Negative	Neutral	There should be no charges at all	Yes	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Negative	Bus services in my area are inadequate and many destinations could be reached only by taking multiple buses. Also the cost of buses in Oxford is extremely high.	This seems to be an attempt to sort out the now permanent congestion caused by the introduction of LTNs in East Oxford. The situation in St Clements and at the Plain was never this bad before the introduction of the LTNs.	Stop the coaches coming into the centre of the city and make all secondary schools - state and private - provide transport for their ouils.
a resident of Oxfordshire living outside Oxford	weekly		I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make Park & Ride parking cheaper, Make buses cheaper for all, Add new bus routes		Very negative	As someone who won't qualify for any permit, but will have to go through these zones to areas of Oxford this will have a huge impact. Oxen Botley Road ..... rather than taking this out on the rest of us!	Ridiculous! If vou made transoort reliable and affordable it wouldn't be a problem	Affordable travel!
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Positive	Neutral	There should be no charges at all	No	Add new bus routes, Make bus services more frequent, Other	Widen the ring road	Very negative	This will kill the Oxford economy. Why go to Oxford when reading is so close. The westgate is already faltering and will die without easy car access. If retail and entertainment fails the council will lose revenue. Proposed r and d hubs will not get traction	Short sighted plan that does nothing for infrastructure and will damage an already weak economy	Busses are irregular and unreliable. Routes are also severely broken in the center. It should be possible to go north south, east west on more continuous bus routes, and also north-west north east, south west south east etc
a member of the public living outside Oxfordshire	weekly		I don't	Negative	Negative	Too high	Yes	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Very negative	My partner is a mobile hairdresser and this will have a very negative impact on her and other mobile traders		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Negative	Negative	Too low	Yes	Make buses cheaper for all, Make bus services more frequent, Extend hours of operation for buses		Very positive	My children and I cycle and walk around Oxford. Any reduction in dangerous air and noise pollution because of a reduction in unnecessary car journeys will be positive. Any reduction in unnecessary car journeys will also have a positive impact on the environment and a carbon reduction. However, with stick must come carrot.	The public will need up see demonstrable positive effects from this scheme so you need to have positive outcomes ready to go. When the council offered free buses into central Oxford in the weeks before Christmas they were unsurprisingly well used. Make buses cheaper, and car use will go down. Or better still, Make buses free, then incrementally increase bus prices over a number of years once you have changed people's habits.	Free buses. More buses on the schedule. Incentives for car sharing. Charge for using a car with only one person. Improve bike safety by consulting with cycling experts to reduce dangerous routes. Stricter rules for contractors doing works which require road blockages. Also, electric scooters and bikes are not a car reducing solution, and are used mainly by people who would NOT otherwise have used a car. They are only more environmentally unfriendly motors and batteries on the road, including the wasteful journey by van to move them about the city, they cause risk of injury to users and pedestrians, and make pedestrian travel more difficult and undesired by mystering the streets
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make Park & Ride parking cheaper, Make buses cheaper for all, Add new bus routes		Very negative	Hollow Way does not lead traffic into the centre of Oxford, it is a main connecting road between Cowley and Headington, the bypass is already very busy and this will create greater congestion around Cowley. I personaly use buses to commute to work between Cowley and Headington this will not improve my journey time but make it worse as there will be a bottleneck of Traffic on Hollow Way and Oxford Rd junction and Hollow Way and the Slade junction both are already extremely busy at rush hour.	It is cutting off East Oxford from the centre as will only be one route in thanks to the Botley Road fiasco, on the Abingdon road which is already congested. Buses will become more unreliable and more services being pulled by the operators as will see drivers going over their driving hours and not being able to complete their routes leaving people stranded at bus stops, this already happen and this proposal will make things worse.	Open up the LTNS and stop the bus filters/ congestion charge. Give more incentives for people to consider other transport methods, ie cheap/free bus fares , more bus routes into wider Oxfordshire, ie Garsington my son lives there and can't use buses after 6.30pm as there are none running, have no choice but to drive. Bus journeys are also too long as many have converted 2 or more routes into 1 so the overall route is now longer. People don't want to spend 2 hours or more a day doing a short 3 mile commute hence why so many use cars. Also passenger safety is an issue which puts me off using buses at night as a much older woman. Could you not open up the LTns and trail a one way system only with alternative roads going different directions to ease traffic, encourage people to turn their front gardens into drives to take parked cars off the road which causes congestion
a resident of Oxfordshire living outside Oxford	less than weekly		I don't	No impact	No impact	There should be no charges at all	Not sure	Add new bus routes, Other	Open up the Eynsham park and ride	No impact	I think asking drivers to do a longer route, using more fuel is just moving the problem to other areas. I don't know of one area in England where congestion charge has been a positive for people elsewhere. If may look good on paper and tick boxes, it most certainly doesn't really work, it causes far greater problems elsewhere. When I studied in Birmingham everyone I spoke to said their done more miles to avoid conestion charge and saw it as a neative	Do to alternative routes and see the effects the extra miles would have on the environment	Buses will only be quicker within congestion zones how does that help elsewhere? Like getting to and from oxford?
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Positive	Positive	About right	No	Add new bus routes, Make bus services more frequent, Extend hours of operation for buses, Add public cycle parking		Very negative	There is no allowance for parents of multiple children. The amount of commuting around town that is required for a carer of multiple children is much higher than that required by a single worker or student. Parents often need to shuttle children to Drs appts, schools, clubs and other obligations/activities, not to mention having an increased need for car-dependent errands and goods transportation. Biking, walking or bus riding with children is often not practical or feasible for parents, especially when multiple stops have to happen within limited periods of time.	Parents are stretched thin enough already. Please consider a permit for parents of (especially multiple) children.	Open up Botley Rd. Its crazy that you're trying to fix this problem by further penalizing drivers and businesses when one of the primary thoroughfares through the city has been closed for so long and has represented such a hardship on drivers and businesses already. Until that road opens up, I don't think the council should do anything to punish drivers. Until then, many bike routes through the city feel very unsafe and should be improved (Hythe St Bridge, Cowley Roundabout, parts of Banbury) and there's often nowhere to park your bike in the city center, which is a deterrent to bike travel.
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Negative	Negative	Too high	Not sure	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Add new bus routes		Very negative	I am a volunteer who drives people to medical appointments, often at Oxford hospitals. There appears to be no exemptions for volunteers and I believe these proposals will drive a lot more traffic onto the by-pass and roads I need to use such as The Slade.		Better bus services outside the Oxford City area. There is no direct bus to the JR hospital from Wallingford, Berinsfield etc. Better maintained buses too, there seem to be frequent breakdowns of buses in South Oxfordshire.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	There should be no charges at all	No	Other	Improve roads	Very negative	This restricts my ability to travel around the city I live in. Bus tickets are expensive, adding a congestion charge limits the affordability of visiting the other areas of oxford for shopping, business, leisure. It will have a negative effect on the city in its accessibility- it's not all about buses! I get buses when I can, but not possible when transporting loads or short on time or can't afford the tickets. I have already paid for mv car.	Will be bad for residents and bad for visitors.	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	There should be no charges at all	No	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Very negative	I commute to work every day through one of the proposed routes. If I cannot use this route, I will have to use the ring road which is very busy at the times I commute. With the proposed congestion charge, more people will use the ring road causing it to become even busier, making my commute time longer, stressful and a very bad start to my working day.	Adding filters or congestion charge may reduce traffic on those particular routes, however, other parts of Oxford will become much more congested, drivers will become frustrated and anxious of arriving late at their destinations. I have witnessed, when there is too much traffic, some drivers make desperate attempts to escape the traffic by being aggressive which could potentially lead to accidents.	I think getting rid of LTNS and making all those roads one way roads will reduce many cars from the main roads, reducing congestion. One way roads will mean that cars will not be stopping to let cars from opposite direction through and will keep flowing without causing too much disruption to the residents and pedestrians. I feel that this would be a more balanced solution which will be good for pedestrians, residents as well as drivers and cyclists.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice, Community health or care workers who need to visit multiple locations or travel urgently, Frequent hospital patients, Emergency service vehicles	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Negative	Positive	Too high	Yes	Other		Very negative	You should introduce Trams instead of charging poeple. Also scrap the LTNs as traffic is built up because of blockage of access roads. How can u block access roads and you don't expect traffic to build up? Simple common sense	Remove LTNs they r useless for any modern country	Remove LTNs, build Trams . Charging cars cannot reduce traffic. It's building more access roads
a resident of Oxfordshire living outside Oxford	less than weekly		I don't	No impact	No impact	There should be no charges at all	Not sure	Make Park & Ride buses cheaper, Make bus services more frequent, Extend hours of operation for buses		Negative	I don't come into Oxford often as I have been put off by the difficulty of getting there. This will make it even more difficult. I see the advantages for those who live in the city, but for those living outside the ring road this will make Oxford a no go area.		Improve bus services. Do something about the appalling disregard for safety of many cyclists. So often they cycle at night in dark clothes with no lights. They seldom look behind them when pulling out. I f I drove like this I would be banned from driving. Why are there no sanctions for cyclists.
a resident of Oxfordshire living outside Oxford	daily	100 day passes for residents in the Oxford permit area, on days of your choice, 25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Very positive	Very positive	There should be no charges at all	Yes	Make Park & Ride parking cheaper, Make buses cheaper for all, Make bus services more frequent		Very negative	Who can afford another stealth tax? You are robbing people in the name of net zero nazism.	Scrap it.	Get rid of all the cycle lanes.

Survey Response													
I am responding to this survey as	How often do you travel in or around Oxford?	Please tick which of the following free permits and passes you think you may be eligible for	Do you live in, visit a resident by car or commute by car to the proposed central Oxford	Central Oxford residents' permitit is proposed that residents in the central Oxford	Central Oxford permit area commuters' permitit is proposed workers commuting	We are proposing a single charge of £5 to allow cars without a day pass or permit	Do you think that charges should vary, with drivers of larger cars paying more and	Income generated by introducing the proposed temporary congestion charge would be used to cover the set-up and operating costs of the scheme.	If other improvement, please state	Taking into account all the information we have provided about the proposal to	Please explain your answer	Do you have any other comments about the proposal for six temporary congestion charge locations in Oxford that you have not already shared in this survey?	Do you have any suggestions for other ways to reduce traffic and tackle congestion in and around Oxford?
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Positive	Negative	About right	No	Make buses cheaper for all, Make bus services more frequent, Add public cycle parking		Positive	I am hoping it will reduce traffic.	I am concerned this, like the fingers, will increase traffic through Old Marston at peak commuter times.	An aerial egg lift linking Thornhill P&R > Osler Road / JR hospital > Town Centre.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Negative	Too low	Yes	Make Park & Ride buses cheaper, Make buses cheaper for all, Make bus services more frequent		Positive	Could go further, eg restricting hours of access for "other" vehicles (delivery etc) to outside normal peak times		Reduce the amount of parking currently available with a aim to discourage driving into the centre
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Positive	Negative	Too low	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Add new bus routes, Make bus services more frequent, Extend hours of operation for buses, Add public cycle parking		Positive		I think 3 cars for commuting is excessive	restrict larger vehicles such as trucks and vans within certain hours - so not during peak schools hours (7:30-9, and 3:30 to 5). This would make cycling with kids safer and more appealing.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	About right	Not sure	Make buses cheaper for all, Add new bus routes, Add public cycle parking		Very positive	Would expect to see fewer cars crossing the city centre, so buses would be faster/more timely and walking/cycling would be safer and more pleasant	Seems like a good way to test out the traffic filter ideas before going into the trial proper	School term times seem to produce the heaviest traffic, finding better ways for children to get to schools (rather than being driven in and out individually) could make a big difference. A shift away from the near-universal 9-5 working hours could also help soread out "rush hours".
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	Yes			Very negative	I'm an NHS manager, working almost 24/7, working every day after job planned hours from hime, additional commuting time will have neoative impact on my service		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	Too low	Yes	Add new bus routes, Make bus services more frequent, Add public cycle parking		Very positive	It is currently quicker to cycle in and around the city than to go by bus. The roads should be clearer for people who *need* to use their cars and permit the free flow of traffic. Buses will be quicker, and therefore more appealing to use, and cycling will be safer.	Owing to the timing of sessions, there needs to be provision for access to the ice rink, whether that is by improving bus services or adjusting the congestion charge for users. Otherwise, training would be affected to such an extent that competitive skaters will need to move to other rinks, such as Swindon, which are further away, which will affect the rink's ability to operate and remain competitive.	Look to other medieval cities abroad that have put cycling first and see what measures we can adopt. A good example is Uppsala, in Sweden, which is also a medieval university town and is almost entirely car-free in the centre. Cars should be used for getting out of Oxford, and not necessary for getting into or around Oxford.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	There should be no charges at all	Yes	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Negative	I will have to leave my job at the school where I work part time because the most direct route includes one of the charging zones and going the long way would take too long and will use too much petrol. Going there by bus would take ages as there is not a good direct service available.	They are not a good idea because the rich can afford to pay and will continue congesting the road, but those on lower income will struggle.	Removing the LTNs in East Oxford would be a good start. Have more bus routes that cover the entire city and better connection services to the surrounding villages.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	Too high	No	Make buses cheaper for all		Negative	Push traffic onto already busy alternate routes already impacted by LTNs		Use the river to provide alternative transportation into Oxford
an Oxford resident	daily	Taxis and private hire vehicles	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Make BUSES FREE FOR LOCAL PEOPLE BETWEEN WORKING HOURS AND SEE WHAT IMPACT THAT HAS ON TRAFFIC AND SCHOOL RUNS	Very negative	Will hurt people that come to Oxford to work and who live locally .. turning Oxford into a Prison	All the surrounding roads will be impacted massively, there wasn't a congestion problem before that LTNS went in.. SUMMERTOWN IS THE WORST FOR PEOPLE THAT DON'T LIVE LOCALLY	Free bus passes, council has the ability now to run its own bus services due to changes in the law, also bus ticket prices are extortionate for such small journeys and cause issues financially, Park and Ride should be free and buses to and from them should be one pound no more, if you want people to use Oxford and use it services make it cheaper for them to access them.
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Fix the badly managed roads and roundabouts	Very negative	It's literally a money making scheme. Not everyone falls into the same category of 'they should walk, get a bus or cycle' I now live in Abingdon, but I grew up in Cowley, I work in Cowley, my partner works in Cowley, my daughter goes to nursery in Rose Hill, I still have a lot of friends and family in Cowley that I see regularly, usually after work. You have already made that difficult with LTNs, I have to sit in a lot more traffic now than I ever did before. People will not stop driving! We pay for our cars, our insurance, our tax, and you want to charge us more just for the privilege of driving in our own city! There is no bus route that will allow me to go to drop off my daughter at nursery, go to work, then to pick up my daughter, and then to visit my family! And if there was it would probably double my journey time! I cycle to work when I can, but not if I have to do the nursery run. I have never ever had a problem cycling round Oxford! The majority of families and households rely on these cars to go about their daily business! Stop trains to penalise them!	You never spoke about this pre election as you knew you would struggle to get voted in! You have ruined Cowley with your LTNs already! You as a council are not listening to residents. Just look at the petition with over 10,000 signatures against! Look at the comments! Put your congestion charge in areas where you were voted in! Leave Cowley alone! Majority of residents do not want your greedy schemes! You seem to be targeting the poorer areas! If you really want it, then open up some of the LTNs so that the traffic can flow freely!	Open up the LTNs! Simple!
an Oxford resident	weekly	Unpaid carers, Community health or care workers who need to visit multiple locations or travel urgently, Frequent hospital patients	I don't	Negative	Very negative	There should be no charges at all	No	Make buses cheaper for all, Add new bus routes, Make bus services more frequent, Extend hours of operation for buses		Very negative	Oxford is a dying city people can't afford the shops that are there. People don't want to go into Oxford because you can't get past the Botley Road being closed for so long businesses will go out of business places will close and jobs will be lost the majority of the public will just avoid Oxford altogether And go to places which it does not cost them to get to such as Swindon Reading or other local shoppina areas.	This will never stay temporary once it's in place it will stay in place to continue to make money.	Travelling in and out of Oxford was never an issue until the Botley Road closed for a number of years which keeps getting extended. It has left one park-and-ride in accessible to the city Centre which serve served a large portion of Oxfordshire by the time you drive to the other park and ride you may as well drive the rest of the way into Oxford.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	Too low	Yes	Add new bus routes, Make bus services more frequent, Extend hours of operation for buses		Very positive	I commute to work every day by bus, and if there is less congestion my journey is likely to be quicker and more reliable.	I am very strongly supportive of trialling a congestion charge. The traffic in Oxford is terrible and unpredictable and there is not much leeway in the sizes of the roads to add bus lanes and cycle lanes in many places. As someone who relies on the buses to travel to work and generally around the city, the traffic is frequently a source of frustration and significant delays. I think the congestion charge should be higher than the cost of a Smartzone day ticket - ideally by reducing the cost of the bus ticket, but otherwise by increasing the charge (even just slightly, e.g. to £6) - to make the bus more competitive as an option. I do worry that the scheme may push extra traffic onto other routes (although the modelling suggests otherwise, but should really deviate from expectation), so it would be good to see a plan for what the response would be should this be the case. Additionally, there are other routes in Oxford that become highly congested, affecting bus journey times and reliability hugely, and this scheme would appear not to make much difference in these areas (either very little change on the modelling, or roads not shown). This includes areas such as Banbury Road through Summertown; and Old Road, plus the road through the Churchill hospital / Old Road Campus. Headley Way gets very busy in the evenings, sometimes causing delays of up to an hour for buses leaving the JR along this route, and while the Marston Ferry Road congestion gate may relieve this, it's not clear from the modelling presented. None of this is to suggest that the scheme should not be trialled as-is, as I'm not sure there is necessarily a simple solution, but I would love to see improvements to these routes as well if it is possible. The bus timetables will likely need to be re-calculated based on the new traffic flow to make the best improvements from these changes. Currently during school holidays there is much less traffic but the bus isn't all that much quicker because it sits stationary at the timing points rather than in traffic! (For a system in flux this is probably the best the timetables can do, but I mention it to illustrate the point that less congestion doesn't automatically mean shorter bus journeys without an extra step involved.)	I think it is important to provide workable alternatives to as many journeys as possible, which is why I would love to see improvements to the bus services, in terms of frequency, routes served, and operating hours. Oxford is very well-connected internally by the buses; however the arrangement of the routes does mean that many journeys require a change in buses. This is not a problem for frequent services, but for services running every 30 mins, for instance, scheduling a journey involving two of these buses can involve leaving up to an hour earlier than would seem necessary for the actual time spent on the buses, if you need to arrive at your destination by a certain time. Improving the buses to the point where they become a competitive and practical alternative to driving for more people would do a lot to improve the traffic situation, I think. (I realise of course that this requires funding; hopefully ticket sales from increased bus journeys would offset this to some extent.) I would also like to see more bus routes which go around the city rather than into the centre - routes like the 700 and the 10 are great for this, but it would be great to see this more. Even some buses which go round the ring road for faster journey times between different sections of Oxford, e.g. a route which went around the ring road between the various park & rides, where passengers could then get one of the frequent P&R services into the city. Additionally, so much of the traffic during rush hour is from school traffic - as evidenced by how much quieter the roads are and how much more reliable the buses are during the school holidays. Would it be possible to introduce some sort of park and ride style scheme for some of the schools? These would be reachable by pupils and their parents who don't live on the school bus routes, while keeping more of the traffic out of the city itself.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Positive	Neutral	Too low	Yes	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make bus services more frequent		Very positive	Fewer people driving in, and more people using buses (and park and ride) would be great for reducing congestion, improving air quality and improving the city.	n/a	Improve cycle parking at the train station please.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice, Driving instructors	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Neutral	There should be no charges at all	No	Make Park & Ride parking cheaper, Add new bus routes, Make bus services more frequent		Very negative	As a bus driver I can see first hand where the congestion is coming from. Oxford council have created the traffic by installing LTNs without consultation and continue to ignore the voices of local communities including emergency services about the impact that are having. By implementing this congestion charge is an admission to your own failings of the LTNs	I can say with the up most confident that this will not be a temporary measure. It's to big of a financial start up. We have already dealt with the botley road inconvenience by pushing the traffic out onto the bypass. This will only push traffic into other areas. Furthermore why should this measure be taken out due to lack of competence from those in charge of the railway project. Why must the cost be passed on to the residents and visitors of Oxford.	'- Remove the LTNs !!! - Give proper incentives to use public transport by means of money back off your ticket towards food stamps, energy bills or free parking with every bus ticket rather than free bus with parking just looks better on the eye. - Remove all public parking in town only for loading bays and disabled users. - Bus gates & lanes You'll get people out their cars when they consistently see the bus getting to where they need to go faster rather than being stuck behind it.
an Oxford resident	less than weekly	100 day passes for residents in the Oxford permit area, on days of your choice, Blue badge holders	I don't	No impact	No impact	About right	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all		No impact	Rarely travel into Oxford.	Reduced congestion has to be useful for many. Helping drivers make a better decision to park and ride rather than sit in queues must be beneficial to some. The knock on effect on the bus service will help many others.	More park and rides as previously mentioned. Eastern Oxford. One by the hospitals would help.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I commute to the central permit area by car	Very positive	Neutral	There should be no charges at all	No	Make Park & Ride parking cheaper, Make buses cheaper for all, Add public cycle parking		Negative	It's going to cause so much congestion and anger for the commuters.	Scrap it	Get rid of LTNs
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Negative	There should be no charges at all	No	Make buses cheaper for all, Add new bus routes		Very negative	This is not going to reduce traffic. It's just going to move the traffic to different roads. Cowley road is going to be a disaster if this is implemented. Buses are not reliable enough and there are not enough routes linking the outer circle of oxford to reduce the amount of traffic.	Why not try it out for a week and see what a disaster the rest of Oxford will be. You're just redirecting traffic, not solving it.	This is not the solution. Sort out road works as a start and traffic might reduce. And make buses cheaper. At over 5 pounds per day to commute if you are lucky enough to only need two buses is absolutely crazy to expect that anyone can afford to do that as a part of their daily commute. Link outer parts of Oxford so everyone does not have to go into the centre first before navigating outwards to their end ocal.
a resident of Oxfordshire living outside Oxford	less than weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	No impact	Negative	There should be no charges at all	No	Make Park & Ride parking cheaper, Make buses cheaper for all, Make bus services more frequent		Negative	I just don't think it will work. My partner gets the bus into work every day and until you invest in bus lanes, then there will still be loads of cars. At the weekend we tend to drive in as parking is cheaper than the bus for two people! So I think you'd be better off spending money on making bus lanes and reducing bus costs, rather than spending money to fine people. In short, daily commuting isn't just tiring — it's becoming unmanageable.	Remove the LTNs, these put more traffic on the already busy roads!	Make the bus service free or really cheap and reduce the number of busses that are late or cancelled. Long term, consider bigger infrastructure changes like trains, metro or bus lanes all the way into town.
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	No impact	There should be no charges at all	No	Make Park & Ride parking cheaper, Make buses cheaper for all, Make bus services more frequent		Negative	Bus fares are expensive, I have a baby, it feels to me I will be discouraged from visiting Oxford. It feels like you want Oxford for people from Oxford.		
a resident of Oxfordshire living outside Oxford	less than weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Very positive	Very positive	About right	Yes	Make Park & Ride parking cheaper, Make buses cheaper for all, Add public cycle parking		Very positive	I think it's the eay forward foor the local area	Good idea, let's proceed	More safe cycling routes
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice, 25 day passes for residents in the Oxfordshire permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	No impact	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all		Negative	It will increase my travel times and cost more in fuel	Why are the 6 locations chosen and buses can run with less congestion if some LTNs are removed thus allowing cross city traffic to flow easier and not block the few access roads	See above
an Oxford resident	weekly		I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No			Very negative	Oxford is a city ideal for cycling. I am sure noone enjoys traffic jams which create a lot of pollution. People sometimes are forced to drive around (ie. Gps, take kids to school if it pouring in rain or unwell, buy bulky things that cant be carried on a bike). This measure will force people to use more the main roads, cowley,london road, which will make it more risky for cyclist, or use the rinoroad which is already constantly stucked and then generate more solution.		
a resident of Oxfordshire living outside Oxford	less than weekly		I don't	No impact	No impact	There should be no charges at all	No	Other	Allow motorbikes to use bus lanes	Negative	I will avoid Oxford if at all possible, spending no money on business, recreation, leisure or shopping	You are not tackling the route cause, focus your efforts on reopening botley road	Close all the shops and businesses
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Neutral	No impact	There should be no charges at all	No	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Very negative	I travel to work by bus on weekdays. On Sundays the buses are less regular and I can use workplace parking so drive. I would have to either pass through a charging point or add significant distance to my journey to get to the car park. Consider making Sundays exempt as there is less effective public transport.	It will hit those on low income hardest. Those who can afford £5 will carry on driving regardless. More regular buses, free bus passes for over 60s should be put in place first.	More regular buses. Cheaper buses.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Negative	Neutral	About right	Yes	Make buses cheaper for all, Add new bus routes, Extend hours of operation for buses		Very negative	People will continue to drive in the area either using permits or paying the charge. I do not see any benefit to anyone other than the council as a revenue stream for setting up the scheme. As it is the LTNs scheme has made living in central Oxford akin to prison. (I cannot leave my house in Cross Street by car outside limited gaps thanks to St Clements, Headington Hill, Marston Road, Iffley & Cowley Roads & Morrell Avenue being at a regular standstill. God forbid there is an accident on the ring road or A34 & everywhere is at a total gridlock. My local stores are closing due to a lack of trade, I no longer feel safe walking down side streets in East Oxford because of the lack of passing traffic. It can take me over 20 mins to get through the traffic lights at the junction of Morrell Avenue & St Clements because of the congestion & the disregard of the keep clear box junctions at the traffic lights so even turning right is impossible.To go left down St Clements will add a minimum of a further 15 to 20 minutes.	Deal with the huge numbers of cyclists & scooter users that totally disregard every rule of the Highway Code. I am sick of hearing about making cycling safer & more attractive when they go through red lights, ride without lights wearing black or dark clothing, cycle while using there mobiles & wearing headphones & for scooters riding with 2 up. Cycle or ride the wrong way down one way streets etc., etc.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice, 25 day passes for residents in the Oxfordshire permit area, on days of your choice, Blue badge holders, Disability benefit claimants, Disabled tax cans, School students with special educational needs, Unpaid carers, Community health or care workers who need to visit multiple locations or travel urgently, Frequent hospital patients, Emergency service vehicles, Firefighters, Taxis and private hire vehicles, Registered car clubs, Business cars used as goods vehicles, Personal cars used as goods vehicles for business purposes, Driving instructors, Hearses and funeral cars	I commute to the central permit area by car	Very positive	Very positive	There should be no charges at all	Not sure	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Make buses cheaper for young people, Add new bus routes, Make bus services more frequent, Extend hours of operation for buses, Add public cycle parking		Very negative	I travel daily from my home to drop off my children at school before heading to work, and I must pass through a congestion charge zone. However, if our whole family were to take the bus or school transport, the cost would be significantly higher than driving. This proposal clearly fails to consider families in situations like ours, and I am strongly opposed to it. Furthermore, since the implementation of the LTN (Low Traffic Neighbourhood), congestion has worsened considerably compared to before. You have not listened to public opinion and only offer self-justifying arguments, which have made everyday life more difficult for many residents. In addition, capital is beginning to withdraw from Oxford, which is damaging the interests of the entire city.	I strongly oppose the proposal for the six temporary congestion charge locations in Oxford.	Yes – I would strongly suggest removing the LTNs and reopening all previously closed roads. These road closures have forced drivers to take longer, more indirect routes, which has made congestion worse rather than better. By allowing people to travel directly to their destinations, we can reduce unnecessary traffic build-up on main roads, improve traffic flow across the city, and ultimately lower emissions caused by idling vehicles stuck in long queues. The current system is not only inefficient but also increases pollution and wastes time and fuel.
a resident of Oxfordshire living outside Oxford	weekly		I don't	Very positive	Very positive	There should be no charges at all	No	Other	Improve access, monitor road work delivery and quality. Keep charging people and watch Oxford die	Very negative	Will no longer consider Oxford as a viable option for living, shopping or leisure.	Does changes are not temporary. Once again Oxford county council doing whatever they think is best rather than listening to residents. Why is the money being spent in this so called temporary change when councils keep increasing taxes as they claim to be unable to maintain critical services?!	Yes ensure that contractors deliver on time. Road works should not take as long as they do or happen as often as they do.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	There should be no charges at all	Not sure	Make buses cheaper for all		Very negative	I'm a delivery driver. It will have no impact on traffic or make it worse.		Ban students from bringing cars to Oxford. Ban parents from driving their kids to school.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Very negative	No impact	There should be no charges at all	Yes	Other	Digital signs telling the actual time the bus will take at Crescent Hall and Marsh Road stops	Very negative	The congestion charge and the bus filters are poor ideas which will inconvenience the residents of Oxford, harm businesses and organisations in Oxford and waste money. If you remove the LTNs, people will be able to take the most efficient route possible when they need to use a car for a journey. I live at the top of Crescent Road. I walk or cycle when possible, but I'm not going to cycle when I commute to London at 6am in the morning, when I have to carry heaving diving cylinders to my dive club on Abingdon Road, when I go for an infusion at the hospital every 2 months for a chronic medical condition which leaves me tired, or when I have an Ulcerative Colitis flare up, and may need to rush to the toilet at any moment. So every time I drive on one of those occasions, I now have to drive further, and sit in more traffic than I had to before, as the LTN on Crescent Road forces me to drive further into town wherever I go.	Please remove the maximum time cap on parking at the Thornhill park and ride. My partner and I drive each other to the park and ride if one of has to go on a business trip, so doubling our car usage. Please keep the waiting area open 24 7. It's closed at the times of day you need it most	Remove the LTNs
an Oxford resident	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	No impact	No impact	Too high	Yes	Add new bus routes, Make bus services more frequent		Negative	We do occasionally have to travel into Oxford - the charge will negatively impact on us	While I support having less cars on the road in Oxford, the fact that this is promoted as being necessary due to the closure of Botley Road is yet one more kick in the teeth for local people. It's impossible to get into the city via bus, and to travel anywhere around where you need to carry heavy items or give lifts to those with mobility issues requires complex routes. Please just avoid new schemes and chanaes until the works are completed!	Buses that can actually get into Oxford from the West of the city. I wouldn't actually care if the Botley Road never opened again to private cars as long as I forget public transport into Carfax
other	daily	Community health or care workers who need to visit multiple locations or travel urgently	I commute to the central permit area by car	No impact	No impact	Too high	Yes	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all		Very negative	Required support to all the individuals supported by the entities that I work, would mean that more time for travel is required and response time is impacted. We have to reach every little road to get to our service users. To me and others like me, this will increase the economic burden of a service that tries to keep free and public, which will also impact the service that OCC is also providing as it would definitely end on their hands. As worker for the NHS/OUH, who is already working alongside the OCC, this would put at risk all the work that has been already accomplished. If we can add this to our already existing parking permits, that would be reassuring in a way that we can provide the best care we can.	Many of your LTNs could be changed into a filtering system and divert the traffic by adding one way routes to the main roads and diminishing time and pollution that you might thought you would be preventing in the start.	Review traffic and circulation patterns, making one way circulation routes and by doing this, allowing parking or loading and unloading areas to appear without causing more congestion and probably even allowing a better bicycle traffic.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	No impact	No impact	There should be no charges at all	Not sure	Make buses cheaper for all		Very negative			
an Oxford resident	daily	Personal cars used as goods vehicles for business purposes	I commute to the central permit area by car	Neutral	Very positive	There should be no charges at all	No	Other	How we are supposed to bring our stock for the shops.	Very negative			Engage directly with small businesses – Ongoing dialogue could lead to practical compromises that benefit both traffic flow and the local economy.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Negative	About right	Yes	Make buses cheaper for all, Make buses cheaper for young people, Add new bus routes		Positive	If the number of cars in the city reduce as a result of this scheme then life would be better. And if bus services into the city from surrounding towns are improved hopefully people will be persuaded to change their behaviour permanently.	My two concerns about this scheme are that there are no charge points to the east of the city, so I am worried that the excessive traffic over donnington bridge and iffley road will persist. And I am also feeling that car drivers are getting increasingly aggressive towards cyclists, will this push them over the edge and someone will get hurt?	Give all school age children a free bus pass. School streets for private schools too. Invite all blue badge holders to a cyclability session to see if they could travel more sustainability. Give grants to households to build bike sheds. Offer incentives to tradespeople to ditch their vans and use cargo bikes. In London I often see tradespeople commuting on the tube with wheelie toolboxes etc. Promote active travel as fun and relaxing. Have a car free day on boxing day every year so kids can try out their new bikes safely in school hols. Be like Paris and have rollerblading in a big group every Friday evening. On the other hand if there were resources to enforce speed limits and use of phones while driving, several motorists would be off the road.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Fix roads and stop council coruption.	Very negative	Daily Commuting Is Becoming Unmanageable For many people, daily commuting has turned into a stressful, time-consuming burden. Long hours stuck in traffic or squeezed into overcrowded public transport drains energy, time, and money. It's not just inconvenient — it's unsustainable. Rising transport costs, unreliable services, and congestion charges only make things worse. Instead of solving the problem, these measures often shift the pressure onto everyday people who have no other option but to commute. In short, daily commuting isn't just tiring — it's becoming unmanageable. Congestion Charges: Not a Solution, Just a Clever Scam Congestion charges are often sold to the public as a smart, eco-friendly solution to traffic and pollution — but in reality, they solve little and exploit a lot. They're less about reducing congestion and more about generating easy revenue for cities. It's a form of greenwashing: pretend you're helping the environment while quietly cashing in. The rich can keep driving as they please, while average people are priced out of the roads they rely on. Public transport alternatives? Often underfunded, unreliable, or nonexistent. Meanwhile, traffic gets pushed into other neighborhoods, and nothing really improves. This isn't a solution — it's a pay-to-drive scam dressed up as policy.	Let City Residents Be — Target the Visitors, Not the Locals People who actually live in the city — especially in places like Oxford or greater Oxfordshire — shouldn't be the ones paying the price for congestion and pollution problems they didn't create alone. Locals rely on their cars for everyday life: work, school runs, hospital visits, shopping. Imposing charges and restrictions on residents only makes life harder, not better. If the goal is to reduce unnecessary traffic and environmental impact, the focus should be on those coming from outside the area — not the people who live there. Apply congestion charges and restrictions to non-residents or visitors, who often flood into the city, clog roads, and then leave. Let those who don't contribute to the local economy long-term pay the cost of their convenience. City dwellers aren't the problem. They should be left alone.

Survey Response													
I am responding to this survey as	How often do you travel in or around Oxford?	Please tick which of the following free permits and passes you think you may be eligible for	Do you live in, visit a resident by car or commute by car to the proposed central Oxford	Central Oxford residents' permitit is proposed that residents in the central Oxford	Central Oxford permit area commuters' permitit is proposed workers commuting	We are proposing a single charge of £5 to allow cars without a day pass or permit	Do you think that charges should vary, with drivers of larger cars paying more and	Income generated by introducing the proposed temporary congestion charge would be used to cover the set-up and operating costs of the scheme.	If other improvement, please state	Taking into account all the information we have provided about the proposal to	Please explain your answer	Do you have any other comments about the proposal for six temporary congestion charge locations in Oxford that you have not already shared in this survey?	Do you have any suggestions for other ways to reduce traffic and tackle congestion in and around Oxford?
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Positive	Negative	About right	No	Make buses cheaper for all, Make bus services more frequent, Add public cycle parking		Positive	I am hoping it will reduce traffic.	I am concerned this, like the fingers, will increase traffic through Old Marston at peak commuter times.	An aerial egg lift linking Thornhill P&R > Osler Road / JR hospital > Town Centre.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Negative	Too low	Yes	Make Park & Ride buses cheaper, Make buses cheaper for all, Make bus services more frequent		Positive	Could go further, eg restricting hours of access for "other" vehicles (delivery etc) to outside normal peak times		Reduce the amount of parking currently available with a aim to discourage driving into the centre
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Positive	Negative	Too low	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Add new bus routes, Make bus services more frequent, Extend hours of operation for buses, Add public cycle parking		Positive		I think 3 cars for commuting is excessive	restrict larger vehicles such as trucks and vans within certain hours - so not during peak schools hours (7:30-9, and 3:30 to 5). This would make cycling with kids safer and more appealing.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	About right	Not sure	Make buses cheaper for all, Add new bus routes, Add public cycle parking		Very positive	Would expect to see fewer cars crossing the city centre, so buses would be faster/more timely and walking/cycling would be safer and more pleasant	Seems like a good way to test out the traffic filter ideas before going into the trial proper	School term times seem to produce the heaviest traffic, finding better ways for children to get to schools (rather than being driven in and out individually) could make a big difference. A shift away from the near-universal 9-5 working hours could also help soread out "rush hours".
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	Yes			Very negative	I'm an NHS manager, working almost 24/7, working every day after job planned hours from hime, additional commuting time will have neoative impact on my service		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	Too low	Yes	Add new bus routes, Make bus services more frequent, Add public cycle parking		Very positive	It is currently quicker to cycle in and around the city than to go by bus. The roads should be clearer for people who *need* to use their cars and permit the free flow of traffic. Buses will be quicker, and therefore more appealing to use, and cycling will be safer.	Owing to the timing of sessions, there needs to be provision for access to the ice rink, whether that is by improving bus services or adjusting the congestion charge for users. Otherwise, training would be affected to such an extent that competitive skaters will need to move to other rinks, such as Swindon, which are further away, which will affect the rink's ability to operate and remain competitive.	Look to other medieval cities abroad that have put cycling first and see what measures we can adopt. A good example is Uppsala, in Sweden, which is also a medieval university town and is almost entirely car-free in the centre. Cars should be used for getting out of Oxford, and not necessary for getting into or around Oxford.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	There should be no charges at all	Yes	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Negative	I will have to leave my job at the school where I work part time because the most direct route includes one of the charging zones and going the long way would take too long and will use too much petrol. Going there by bus would take ages as there is not a good direct service available.	They are not a good idea because the rich can afford to pay and will continue congesting the road, but those on lower income will struggle.	Removing the LTNs in East Oxford would be a good start. Have more bus routes that cover the entire city and better connection services to the surrounding villages.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	Too high	No	Make buses cheaper for all		Negative	Push traffic onto already busy alternate routes already impacted by LTNs		Use the river to provide alternative transportation into Oxford
an Oxford resident	daily	Taxis and private hire vehicles	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Make BUSES FREE FOR LOCAL PEOPLE BETWEEN WORKING HOURS AND SEE WHAT IMPACT THAT HAS ON TRAFFIC AND SCHOOL RUNS	Very negative	Will hurt people that come to Oxford to work and who live locally .. turning Oxford into a Prison	All the surrounding roads will be impacted massively, there wasn't a congestion problem before that LTNS went in... SUMMERTOWN IS THE WORST FOR PEOPLE THAT DON'T LIVE LOCALLY	Free bus passes, council has the ability now to run its own bus services due to changes in the law, also bus ticket prices are extortionate for such small journeys and cause issues financially, Park and Ride should be free and buses to and from them should be one pound no more, if you want people to use Oxford and use it services make it cheaper for them to access them.
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Fix the badly managed roads and roundabouts	Very negative	It's literally a money making scheme. Not everyone falls into the same category of 'they should walk, get a bus or cycle' I now live in Abingdon, but I grew up in Cowley, I work in Cowley, my partner works in Cowley, my daughter goes to nursery in Rose Hill, I still have a lot of friends and family in Cowley that I see regularly, usually after work. You have already made that difficult with LTNs, I have to sit in a lot more traffic now than I ever did before. People will not stop driving! We pay for our cars, our insurance, our tax, and you want to charge us more just for the privilege of driving in our own city! There is no bus route that will allow me to go to drop off my daughter at nursery, go to work, then to pick up my daughter, and then to visit my family! And if there was it would probably double my journey time! I cycle to work when I can, but not if I have to do the nursery run. I have never ever had a problem cycling round Oxford! The majority of families and households rely on these cars to go about their daily business! Stop trying to penalise them!	You never spoke about this pre election as you knew you would struggle to get voted in! You have ruined Cowley with your LTNs already! You as a council are not listening to residents. Just look at the petition with over 10,000 signatures against! Look at the comments! Put your congestion charge in areas where you were voted in! Leave Cowley alone! Majority of residents do not want your greedy schemes! You seem to be targeting the poorer areas! If you really want it, then open up some of the LTNs so that the traffic can flow freely!	Open up the LTNs! Simple!
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	Too low	Yes	Make buses cheaper for young people, Add new bus routes, Make bus services more frequent		Positive	Reducing congestion and the volume of cars in the city is urgently needed to enable a healthier and safer city given the harms of private car use e.g. air pollution and accidents. This scheme will contribute towards reducing congestion. However there are too many exemptions and my concern is that this will mean that the scheme is limited in its effectiveness. My biggest concern is that vehicles other than cars are exempt. This is likely to mean that people will purchase vans and larger vehicles which will be exempt. I do not understand the rationale for this exemption and hope it will be reconsidered. Larger vehicles cause more danger and more pollution so should not be exempt. Also I would like to see a staggered charge with larger SUV type vehicles which are more polluting and dangerous for pedestrians and children, being charged more. The congestion charge should be raised to the cost of a return bus fair within the city, it is currently too cheap. I am not a driver and therefore will not benefit from the 100 permits. Is there an alternative that can be offered instead e.g. 100 free bus fairs?	The Holloway and Marston Ferry Rd bus gates should be the same length of time as the other bus gates rather than staggered.	I would like to see more LTN's particularly in Headington e.g. Headington quarry. I would like to see more CPZ's across the city and for these to be enforced regularly. I would like the amount of public parking in the city centre to be slowly decreased along with increasing the prices of parking to encourage people to make other choices rather than driving. I would like more school streets e.g St Francis school and Greyfriars school. I would like to see more pedestrian crossings and the lights organised so that the pedestrians don't have to wait long at crossings. Safer routes for cyclists and faster, more frequent buses.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	There should be no charges at all	Yes	Add public cycle parking, Other	Widen cycle lanes, prioritise cycling and buses on Cowley road	Negative	Will extend my journey to work by 5-10 minutes as I will have to extend my drive and drive into traffic caused by filter locations.	Unlike the traffic filter fines, a daily £5 charge will not deter everyone, it will simply mean people who are willing to will pay to sit in traffic instead.	Buses are unreliable/badly maintained, irregular, infrequent, need to run earlier in the morning and later at night, do not take direct enough routes and are more expensive than driving (even with a £5 congestion charge). Cycling down Cowley road is not safe for inexperienced cyclists, cyclists must be given a priority/low traffic route all the way to Carfax from Cowley.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice, 25 day passes for residents in the Oxfordshire permit area, on days of your choice, Blue badge holders, Disability benefit claimants, Disabled tax cars, School students with special educational needs, Unpaid carers, Community health or care workers who need to visit multiple locations or travel urgently, Frequent hospital patients, Emergency service vehicles, Firefighters, Taxis and private hire vehicles, Business cars used as goods vehicles, Personal cars used as goods vehicles for business purposes, Driving instructors, Hearses and funeral cars	I don't	Very negative	Very negative	There should be no charges at all	No	Other		Very negative	Awful idea. You are ruining this town with these proposals. In this cost of living crisis, expecting a £5 daily is ridiculous.	I wholly disagree with this entire concept. I haven't heard of anything worse. You will destroy this town and businesses.	Yes remove all LTNS
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No			Very negative			The council needs to undertake and share meaningful data before introducing knee jerk traffic measures. Public consultations need to be better planned and more open to feedback, rather than straight jacketed multiple choice. These things need to be planned and communicated better
a resident of Oxfordshire living outside Oxford	daily	Community health or care workers who need to visit multiple locations or travel urgently	I commute to the central permit area by car	Negative	Negative	There should be no charges at all	No			Very negative			
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I commute to the central permit area by car	Very positive	Very positive	There should be no charges at all	No	Other	Could you please make gas cheaper? I'm happy drive around rino road if I could have cheaoer oas	Very positive	Have you think about send and pick up kids?	Bicycle is not cheap. Bicycle parking on streets is not safe.	
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Very negative	Positive	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all		Negative	It's just going to be another punishment for car users in Oxford making life more difficult	These aren't needed, if you got rid of the Ins there wouldn't be the congestion in the first place, you have created a problem and are now trying to make it harder again for cars and killing the economy in Oxford. This is a loaded survey where you are getting the answers you want and saying it's a consultation. You have already decided to do it, why is it not a yes or no question if the people of Oxfordshire want this. If it's a no you should respect it rather than railroad/re your own asendas through.	Police the use of personal e scooters. Police the dangerous driving of delivery drivers on mopeds that are a plague on the roads, majority of which are on L plates. Reducer the number of empty double deckers that seem to be just driving round Oxford with no one on them.
a resident of Oxfordshire living outside Oxford	daily		I commute to the central permit area by car	No impact	Positive	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all		Very negative	These measures will strangle Oxford making it a very difficult place to work in, visit or run a business. Due to very high housing costs within the city, people who actually do the work (nurses, teachers, admin staff, cleaners etc etc) mainly live outside of Oxford. This will just add additional cost and hassle. The school in which my wife works is already struggling to recruit staff as they are unable to get to work on time and are unable to park. The frequency and reliability of bus services from the surrounding area is pathetic, and these measures will push further traffic onto the A34 which is already a car park at peak times.	This is ideological nonsense and does not take into account that the economy of Oxford needs people to be able to travel into and out of the city quickly and efficiently, not only directly within the city but from the surrounding area. The proposed bus gates scheme and the closure of the Botley road have already demonstrated the economic damage that can be done, with well publicised business closures. The congestion charges will only make the situation worse - you will be expecting people to pay a charge just to travel into the city, and then to pay already extortionate parking charges - this will drive further decline of the city's economy.	You could make cycling safer by making cyclists actually obey the highway code. I have seen a number of near misses and accidents (including one where I was a pedestrian on a footpath and I was hit by a cyclist), where there is flagrant disregard for any traffic rules, weaving in and out of other vehicles, jumping traffic lights, cycling on the footpath, cycling the wrong way down roads and cycle lanes. If the council wants to improve safety for cyclists, then they MUST enforce safe cycling standards.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Negative	Negative	There should be no charges at all	Yes	Make buses cheaper for all, Extend hours of operation for buses, Other	Give residents with EVs more charging points.	Negative	I choose to live in a city centre and community so that I can access shops and services. If you introduce a congestion charge, what chance have any of these businesses got to serve the community, particularly the independent ones? Take a look at the city of Bath and Bristol and tell me why Oxford can't be similar with it's support for the people who live, work and serve the city?	This idea doesn't affect me personally but it will eventually affect everyone around me. It is vital for everyone to have access to friends and family around them. IF you introduce this, that opportunity diminishes over time. Plus; • evening charging hours extend beyond London congestion charge which ends at 6pm! • morning and evening charging from well before and well after such rush hour as there is in Oxford. I have never seen really bad traffic in Oxford. • totally unnecessary middle of the day and weekend charging when traffic levels are low. • no distinction made for school traffic and school holidays - traffic always evaporates once schools and university break up. • this is an ideological attack on private cars and car owners - ALL other vehicles exempt • Surveys repeatedly show that, other than boundary roads to which traffic has been funnelled by LTNs, there is no problem with Oxford air quality. • many journeys with multiple purposes simply can never be made by bus due to inconvenient timings, bad weather, lack of connections, things to carry... Think about who you are serving. Do you recognise your audience and relate to them at all?	Reduce the need for large delivery lorries to access the city centre and make all supermarkets and chain stores deliver in smaller EV vans instead.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	About right	Not sure	Make buses cheaper for all, Add public cycle parking		Very positive	There is a clear need to reduce motor vehicle traffic in Oxford so that buses can work better, and this seems like a good ootion to trv.		
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Very negative	Negative	There should be no charges at all	No	Make Park & Ride parking cheaper		Very negative	I travel to oxford regularly to property I own there. Could not use bus as need car to transport goods.		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Negative	Very negative	There should be no charges at all	No	Other	Remote the LTN's and this city would start to move again!	Very negative	This congestion charge is a regressive tax, disproportionately burdening key workers and low-income families already struggling with the cost of living. It risks stifling local businesses, isolating communities, and pushing essential services out of reach for many, all while offering an unproven and potentially negligible impact on actual congestion or air quality. It is a misguided policy that prioritises revenue over the genuine well-being and economic vitality of Oxfordshire.	This proposal for six temporary congestion charge locations isn't just an inconvenience; it's a profound misjudgment. It punishes those least able to afford it, from essential workers navigating fragmented public transport to small businesses clinging on by a thread. This isn't a solution to congestion; it's a discriminatory tax that will fracture communities, deepen inequality, and push Oxford further out of reach for countless people who call this county home. To implement such a divisive and financially crippling scheme, especially under the guise of a 'temporary' measure that could linger for years, demonstrates a fundamental disregard for the everyday realities and genuine needs of Oxfordshire's citizens.	vital routes will allow buses to run more direct, efficient services, attracting more passengers and reducing reliance on private cars. * Ease access for priority groups: Carers, traders, and Blue Badge holders are disproportionately impacted by the extended, circuitous routes the LTNs necessitate. Removing them will restore direct access and significantly improve their ability to navigate the city for essential purposes. * Boost local businesses: Many businesses on main roads are suffering from the increased congestion, while those within LTNs face reduced footfall. A more rational road network would support the economic vitality of the entire city. Instead of these punitive and counterproductive measures, genuine solutions lie in a comprehensive strategy focused on improving alternatives, not just restricting car use. This includes: * Massive investment in a truly integrated, affordable, and frequent public transport network that serves all areas, not just the city centre. This means better connections between residential areas and key destinations without requiring multiple changes or lengthy detours. * Developing safe, segregated cycle infrastructure on main routes, not just residential streets, to genuinely encourage active travel for those who can.
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	Not sure	Other	Improving the road surface	Very negative		Stupid idea, and it won't be temporary you are ruining Oxford. Reverse the LTNs and all the problems will go away	Remove the LTNs
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Negative	Very negative	Too low	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Add new bus routes, Make bus services more frequent, Extend hours of operation for buses, Add public cycle parking		Very positive	I live in Risinghurst and the fact that the number 9 boys was cancelled due to congestion in St Clements is frustrating. If raining traffic here and elsewhere allows these sorts of services to resume I would be very happy. Cycling or taking the bus in the areas of the city covered by the scheme is currently underused and I feel this issue would address that.		I think that creating something like ULEZ could help (although this doesn't specially target congestion). Personally I'd make the congestion zone much larger in the city centre then proposed as well. Far too many people drive in the centre then could possibly need to actually be there for work.
a resident of Oxfordshire living outside Oxford	less than weekly	Unpaid carers	I don't	Very negative	Very negative	Too high	Yes	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper		Very negative		I don't feel anyone who lives in Oxfordshire is encouraged to travel into Oxford by any means	
a resident of Oxfordshire living outside Oxford	daily		I commute to the central permit area by car	No impact	Negative	There should be no charges at all	No	Other	Fix road surfaces and eliminate 20mph enforcement that is impacting congestion	Very negative	The infrastructure around Oxford is not suitable where people will want to avoid the areas where this takes effect. This impacts me visiting parents who over time will need additional care.	Congestion in Oxford has been made worse by 20mph speed limits, poor road maintenance and LTNs forcing more vehicles onto roads now proposed in this scheme. OCC have created this problem and should be accountable.	Reduce larger empty buses at non peak times. Ensure cyclists use cycle lanes when available. Remove 20mph zones Remove LTNs
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Neutral	There should be no charges at all	Not sure	Add new bus routes, Other	This is an appalling scheme. I have a partner who is not an Oxford resident and the implementation of this scheme would severely negatively impact our rights to be together whenever we wish. Please stop penalising residents of the city	Very negative	My partner is not an Oxford resident and drives in to be with me every other week. He has his own children and lives elsewhere. He would have to pay this charge frequently - every time he came to see me. This is outrageous - your suggestion of a charge is an infringement of my human right to have a family life. Trying to force cars off the road in this way is dreadful and you are making living in the city a very negative experience. The Botley Road issue is your problem - don't penalise residents because of issues and problems that are of your makina.		Just get Botley Road sorted out. Have buses that do a full circular route round the city - like the circular underground line in London, make more e-bikes available and stop worrying about it so much. We know the price we pay regarding traffic - just let it be.
a business	daily	Personal cars used as goods vehicles for business purposes	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Road surface repairs	Very negative	U need to get Botley Rd open all u r doing is making businesses close and making it more complicated to get around town for local people	Do not do it . Y spend all the money fitting cameras in the first place u r KILLING OXFORD	Make the road's clearer and free moving do not stop car movements
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make buses cheaper for all, Extend hours of operation for buses, Other	Free buses for 25 and under	Very negative	Lots of people have mobility issues which are not bse badge worthy. Visiting Oxford will now be more difficult and not worth the hassle. Also coming back and forth to Oxford to support a child at oxford university is made more challenging. No teaching my children to drive in a city centre as we always do. We use the park and ride wherever we can but I find it painful to walk far so rarely get to the westgate. Maybe get the park and rides to drop off there?	It will be damaging to business. Only put these things in place after fully robust alternative travel options are available at very low cost. It is clear from the survey this is purely to generate income.	Remove the ridiculous LTNs
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Negative	Too high	No	Make buses cheaper for all, Other	Funding road infrastructure improvements	Very negative	It is already a pain to travel around oxford, this will not solve any problems, it just means you are now charged more money to be sat in the same traffic.	Yes, the marketing for this is that it is a necessary evil to tackle to current traffic problems. This conveniently omits the fact that the current traffic problems are directly caused by ill-founded approaches previously implemented by the council. The state of the traffic cannot have been a surprise when the LTNs were introduced as even before their introduction the main roads were over worked. This is a continuation along the same flawed approach - to instigate change from the public you need to offer an objectively better option, rather than just making their current lifestyle choices more and more uncomfortable.	Improve infrastructure AT the ring road. If you want to have an orbital bypass, you need it to be able to flow around unimpeded by the internal traffic otherwise it is not a bypass and it defeats the point. The roundabouts like at Iffiemore are indicative of this problem - at the very least there needs to be a straight across option. I realise this is not cheap, easy, or convenient but that is largely because the traffic is already so inflated - this sort of stuff should have been done first. Practically, fly overs are probably the most simple if not also very expensive. Slip roads may be a more achievable option (the sandy lane slip road works well). Once traffic can make its way around the city more straightforwardly you can look to the internals. I would say the best way to deal with internal traffic is a dual approach of opening up the streets (remove the LTN) and have "congestion charge" points at every entrance off the ring road (to mitigate incoming traffic). Residents within the ring road should have their cars registered and be exempt from any charges. They should also have a certain allocation of visitor permits (keep the 25 if you like). The cost of the day pass through the zone should be more than the cost of the park and ride. By making these changes the traffic should be able to flow more freely within the city, and the loss of the LTN will not lead to a significant increase in traffic along any individual route, as significantly fewer external cars will be entering the city.
a business	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I commute to the central permit area by car	Negative	Positive	There should be no charges at all	No	Other	Fix the roads, remove the LTNs to enable proper traffic flow throughout the city	Very negative	As a city centre location, we rely on customers travelling to the centre. Restricting the access to the car park and alienating cars will directly impact our business and those around us		Reconsider the LTN debacle and improve bicycle safety on the roads
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Neutral	Positive	There should be no charges at all	Yes	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Very negative	We won't visit central Oxford for either work or shopping.		
a resident of Oxfordshire living outside Oxford	daily		I don't	Neutral	Neutral	About right	Yes	Make buses cheaper for all, Add new bus routes, Make bus services more frequent, Extend hours of operation for buses		Positive	As a regular bus commuter, congestion adds a minimum of half an hour to my journey every morning. Disincentivising journeys by car into Oxford (which in my view are unnecessary given the city's size and the unavailability of parking) for those who have the option to cycle or take public transport would have a positive impact.	I'd ideally make the whole city car-free except for taxis and those who have to travel by car for work/disability reasons!	Working with schools inside the ring road to encourage fewer drop offs by car. Half terms and school holidays make my commute quicker, which suggests a lot of the congestion is down to the schools (mostly private schools)
a resident of Oxfordshire living outside Oxford	less than weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Negative	Negative	About right	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all		Neutral		The end point of 7pm is too late. It needs to be 6 or 6.30 as this will seriously impact theatre and hospitality in Oxford.	
a resident of Oxfordshire living outside Oxford	less than weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	No impact	No impact	There should be no charges at all	No	Make Park & Ride parking cheaper, Add new bus routes, Make bus services more frequent		Very negative	As a regular visitor to the hospital both me and my wife are likely to get hit with these charges a lot, due to making the blue badge unattainable and the poor bus service from carterton to the hospital (nearly a 4 hour each way journey by bus) I have no option to take my car and further line OCC pockets, I honestly didn't think you could make Oxford any less appealing, we already shop in other locations and avoid Oxford as much as possible but now you are charging us to get to the hospitals and essential medical care which I honestly find desicicable.		
a resident of Oxfordshire living outside Oxford	less than weekly	Blue badge holders	I don't	Very negative	Neutral	There should be no charges at all	No	Add new bus routes, Other	Return village buses	Very negative			Improve transportation outside of Oxford
a resident of Oxfordshire living outside Oxford	daily	School students with special educational needs	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make Park & Ride buses cheaper, Make buses cheaper for all, Make bus services more frequent		Very negative	I need to visit JR hospital regularly, and this is extra cost that I have to pay. It is very unfair!		Free bus service to and from park and ride
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Negative	Negative	There should be no charges at all	Yes	Make buses cheaper for all, Extend hours of operation for buses, Other	Give residents with EVs more charging points.	Negative	I choose to live in a city centre and community so that I can access shops and services. If you introduce a congestion charge, what chance have any of these businesses got to serve the community, particularly the independent ones? Take a look at the city of Bath and Bristol and tell me why Oxford can't be similar with it's support for the people who live, work and serve the city?	This idea doesn't affect me personally but it will eventually affect everyone around me. It is vital for everyone to have access to friends and family around them. IF you introduce this, that opportunity diminishes over time. Plus; • evening charging hours extend beyond London congestion charge which ends at 6pm! • morning and evening charging from well before and well after such rush hour as there is in Oxford. I have never seen really bad traffic in Oxford. • totally unnecessary middle of the day and weekend charging when traffic levels are low. • no distinction made for school traffic and school holidays - traffic always evaporates once schools and university break up. • this is an ideological attack on private cars and car owners - ALL other vehicles exempt • Surveys repeatedly show that, other than boundary roads to which traffic has been funnelled by LTNs, there is no problem with Oxford air quality. • many journeys with multiple purposes simply can never be made by bus due to inconvenient timings, bad weather, lack of connections, things to carry... Think about who you are serving. Do you recognise your audience and relate to them at all?	Reduce the need for large delivery lorries to access the city centre and make all supermarkets and chain stores deliver in smaller EV vans instead.

Survey Response													
I am responding to this survey as	How often do you travel in or around Oxford?	Please tick which of the following free permits and passes you think you may be eligible for	Do you live in, visit a resident by car or commute by car to the proposed central Oxford	Central Oxford residents' permitIt is proposed that residents in the central Oxford	Central Oxford permit area commuters' permitIt is proposed workers commuting	We are proposing a single charge of £5 to allow cars without a day pass or permit	Do you think that charges should vary, with drivers of longer cars paying more and	Income generated by introducing the proposed temporary congestion charge would be used to cover the set-up and operating costs of the scheme.	If other improvement, please state	Taking into account all the information we have provided about the proposal to	Please explain your answer	Do you have any other comments about the proposal for six temporary congestion charge locations in Oxford that you have not already shared in this survey?	Do you have any suggestions for other ways to reduce traffic and tackle congestion in and around Oxford?
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Positive	Negative	About right	No	Make buses cheaper for all, Make bus services more frequent, Add public cycle parking		Positive	I am hoping it will reduce traffic.	I am concerned this, like the fingers, will increase traffic through Old Marston at peak commuter times.	An aerial egg lift linking Thornhill P&R > Osler Road / JR hospital > Town Centre.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Negative	Too low	Yes	Make Park & Ride buses cheaper, Make buses cheaper for all, Make bus services more frequent		Positive	Could go further, eg restricting hours of access for "other" vehicles (delivery etc) to outside normal peak times		Reduce the amount of parking currently available with a aim to discourage driving into the centre
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Positive	Negative	Too low	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Add new bus routes, Make bus services more frequent, Extend hours of operation for buses, Add public cycle parking		Positive		I think 3 cars for commuting is excessive	restrict larger vehicles such as trucks and vans within certain hours - so not during peak schools hours (7:30-9, and 3:30 to 5). This would make cycling with kids safer and more appealing.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	About right	Not sure	Make buses cheaper for all, Add new bus routes, Add public cycle parking		Very positive	Would expect to see fewer cars crossing the city centre, so buses would be faster/more timely and walking/cycling would be safer and more pleasant	Seems like a good way to test out the traffic filter ideas before going into the trial proper	School term times seem to produce the heaviest traffic, finding better ways for children to get to schools (rather than being driven in and out individually) could make a big difference. A shift away from the near-universal 9-5 working hours could also help soread out "rush hours".
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	Yes			Very negative	I'm an NHS manager, working almost 24/7, working every day after job planned hours from hime, additional commuting time will have neoative imoact on my service		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	Too low	Yes	Add new bus routes, Make bus services more frequent, Add public cycle parking		Very positive	It is currently quicker to cycle in and around the city than to go by bus. The roads should be clearer for people who *need* to use their cars and permit the free flow of traffic. Buses will be quicker, and therefore more appealing to use, and cycling will be safer.	Owing to the timing of sessions, there needs to be provision for access to the ice rink, whether that is by improving bus services or adjusting the congestion charge for users. Otherwise, training would be affected to such an extent that competitive skaters will need to move to other rinks, such as Swindon, which are further away, which will affect the rink's ability to operate and remain competitive.	Look to other medieval cities abroad that have put cycling first and see what measures we can adopt. A good example is Uppsala, in Sweden, which is also a medieval university town and is almost entirely car-free in the centre. Cars should be used for getting out of Oxford, and not necessary for getting into or around Oxford.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	There should be no charges at all	Yes	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Negative	I will have to leave my job at the school where I work part time because the most direct route includes one of the charging zones and going the long way would take too long and will use too much petrol. Going there by bus would take ages as there is not a good direct service available.	They are not a good idea because the rich can afford to pay and will continue congesting the road, but those on lower income will struggle.	Removing the LTNs in East Oxford would be a good start. Have more bus routes that cover the entire city and better connection services to the surrounding villages.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	Too high	No	Make buses cheaper for all		Negative	Push traffic onto already busy alternate routes already impacted by LTNs		Use the river to provide alternative transportation into Oxford
an Oxford resident	daily	Taxis and private hire vehicles	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Make BUSES FREE FOR LOCAL PEOPLE BETWEEN WORKING HOURS AND SEE WHAT IMPACT THAT HAS ON TRAFFIC AND SCHOOL RUNS	Very negative	Will hurt people that come to Oxford to work and who live locally .. turning Oxford into a Prison	All the surrounding roads will be impacted massively, there wasn't a congestion problem before that LTNS went in.. SUMMERTOWN IS THE WORST FOR PEOPLE THAT DON'T LIVE LOCALLY	Free bus passes, council has the ability now to run its own bus services due to changes in the law, also bus ticket prices are extortionate for such small journeys and cause issues financially, Park and Ride should be free and buses to and from them should be one pound no more, if you want people to use Oxford and use it services make it cheaper for them to access them.
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Fix the badly managed roads and roundabouts	Very negative	It's literally a money making scheme. Not everyone falls into the same category of 'they should walk, get a bus or cycle' I now live in Abingdon, but I grew up in Cowley, I work in Cowley, my partner works in Cowley, my daughter goes to nursery in Rose Hill, I still have a lot of friends and family in Cowley that I see regularly, usually after work. You have already made that difficult with LTNs, I have to sit in a lot more traffic now than I ever did before. People will not stop driving! We pay for our cars, our insurance, our tax, and you want to charge us more just for the privilege of driving in our own city! There is no bus route that will allow me to go to drop off my daughter at nursery, go to work, then to pick up my daughter, and then to visit my family! And if there was it would probably double my journey time! I cycle to work when I can, but not if I have to do the nursery run. I have never ever had a problem cycling round Oxford! The majority of families and households rely on these cars to go about their daily business! Stop trying to penalise them!	You never spoke about this pre election as you knew you would struggle to get voted in! You have ruined Cowley with your LTNs already! You as a council are not listening to residents. Just look at the petition with over 10,000 signatures against! Look at the comments! Put your congestion charge in areas where you were voted in! Leave Cowley alone! Majority of residents do not want your greedy schemes! You seem to be targeting the poorer areas! If you really want it, then open up some of the LTNs so that the traffic can flow freely!	Open up the LTNs! Simple!
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	About right	No	Make Park & Ride parking cheaper, Make buses cheaper for all, Add new bus routes		Very positive	As evidenced by other such schemes, this is a sensible approach to this issue.	As a resident (and local business owner) I firmly believe this is a net positive for the city.	Add a P&R route which serves Iffley and/or Cowley Roads. Currently there is no way to sensibly get to the East of the city using a P&R bus. This could perhaps be achieved by "borrowing" one bus an hour from Redbridge to take this route - not ideal, but a start. Demand that the private buses for MCS (and other similar schools) park on their property, and not on the road, blocking traffic. Related to making walking more pleasant – ban (and crucially, enforce) pavement parking (except where necessary, and clearly marked, for CPZs on narrow roads). It is reprehensibly selfish behaviour that makes access worse for largely the most vulnerable (those with mobility issues or babies in aushchairs).
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very positive	Very positive	There should be no charges at all	Yes	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all		Neutral	If it is decided to give free permits for local residents with 50 free passes a year, this would be the best of a bad lot of options. It would still generate extra admin (hassle!) for busy working people who would now have to think ahead and plan for every journey, or resend time wrestling from the familiar and most direct routes.	I think this Council is strongly anti car drivers and it makes day-to-day life very difficult. If you have children in different schools to be dropped off, plus a job to get to, it will be much much harder, and way more expensive now. Having to find an extra £100 per month is no small matter to most people.	Plan your roadworks better! Instead of closing roads or instigating temporary one-way systems, why not plan for overnight works, or during quieter periods e.g. the long summer holidays when local schools are closed.
an Oxford resident	less than weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Very positive	Neutral	Too low	No	Make Park & Ride parking cheaper, Make buses cheaper for all, Add new bus routes		Very positive	Congestion charging is a scheme that's already been proven elsewhere	Why is commuting excerpt, that seems to me to be the biggest causes of congestion. Park and ride should be made a cheaper option than drive into the centre of Oxford for everyone who doesn't live there	
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice, Blue badge holders	I don't	No impact	No impact	Too high	Yes	Make Park & Ride buses cheaper, Make buses cheaper for all, Add new bus routes		Neutral		I believe that the Thames Street location should be moved so that it is the other side of the Westgate Shopping Centre Car Park entrance. Under the proposals, people will have to pay an additional £5 on top of car parking just to visit Westgate Shopping Centre by car. This has a very high potential of making people consider not visiting Westgate Shopping Centre due to this additional expense. Westgate shopping centre is a big draw for people into Oxford, so this scheme should not impact that. Left over money should be put into improving bus connections from the surrounding towns into Oxford. For example, increasing the frequency, having 'spare' buses on call for if there are delays to the timetable, and adding new direct routes between places.	Improve bus connectivity across the whole of Oxfordshire. There are a large number of potential routes that could serve places outside of Oxford that would help reduce the number of vehicles that require to travel into Oxford. For example, a route that goes through Great Western Park in Didcot to Abingdon and then potentially onto Oxford. Thinking about new bus routes, opening up easier access to Oxford for people in the surrounding towns will reduce the need for these people having to use personal cars to get into the city. There are many places surrounding Oxford that could benefit from having improved connections into the city. It would also benefit congestion if all vehicles are included in the congestion charge scheme? There should also be enforcement on cyclists who refuse to use cycle lanes and therefore hold up traffic. Cyclists should also be fined for dangerous activity, such as weaving through pedestrians. This would also generate income for the council that could be put into congestion improvement schemes.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice, 25 day passes for residents in the Oxfordshire permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Neutral	No impact	There should be no charges at all	No	Other	Just leave it as it is. Just a money making scheme.oxford town centre will be a ghost town all shops will have to close as no business. Better going to reading easy to get to and no silly charges.	Very negative	I live in Oxford and will have no friends visiting as not all people can get buses your just killing Oxford who wants to come shopping when you have to try and get on a bus with shopping bags and the smell of weed not a nice place to be.		Let the traffic flow get rid of LTN road were built to drive on
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	No impact	No impact	Too high	Yes	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Add new bus routes		Neutral	This won't impact my day-to-day, and I think the number of oxfordshire resident permits is enough to cover the number of times we drive through that area oer year. We could increase the number of permits for oxfordshire residents to 30.		Better public transport!!! Better routes, for example one that goes around the ring road. Tram systems are better than buses.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	Not sure	Make buses cheaper for all, Add new bus routes, Make bus services more frequent, Extend hours of operation for buses		Very negative	Congestion is caused by the old road layout mroe than the number of cars travleing the area. Also congestion in the proposed area is not bad bat all.		If you want to improve it I would sugest looking at making some streets one way to increase the flow of cars through the tight areas
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	No impact	No impact	Too high	Yes	Make Park & Ride parking cheaper		Very negative	It seems to make it more expensive even to park in a park and ride. The charge would double the cost of coming into Oxford by car	I think the information being shared is very confusing. I don't actually understand whether this will impact me or not because the maps are confusing and I don't know the road names well enough to know if I will pass through them. Also signs to inform you that you have passed through a charge point are very easy to miss, particularly if you are not familiar with the roads and are focusing on where you are going and driving safely!	The charging points should be tighter to the center of Oxford and not be set to capture people trying to use the park and rides
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very positive	Neutral	There should be no charges at all	Yes	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Very negative	We live in the centre of Oxford. These congestion charges will have a detrimental effect on us and our family. We will need to add miles of travelling to the ring road to avoid them. The problems that The LTNs have caused and the congestion from these need to be looked at before congestion charges come in. The council needs to look at its whole policy and put in more effective bus routes before it penalises people who live in the centre. People who live in the centre should be given a permit so no through the congestion charging areas.	The council needs to go back to the drawing board and relook at how the LTNs have blocked traffic and caused pollution. Imposing a congestion charge for people who need to use these streets daily is unreasonable. there needs to be a permit for local residents to be able to travel through.	The LTNs have been badly though through. There needs to be more one way streets to aid traffic flow. The congestion charges are targeting East Oxford - why are schemes not being looked at for other parts of the city? There are still no major bus routes east/ north in the city - this would benefit a lot of people and school pupils.
an Oxford resident	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make buses cheaper for all, Make buses cheaper for young people, Extend hours of operation for buses		Very negative	£5 is a lot of money if you don't have a lot of money the buses are now very expensive. Parking is expensive. The city we live in is becoming a horrible place for us to live and I have lived here all my 40 years this is just another scheme making think intolerable and inaccessible. Those who are wealthy will be ok but those just about managing who need to enter the city and for real life reasons need to use a car will suffer. Sometimes you need to get shopping on the way home or pick up kids form an area that isn't on bus route or you don't have time for public transport. it's not just about finances it's about practicality for some people. And it's very obvious people may also forget to pay the charge them end up in more problems. It's just a stupid nonsensical idea. Why don't you review the LTNs and remove some of them to ease traffic. This doesn't need to be all of them just some.	We don't need schemes that make it more inaccessible. The councils in Oxford want to have a zero carbon zone for what? Will it have a big monetary donation injected into the city that benefits those who really need it no! Just wants its name to be known and to who I don't know. It is ridiculous and it's getting more ridiculous. Review the LTNs remove some show you're listening to the people	Previously cars would use the side streets so the buses had better use of the main roads. I think if you removed some of the LTNs this would alleviate some main road traffic. The buses are so expensive now logically in your mind for 2 adults to town it's cheaper to park let alone if going out as a family. I love taking the buses as for me where I love it is convenient but is no longer a cheaper way to travel. So you now spend a longer time on the bus which isn't the most comfortable of journeys and you're paying more. None of it makes sense
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car		Very negative	Too high	Yes			Very negative	I have been suffering with long covid since the first lock down. I don't have the energy to cycle to work or to get up significantlyeasier to walk to bus stops. I am on a low-paid job because I have to chose a job which is manageable for my energy levels. I cannot reduce my working hours in order to free up some of my energy for cycling or busing, as I can't afford a cut in my wages. I have dependents and economically things are getting harder and harder. I'm worried that this charge, which would cost me £25 a week to travel along the Marston Ferry Road to and from work, will have a significant impact on our cost of living and, if I have to bus or cycle to work will cause me to burn out (which can happen easily if you over expend your energy levels with long covid), affecting my physical and mental health. My dependents are also dependent on my good mental and physical health, which makes this even more important.		I think there should be exceptions to the congestion charge which should make allowances for those diagnosed with long covid and other conditions which makes cycling, walking and using buses to work untenable. I'm happy to accept charges where the use of a car is not essential, but this is not what is being offered. Getting to work is essential. I also think the charge should be means tested so those on high wages pay a proportional amount to their earnings (for some £5 is nothing and will not prevent their car use) and those on less pay a minimal amount such as £1. As it is, this charge will hurt the poorest. It's not fair that something on £50K+ a year should pay the same as someone on less than £25K.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	About right	Yes	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Neutral		Presentation should lead with the positives or primary goals: we must make the city safer, healthier and lower carbon emissions. Also, fix the "Error! source Reference not found" in the modelino pdf.	Buses are not frequent or reliable enough and are mostly spoke based. Eg my child getting from temple Cowley to Matthew Arnold school has to allow 2 hours. He was frequently late. Getting to rose hill is hard. Getting to high hinksey is hard. Faster routes to headington would be good.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	Too high	No	Add new bus routes, Make bus services more frequent		Very negative	The public transport in Oxford is inadequate for many commuting to and within Oxford (not enough buses, not running at times required for shift workers etc). The congestion charge will effect the most vulnerable groups who rely on cars and for whom public transport is not an option - pregnant women, shift workers, those transporting small children, the sick, the elderly	The Council should not introduce any new traffic reduction measures until they have y finished the works on Botley Road. They also should not been introducing the traffic filters against the majority view of the Oxford population.	
an Oxford resident	daily		I don't	Very negative	Very negative	There should be no charges at all	Yes	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper		Very negative	By charging people to drive into the city using alternative routes you are only going to force more drivers onto the overly congested roads into oxford. For example the a44 between peartree and wolvercote roundabout is gridlocked every morning, the woodstock and Banbury roads are stop start traffic for the entire length of the road. And the new housing estate being built is only going to make this worse.REDACTED. Businesses have more than 3 workers, its ridiculous we only get 2 parking permits when there are builder vans taking up all the free parking, we already have to move our cars every 2 hours to accommodate the 2 hour parkino restrictions.	Don't do it.	Reduce price of park and ride. Encourage parents to walk their kids to school when they live in the city centre.
a member of the public living outside Oxfordshire	weekly		I commute to the central permit area by car		Positive	There should be no charges at all	No			Very negative			
an Oxford resident	less than weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Very negative	Negative	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper		Negative	Looking at the plan, it seems likely more people would use Radley station to get to Oxford station as a result, so Kennington/Radley could see an increase in traffic. Radley could possibly see an increase in residential parking as a result of a fuller car park too. And Kennington could also see an increase in commuter parking to avoid congestion and parkhide charges. We already have issues with people who park up and get their bikes out of the boot to avoid parking at Redbridge. It doesn't help that its cheaper to get the bus from Kennington than use the park and ride and now it'll be a lot cheaper to park up residentially and just get the bus in as the traffic will be 'lighter' thanks to the congestion charge, therefore quicker. What I'm saying is that you may think those charges wont affect us if we don't drive in often, but there are ways it could impact on the village. The OCC page mentions congestion charge money being possibly used for 'free or discounted parking at park and ride sites' - during consultations this is something I would be supporting (if it has to go ahead) to try to mitigate the above scenarios. Free parking at park and ride sites is the only way to protect residential parking in the outskirts as well as saving the city centre shopping!		Make Park & Ride completely free. Add an extra Park & Ride site for East Oxford - I've stopped going to restaurants and shops on Cowley road as I cant park anywhere. Open the Botley road!
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice, Unpaid carers, Personal cars used as goods vehicles for business purposes	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Positive	Positive	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Make buses cheaper for young people		Very negative	With the ongoing increase in the cost of living, I urge you to reconsider the proposed congestion charge for Oxford. This additional financial burden would exacerbate the challenges faced by residents already grappling with economic pressures. The implementation of Low Traffic Neighbourhoods (LTNs) in East Oxford has already negatively impacted local businesses and community vitality. Introducing a congestion charge risks further straining these areas, potentially leading to reduced economic activity and accessibility. Instead of imposing additional charges, I propose focusing on more sustainable and resident-friendly solutions, such as reducing bus fares. Oxford's transition to an all-electric bus fleet presents an opportunity to lower operational costs, which could be passed on to passengers through more affordable fares. However, current fare increases are moving in the opposite direction, placing additional pressure on residents who rely on public transport. By prioritising accessible and cost-effective public transport, we can encourage sustainable travel, reduce traffic congestion, and support the economic well-being of our community. I respectfully request that you reconsider the congestion charge and explore options to make public transport more affordable.	Stop these plans immediately. Go impose, sorry trail this in Summertown	Remove the LTNs
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I commute to the central permit area by car	Very negative	Positive	There should be no charges at all	No	Make buses cheaper for all, Add new bus routes, Add public cycle parking		Very negative	Oxford doesn't lend itself to a congestion charge. This isn't London. We don't have an Overground, Underground, and complete bus network as they do. It is essential to be able to use a car to get to hospitals, doctors, dentists, music lessons, elderly relatives, voluntary work, community activities, hobbies etc. This would make it impossible and expensive. I am tired of being asked for my thoughts (such as in Kidlington with the football stadium, or with the Oxford North development), only for the councils to ignore public opinion when it doesn't suit their vision.	I don't believe that such an expensive scheme will be temporary. You will never recoup the costs of the cameras etc. We have requested speed cameras for our local neighbourhood and have been told they are too expensive.	To make cycling safer, the huge pot holes along the Woodstock and Banbury Roads need to be repaired. This doesn't mean filling in holes badly. Whole sections of road need to be replaced so that the road is flat and safe. The tarmac that is used needs to be of a high enough quality that it doesn't melt and crack in extreme weathers, and stick to the bottom of cars. Proper cycle lanes should be introduced which aren't in the gutter and aren't shared with buses or cars. Scooters and rentable bikes are thrown all over the city and abandoned on pavements making it impossible to get around in a wheelchair or with buggies. All bikes and scooters (electric and push bikes) should be banned from the centre where old people could be knocked over, and this should be policed, because nobody checks. Deliveroo drivers do as they please along Cornmarket etc.
an Oxford resident	daily	Community health or care workers who need to visit multiple locations or travel urgently	I don't	Very negative	Very positive	There should be no charges at all	Not sure	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Add new bus routes, Make bus services more frequent, Extend hours of operation for buses, Add public cycle parking		Very negative	It's yet another stressor in the lives of Oxford residents who are fed up	It's yet another stressor in the lives of Oxford residents who are fed up	Get rid if LTN's which serve no purpose and increase pollution due to vehicles idling for hours on end on trunk roads
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Very positive	Very positive	Too low	Yes	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Make bus services more frequent, Add public cycle parking		Very positive	I'm all for anything that removes cars from the roads and frees up space for public transport.		'- Making Park & Ride free. - Reduce bus fares. - Prevent parking on roads such as Hollow Way where it causes a contraflow.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	Neutral	About right	Yes	Make Park & Ride buses cheaper, Make buses cheaper for all, Make bus services more frequent		Neutral	I mostly cycle within Oxford, the number of free passes should meet my needs. For some car journeys we may take a different route to leave Oxford. I hope buses will be running more efficiently when I get my bus pass in July 26.	No	More enforcement of parking on double yellow lines to reduce obstruction of moving traffic (especially buses) being blocked. Several of the LTN barriers along the Cowley Road are constantly used as parking bays by people perfectly capable of walking from a legitimate parking place. Pavement parking has become endemic, blocking both roads and pavements. Very often cars are driven entirely off the road and left blocking an entire pavement. Enforcement to prevent this would be welcome.
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	Not sure	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Make bus services more frequent, Extend hours of operation for buses		Very negative	Let's be honest here, this is just another money grab for oxford city council. Hollow way, really? £5 just to go to the hardware store (Smith & Low) you're not even concerned about hurting businesses that aren't even in Central oxford!	These charge locations are way too far out of Central Oxford. Most of the locations are "conveniently" located near car parks, most people use so they don't have to drive into town. Seriously, now they have to pay twice!	You're refusal to consider alternative routes and restructuring the access roads is beyond compression. The council needs to stop taking the lazy way out of these congestion problems and start make real changes to the road network in oxfor. You have far too many pedestrian crossings, narrow roads and actual public parking. There are also too many roads that lead to nowhere. The planners are the cause of the problems because they have designed the roads to lead drivers to congested areas. Open up alternative routes and stop blaming and penalizing the drivers for your poor planning!
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Very positive	Very positive	About right	Yes	Make Park & Ride buses cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all		Very positive	Congestion is very heavy because of the closure of Botley Road. The proposed congestion charge is the best solution to the problem until Botley Road reopens.		Use ANPR cameras to eliminate school runs in private automobiles.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice, 25 day passes for residents in the Oxfordshire permit area, on days of your choice, Frequent hospital patients	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Neutral	There should be no charges at all	Not sure	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all		Very negative	Myself and people I know who have family who will have to pay each time they visit will be onerous.	Sick and tired of LTN's causing the main roads to be clogged up and buses completely unreliable as a result.	Just get rid of the illegal scooters and make the cyclists more accountable and deliveries to be early mornings. Sorry not a driver myself and am impacted dreadfully by poor bus services.
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice, Disability benefit claimants, Unpaid carers	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No			Very negative	Stop trying to control people's freedom of movement	Failed concept - remove restrictions and do not fritter ratepayer money on the infrastructure to monitor	Remove LTNs and allow traffic to flow freely throughout Oxford to reduce bottlenecks, reduce congestion and pollution.

Survey Response												
I am responding to this survey as	How often do you travel in or around Oxford?	Please tick which of the following free permits and passes you think you may be eligible for	Do you live in, visit a resident by car or commute by car to the proposed central Oxford	Central Oxford residents' permitIt is proposed that residents in the central Oxford	Central Oxford permit area commuters' permitIt is proposed workers commuting	We are proposing a single charge of £5 to allow cars without a day pass or permit	Do you think that charges should vary, with drivers of larger cars paying more and	Income generated by introducing the proposed temporary congestion charge would be used to cover the set-up and operating costs of the scheme.	If other improvement, please state	Taking into account all the information we have provided about the proposal to	Please explain your answer	Do you have any other comments about the proposal for six temporary congestion charge locations in Oxford that you have not already shared in this survey?	Do you have any suggestions for other ways to reduce traffic and tackle congestion in and around Oxford?
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Positive	Negative	About right	No	Make buses cheaper for all, Make bus services more frequent, Add public cycle parking		Positive	I am hoping it will reduce traffic.	I am concerned this, like the fingers, will increase traffic through Old Marston at peak commuter times.	An aerial egg lift linking Thornhill P&R > Osler Road / JR hospital > Town Centre.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Negative	Too low	Yes	Make Park & Ride buses cheaper, Make buses cheaper for all, Make bus services more frequent		Positive	Could go further, eg restricting hours of access for "other" vehicles (delivery etc) to outside normal peak times		Reduce the amount of parking currently available with a aim to discourage driving into the centre
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Positive	Negative	Too low	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Add new bus routes, Make bus services more frequent, Extend hours of operation for buses, Add public cycle parking		Positive		I think 3 cars for commuting is excessive	restrict larger vehicles such as trucks and vans within certain hours - so not during peak schools hours (7:30-9, and 3:30 to 5). This would make cycling with kids safer and more appealing.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	About right	Not sure	Make buses cheaper for all, Add new bus routes, Add public cycle parking		Very positive	Would expect to see fewer cars crossing the city centre, so buses would be faster/more timely and walking/cycling would be safer and more pleasant	Seems like a good way to test out the traffic filter ideas before going into the trial proper	School term times seem to produce the heaviest traffic, finding better ways for children to get to schools (rather than being driven in and out individually) could make a big difference. A shift away from the near-universal 9-5 working hours could also help soread out "rush hours".
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	Yes			Very negative	I'm an NHS manager, working almost 24/7, working every day after job planned hours from hime, additional commuting time will have neoative impact on my service		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	Too low	Yes	Add new bus routes, Make bus services more frequent, Add public cycle parking		Very positive	It is currently quicker to cycle in and around the city than to go by bus. The roads should be clearer for people who *need* to use their cars and permit the free flow of traffic. Buses will be quicker, and therefore more appealing to use, and cycling will be safer.	Owing to the timing of sessions, there needs to be provision for access to the ice rink, whether that is by improving bus services or adjusting the congestion charge for users. Otherwise, training would be affected to such an extent that competitive skaters will need to move to other rinks, such as Swindon, which are further away, which will affect the rink's ability to operate and remain competitive.	Look to other medieval cities abroad that have put cycling first and see what measures we can adopt. A good example is Uppsala, in Sweden, which is also a medieval university town and is almost entirely car-free in the centre. Cars should be used for getting out of Oxford, and not necessary for getting into or around Oxford.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	There should be no charges at all	Yes	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Negative	I will have to leave my job at the school where I work part time because the most direct route includes one of the charging zones and going the long way would take too long and will use too much petrol. Going there by bus would take ages as there is not a good direct service available.	They are not a good idea because the rich can afford to pay and will continue congesting the road, but those on lower income will struggle.	Removing the LTNs in East Oxford would be a good start. Have more bus routes that cover the entire city and better connection services to the surrounding villages.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	Too high	No	Make buses cheaper for all		Negative	Push traffic onto already busy alternate routes already impacted by LTNs		Use the river to provide alternative transportation into Oxford
an Oxford resident	daily	Taxis and private hire vehicles	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Make BUSES FREE FOR LOCAL PEOPLE BETWEEN WORKING HOURS AND SEE WHAT IMPACT THAT HAS ON TRAFFIC AND SCHOOL RUNS	Very negative	Will hurt people that come to Oxford to work and who live locally .. turning Oxford into a Prison	All the surrounding roads will be impacted massively, there wasn't a congestion problem before that LTNS went in.. SUMMERTOWN IS THE WORST FOR PEOPLE THAT DON'T LIVE LOCALLY	Free bus passes, council has the ability now to run its own bus services due to changes in the law, also bus ticket prices are extortionate for such small journeys and cause issues financially, Park and Ride should be free and buses to and from them should be one pound no more, if you want people to use Oxford and use it services make it cheaper for them to access them.
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Fix the badly managed roads and roundabouts	Very negative	It's literally a money making scheme. Not everyone falls into the same category of 'they should walk, get a bus or cycle' I now live in Abingdon, but I grew up in Cowley, I work in Cowley, my partner works in Cowley, my daughter goes to nursery in Rose Hill, I still have a lot of friends and family in Cowley that I see regularly, usually after work. You have already made that difficult with LTNs, I have to sit in a lot more traffic now than I ever did before. People will not stop driving! We pay for our cars, our insurance, our tax, and you want to charge us more just for the privilege of driving in our own city! There is no bus route that will allow me to go to drop off my daughter at nursery, go to work, then to pick up my daughter, and then to visit my family! And if there was it would probably double my journey time! I cycle to work when I can, but not if I have to do the nursery run. I have never ever had a problem cycling round Oxford! The majority of families and households rely on these cars to go about their daily business! Stop trying to penalise them!	You never spoke about this pre election as you knew you would struggle to get voted in! You have ruined Cowley with your LTNs already! You as a council are not listening to residents. Just look at the petition with over 10,000 signatures against! Look at the comments! Put your congestion charge in areas where you were voted in! Leave Cowley alone! Majority of residents do not want your greedy schemes! You seem to be targeting the poorer areas! If you really want it, then open up some of the LTNs so that the traffic can flow freely!	Open up the LTNs! Simple!
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	About right	Yes	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Positive	Our household mostly cycles and uses buses, I'm hoping that this would mean that there would be less traffic on the roads making cycling safer and buses quicker. We drive fewer than 100 days in the year so these trips would be covered by the Oxford residents permit.		I think making buses more frequent and the trip times more reliable will go a long way to encourage people to use them and therefore reduce traffic. I also think payment for bus tickets should only be by contactless card - so often buses are running late because of the slowness of people getting on/ paying. I think the school drop off/ pick up traffic also has a big impact on congestion. If I was in your shoes I would work with the big central schools (Cherwell, Magdalen, Headington Girls etc) to enforced school buses to lower the numbers of cars making the same journey. Maybe you need to think of some kind of financial incentive to encourage people who don't usually commute on buses to try it (i.e. the first week of commuting by bus is free or something similar?). Or some kind of 'Oxford Bus Week', where everyone can travel for free between normal commuting/ school hours, so that there would be a sudden reduction in traffic and everyone would see how much easier it was to travel/ that travelling by bus would be possible for their commute? I think we also need circular bus routes so you don't always need to change buses in the city centre (i.e. if you wanted to travel between Littlemore and Headington). Lots of buses going into the city centre also contributes to congestion. Finally, I think if the Co Wheels scheme was available a bit more widely (I live in Littlemore and it's not really practical as the closest car is in Rose Hill/ Florence Park) more people could actually use it. It would also be much more practical to have a drop and go type car club (similar to the voi scooters), it's annoying to always have to return it to the same point/ pay while the car is parked. But I'm not sure how much say the council has with car club schemes, so this might be irrelevant!
an Oxford resident	daily	Unpaid carers, Business cars used as goods vehicles, Personal cars used as goods vehicles for business purposes	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Adding these gates into the city will ruin the city's culture and substance.	Very negative	This will be an outrage. I was born and raised in Oxford, and have been here since 1998. I have witnessed the city rot, due to horrible council decisions such as this ridiculous congestion charge location. This will ruin the entire city, taking away a lot of tourism. social life and security.	I know people will consistently chop them down and I'm all for it.	Simple. Remove the LTNS and bus gates in east Oxford. I don't understand why you council workers are acting as if this is an issue which has no solution.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	Too low	Yes	Make buses cheaper for all, Add new bus routes, Add public cycle parking		Positive	Good idea but 100 is far too many passes - should be zero or say 20.	Good idea, but need stricter enforcement of speed limits and LTNs (countless motorbikes illegally driving through currently) to make roads safer.	See above. Proper segregated cycle lanes (not just painted lines on the road). Cowley Road one way to cars, two way to bicycles with segregated bike lanes. Level pavements (using 'Dutch kerbs'), not sloping. Proper enforcement of 20mph zones with speed cameras and traffic calmins. Proper enforcement of LTNs - ANPR to stop motorbikes going through.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice, Personal cars used as goods vehicles for business purposes	I commute to the central permit area by car	Very negative	Negative	There should be no charges at all	No	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Very negative	The penalties that have been impose on drivers living within Oxford have become too extreme and there has been woefully poor improvements to the bus services and other transport options. A return journey from my home (within the ring road) now costs £6. This is more than the proposed congestion charge amount and about the same as it would cost to take a taxi into central Oxford. It seems to me that the people making these decisions have no understanding of how to incentivize people not to drive. In my area there is 1 bus per hour that does not require a 10 minute walk. How are elderly people and people with mobility challenges supposed to cope with that service level, let alone people with young kids and babies? If you want to stop people driving, you have to make it affordable, safe, and convenient to get into and out of town. Right now, none of those things are true. Also, the council consistently speaks about this as being about air quality, but the pollution in my area has become so much worse since the introduction of LTNs. Between towns road is consistently blocked. Beyond this, as someone who is concerned about the impact of higher emissions on the climate - forcing everyone to use the ring road, where they will have to drive further and at higher speeds is an absurd decision from a liberal democrat majority that claims to be oriented towards climate goals... In summary, I think these constant pilots do not serve the local community, fail to address the ultimate issues (not having affordable, safe, convenient public transport and incentives not to drive), and increase emissions and pollution across Oxford.	I think school aged children should travel free on buses and there should be fines for parents who drop and pick up their kids in the car	Reduce the cost of public transport, increase bus frequency, build safe cycle lanes (with barriers), ensure equal access to Voi scooters and bikes (they are currently not equitably distributed and available across Oxford). Finally, most of the traffic seems linked to School pick up and drop off. I think school aged children should travel free on buses and there should be fines for parents who drop and pick up their kids in the car - you could use ANPR. This would likely yield more income for the council and result in more sustained behaviour change.
a resident of Oxfordshire living outside Oxford	less than weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Very positive	Very positive	About right	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Extend hours of operation for buses		Neutral	I generally avoid Oxford. The shopping is very poor and it is too much of a faff to drive to the park and ride and then wait for the bus.	It is essential that local residents are not penalised and that people commuting to work within the areas are also not penalised.	You need to make the Park and Ride more user friendly. The machines are complicated and I've witnessed numerous people trying to work out how to use them and what to do. It can be difficult to pay for parking if you don't have the parking phone App. Elderly people generally struggle. The signage can be confusing. It would also help if the parking and bus ticket were cheaper.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Very negative	Very negative	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Make bus services more frequent, Extend hours of operation for buses		Very negative	This is just another way of making money from car owners.	There should be no congestion charge anywhere.	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very positive	Neutral	About right	Yes	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Add public cycle parking		Very positive	The pollution levels are noticeably high in my area. I have two kids. It worries me that they are breathing in car fumes. Fewer cars and less congestion would help massively to reduce the pollution and would also get people more active. I mostly cycle around Oxford and it is the best way to get around.	There is a minority, who are very vocal, who are against regulation of vehicles in Oxford. In my opinion, the majority of residents, who are less vocal, are in support of such restrictions. This was shown in the recent election results.	Some roads that were made 20 mph are not policed, so a lot of cars travel at speeds that are a lot higher than 20mph (even overtaking other cars that are travelling at the correct speed, which is stupidly dangerous for pedestrians and cyclists!). This happens a lot for example on Donnington Bridge Road. Once way to reduce this would be to either add speed bump or cameras. It is currently a bit of a wild west situation.
an Oxford resident	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Neutral	Negative	About right	No	Make Park & Ride buses cheaper, Make buses cheaper for all, Make bus services more frequent		Very positive	Something must be done to reduce traffic and allow buses to move more freely. This seems a good step in the right direction.		Workplace parking levy seems an obvious next step.
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	I don't think we should be fined for not using the bus and paying for their improvements. It's not the motorists responsibility to support the bus companies. Maybe the board should go without a bonus this year instead. Can you please stop ruining the roads. THIS IS A DUMB IDEA AND WILL ONLY CAUSE MORE TRAFFIC.	Very negative	As we have seen with the LTNs this will only push traffic on to other roads cause more chaos in the city. You claim this is due to the Botley road closure to help traffic, maybe get the Botley road open !!!!. Why are motorist being punished and made to pay for investment into the bus companies, maybe the board should go without a bonus this year instead. Can you please stop ruining the roads. THIS IS A DUMB IDEA AND WILL ONLY CAUSE MORE TRAFFIC.	It's ridiculous. The ring road will become a carpark. And people will more than likely avoid the city rather than use the bus or pay the congestion fine. If you want the people of oxford to dislike you even more then go ahead. Everyone complains about the roads and the traffic, the roadworks, Botley road, LTNs and now this. Do you ever think about the majority or are you too busy making everything worse. One last thing, we all know that the more congestion you have the more emissions a car will produce. So this will have a negative effect on pollution. Also as figure show, the London congestion charge has done nothing, it's one of the most congested city's on the planet proving a charge does nothing	Remove the LTNs. Sort Botley bridge out. Remove 20 zones. This along with reducing or removing price for parking at park and ride. Buses need to be cheaper. It could easily be paid by getting some money from those investing in the huge constructions going up around the city. I'm sure Larry Ellison has got enough to chip in.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Very negative	Very negative	Too low	Yes	Make buses cheaper for all, Make bus services more frequent, Extend hours of operation for buses, Add public cycle parking		Very positive	Oxford is in dire need of actual action on reducing congestion: I actually don't mind the cost of public transport - the big frustration however is the time cost; the actual bus speed is mostly below 9mph. By the time you factor getting to stops / waiting, this falls even further to looking distressingly close to walking speed. Urban buses ought to be able to speed the transit part of the journey up.	I'm worried that the low charge and high level of exemption will make the attempt insufficient to actually make a difference. In particular, people inside the city - and in particular those at the very centre - are best placed to switch short car journeys for alternatives, yet this scheme seems to be the group that gets handed the largest number of exemptions.	I would like to see a plan to bring the proposed Headington LTNs to life. Speed and parking enforcement in Headington minor roads. We have a particular problem with our minor roads being used to circumvent the traffic. Old Headington roads in particular were never designed for this volume of traffic – or the speed that it now race. This self-evidently deters cycling – and some of those that do cycle decide for their own safety to utilise the extremely narrow pavements (With obvious problems due to that). The daily traffic fighting to pass each other at St Andrews road needs addressing.
a resident of Oxfordshire living outside Oxford	less than weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	No impact	Very positive	Too low	Yes	Make Park & Ride parking cheaper, Make buses cheaper for all, Make bus services more frequent, Extend hours of operation for buses		Very positive	We need to do something about traffic!	Not convinced by businesses automatically not needing to pay the charge - a flat fee for the permits (fee depending on weight of vehicle) should be considered	Make park & ride cheaper - cost of this, especially when there are multiple occupants of a vehicle, is not significantly cheaper than paying the £5 charge
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Positive	Positive	About right	Yes	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Add public cycle parking		Very positive	Congestion is untenable now in Oxford, so fully support (I am a car owner and cyclist).	The sites are sensible.	Improve cycle routes into Oxford and build cycle superhighways to service areas of development eg. Oxford North, Science Park, centre, Botley Road - eg. Woodstock road, Banbury Road, Cowley Road, Iffley Road, St Clements/Morrell avenue all remain danaerous roads. Money from the conestion charge should be out towards this.
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Very negative	Negative	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Add new bus routes, Make bus services more frequent, Extend hours of operation for buses, Add public cycle parking		Very negative	I will be unable to take my son from Kennington to Cherwell school or pick him up if he needs it: mostly he will cycle but some days, if he is unwell, he will need to be taken there. I will be unable to get to my son's orthodontists appointments. They do not have slots outside of school hours, so I need to pick up from Cherwell and drive to St Giles and back again. On a day to basis, the roads not impacted by the charge will be considerably busier and this will cause great delays and make those roads more unsafe for cyclists and slower for buses. This is seen already with the LTNs around Cowley Road. I work full time from home and trying to get anywhere during my lunch break takes too long by bus so I have to drive. There will need to be better cycle lanes and bus lanes for this not to negatively impact most people.	The bullet points below are simply not true; the LTN around the Cowley rd area demonstrate that the roads are less safe and the buses are not running faster because all cars and buses are channeled down one route causes a bottle neck. It is fact that this has had a negative impact on the businesses in the area.	More buses, even if these need to be subsidised. This the only way you can persuade people to travel on public trans|ort. More cycle lanes; I fear for my son cycling to school! I don't believe that any current measures make the main roads safer. Only the no through roads. Main roads are busier as a consequence of LTNs; this risks more accidents for cyclists
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Positive	Very positive	About right	No	Make Park & Ride buses cheaper, Make bus services more frequent, Extend hours of operation for buses		Neutral	REDACTED	REDACTED	Bus routes should be extended to cater more ideas and these could be better advertised. I think Oxford Bus company is not very reliable and some discussions need to happen to put people as priority and not just profit. Bus stops should be made more secure.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make buses cheaper for all, Add new bus routes, Make bus services more frequent, Other	You have stated yourself this will fund the set up so how will you even have money left over! This is deception and false statements	Very negative	Introducing congestion charges will not reduce traffic in a city like oxford. It might have had some positive impact in London but the infrastructure in London is capable to compensate - extensive underground network, significant number of Buses, - most importantly there are a huge umber of alternative on offer for London to encourage this - in oxford the public transport isn't good enough. The council caused traffic gridlock by introducing LTNs thereby funnelling all traffic onto fewer roads - resulting in jams. If you want to ease traffic then open the LTN's so you have more roads to absorb the numbers	You are not going to reduce traffic, you are just going to give another reason to be hated along with the LTN's. If you want to reduce traffic then use this money to introduce better cycling lanes - try going to Netherlands and see what 40 years of infrastructure investment and development has impacted the number of bikes and cyclists, whilst also reducing traffic and not d**sing off tax paying residents	Invest in cycle lanes, get rid of the hated LTN's DO NOT INTRODUCE THESE CHARGES
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make buses cheaper for all, Make buses cheaper for young people, Make bus services more frequent		Very negative	You are penalising the poorer community which included the disabled, the elderly and struggling parents. The council tax is too high, National tax is too high, energy bills are too high, food is too high a price, people in my area of Littlemore are living h on the brink, the ltns have made life impossible, the pollution unbearable. The the streets are dangerous for children because people are now more in a rush and drive more badly. It is a scheme invented by the wealthy who don't have to suffer in poor areas. People like hant who lives in North Oxford with beautiful house and income. It's is a class divide which knocks the poor down.	It is robbery of the worst degree and an example of a class divide. People in power only Caring about themselves. The city is grinding to a hilt and business are folding. It breaks my heart that this consultation is false as you will just run this scheme anyway, because your lot are dishonest nasty bunch of elitists. Shame on you.	Get rid of ltns, get rid of ANPR cameras, scrap this predicts 100 tourney scheme and tariffs. People are leaving g oxford and selling up beaches this city is unlivable.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice, Blue badge holders	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Negative	Positive	There should be no charges at all	No	Add new bus routes		Negative	This is an inconvenience.	No.	No.
an Oxford resident	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	No impact	No impact	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Add new bus routes		Very negative	I have several drop offs in the morning and then again in the evening (two schools, then I need to get to work in Jericho). Due to the locations I'm not able to do this by bus. I also have to get the children to after school sports activities in Oxford which won't be possible with 25 permits. People's lives are complicated - especially when you live a full family life and have commitments. As an aside, a relative (in his late 70s) has played real tennis in the courts on Merton Street for several decades. He lives outside Kirtlington but in a place without buses. He finds the tennis difficult now but plays with friends his own age and it's an important part of his life. You may say that 'if he can play real tennis then he can catch a bus', but coming by park and ride would add on approximately a mile of walking for him and an hour of his precious time. He will simply stop going. He also noted that on his route to Merton Street (via St Cross Road) there is rarely any congestion, so why the charge? This Congestion Charge will have a devastating impact on so many people, for so many reasons.		There is rarely congestion out of term time so why the blanket coverage of 365 days a year ? am to 7 pm? It makes people not trust the council when you're clearly pulling the wool over our eyes.
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Positive	Positive	Too high	No	Make Park & Ride parking cheaper, Make buses cheaper for all, Make buses cheaper for young people, Make bus services more frequent, Extend hours of operation for buses		Negative	This charge may mean that people do not want to visit Oxford, especially locals living in Oxfordshire who may not be eligible for a free pass.	I hope that this does not continue post Botley road opening and would like to see the opening of the road happening soon. It has been significantly delayed and has had a major impact to me as a local who has always been a regular visitor to Oxford, I now visit Cheltenham instead	Open Botley road and create more accessible park and ride options for those coming from West Oxfordshire. Open the Eynsham park and ride. This was such a huge investment that has been a complete flop due to lack of planning and execution.
a resident of Oxfordshire living outside Oxford	less than weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Neutral	Neutral	About right	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all		Neutral	I won't be affected by this directly Also Queen Street needs to be walking and cycling only.	What impact will this have on the local economy, I worry for smaller independent businesses and will this have an impact on the Westgate centre.	People who can afford to pay might just pay and still use the roads as normal. making buses cheaper will help lower income families. Under 16s should be free on buses to encourage families to use buses.
a resident of Oxfordshire living outside Oxford	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	As train drivers in Oxford station can't get to work or home by public transport as starting times or finishing times are before public transport starts or stop and how are we to get to work to start or finish the public transport system if we can't get to work in the first place?	Very negative	As train drivers in Oxford station can't get to work or home by public transport as starting times or finishing times are before public transport starts or stop and how are we to get to work to start or finish the public transport system if we can't get to work in the first place?	Would be against this as if the botley road was open we can get to work with no problem as the botley road is not part of the road you have planned for the bus gate but the £5 day charge will have a impact	ADDING RAIL STAFF THAT WORK IN OXFORD TO THE EXCEPTIONS AS NOT ARE ALL HIGH PAID
	daily	100 day passes for residents in the Oxford permit area, on days of your choice, 25 day passes for residents in the Oxfordshire permit area, on days of your choice, Unpaid carers, Community health or care workers who need to visit multiple locations or travel urgently	I don't	Negative	Negative	There should be no charges at all	Not sure	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Very negative			
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice, Reastered car clubs	I don't	Positive	Negative	About right	No	Make buses cheaper for all, Add new bus routes, Extend hours of operation for buses		Very positive	This will be transformative for traffic and create a soft landing for the filters when those are introduced		Trams
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice, 25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make buses cheaper for all, Extend hours of operation for buses, Other	Keep all roads open or half the road tax if you can't use the roads what they are intended for	Very negative	This is not going to help anyone and many businesses will suffer, I will not pay anymore to use the roads I already pay road tax and will go elsewhere, Oxford city centre will become a ghost Town..	Yeah don't do it!! it will destroy Oxford	Yeah open the roads you closed with LTN !!!!!
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Negative	Negative	Too low	Yes	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Make buses cheaper for young people, Add new bus routes, Make bus services more frequent, Extend hours of operation for buses, Add public cycle parking		Very positive	Less congestion will make it easier for me to take the bus or cycle around the city, which I do every day.	I think the free permits are far too lenient and it will massively reduce the effect of the trial	Implement the traffic filters as previously designed. Just leave the Thames st one open until Botley road reopens
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Very positive	Very positive	Too low	Yes	Make Park & Ride parking cheaper, Make buses cheaper for all, Add public cycle parking		Very positive	Travel by bus everywhere in Oxford and completely fed up with cars blocking the roads.		
other	weekly		I don't	Very positive	Positive	About right		Make buses cheaper for all, Add new bus routes, Add public cycle parking		Positive	reduce pollution, make roads safer - public health benefits		extend segregated cycle ways
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Positive	Very negative	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper		Very negative	Travel to Oxford regularly,also frequently to JR hospital	I think this is just another money making scheme badle though out by a bunch of people who have no idea what they are doing	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice, Community health or care workers who need to visit multiple locations or travel urgently	I don't	No impact	No impact	Too high	No	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Negative	This will impact on most of the journeys I take.	I live in Oxford (near south park), I work in Oxford (as a mental health nurse in the Warneford Hospital and in Littlemore Hospital), I go to the gym in oxford (David Lloyd) and I do my shopping in Oxford (often in Temple Cowley). This city is already to expensive to live in and now I am going to be penalised further for most of the journeys I take and they are often around the Saint Clement's and Hollow way. I can understand the need to manage traffic as it can be very busy, however I penalising the people whose lives evolve around the city does not seem to be a reasonable solution. There should be more permits available or at the minimum an increase on the 100 days, as this seems like a very arbitrary number.	Have restrictions, however for those living and working in oxford should not be affected as much, and should be given more than 100 day passes
an Oxford resident	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car		Negative	There should be no charges at all	No	Make buses cheaper for all, Make buses cheaper for young people		Very negative			

Survey Response													
I am responding to this survey as	How often do you travel in or around Oxford?	Please tick which of the following free permits and passes you think you may be eligible for	Do you live in, visit a resident by car or commute by car to the proposed central Oxford	Central Oxford residents' permitIt is proposed that residents in the central Oxford	Central Oxford permit area commuters' permitIt is proposed workers commuting	We are proposing a single charge of £5 to allow cars without a day pass or permit	Do you think that charges should vary, with drivers of larger cars paying more and	Income generated by introducing the proposed temporary congestion charge would be used to cover the set-up and operating costs of the scheme.	If other improvement, please state	Taking into account all the information we have provided about the proposal to	Please explain your answer	Do you have any other comments about the proposal for six temporary congestion charge locations in Oxford that you have not already shared in this survey?	Do you have any suggestions for other ways to reduce traffic and tackle congestion in and around Oxford?
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Positive	Negative	About right	No	Make buses cheaper for all, Make bus services more frequent, Add public cycle parking		Positive	I am hoping it will reduce traffic.	I am concerned this, like the fingers, will increase traffic through Old Marston at peak commuter times.	An aerial egg lift linking Thornhill P&R > Osler Road / JR hospital > Town Centre.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Negative	Too low	Yes	Make Park & Ride buses cheaper, Make buses cheaper for all, Make bus services more frequent		Positive	Could go further, eg restricting hours of access for "other" vehicles (delivery etc) to outside normal peak times		Reduce the amount of parking currently available with a aim to discourage driving into the centre
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Positive	Negative	Too low	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Add new bus routes, Make bus services more frequent, Extend hours of operation for buses, Add public cycle parking		Positive		I think 3 cars for commuting is excessive	restrict larger vehicles such as trucks and vans within certain hours - so not during peak schools hours (7:30-9, and 3:30 to 5). This would make cycling with kids safer and more appealing.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	About right	Not sure	Make buses cheaper for all, Add new bus routes, Add public cycle parking		Very positive	Would expect to see fewer cars crossing the city centre, so buses would be faster/more timely and walking/cycling would be safer and more pleasant	Seems like a good way to test out the traffic filter ideas before going into the trial proper	School term times seem to produce the heaviest traffic, finding better ways for children to get to schools (rather than being driven in and out individually) could make a big difference. A shift away from the near-universal 9-5 working hours could also help soread out "rush hours".
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	Yes			Very negative	I'm an NHS manager, working almost 24/7, working every day after job planned hours from hime, additional commuting time will have neoative imoact on my service		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	Too low	Yes	Add new bus routes, Make bus services more frequent, Add public cycle parking		Very positive	It is currently quicker to cycle in and around the city than to go by bus. The roads should be clearer for people who *need* to use their cars and permit the free flow of traffic. Buses will be quicker, and therefore more appealing to use, and cycling will be safer.	Owing to the timing of sessions, there needs to be provision for access to the ice rink, whether that is by improving bus services or adjusting the congestion charge for users. Otherwise, training would be affected to such an extent that competitive skaters will need to move to other rinks, such as Swindon, which are further away, which will affect the rink's ability to operate and remain competitive.	Look to other medieval cities abroad that have put cycling first and see what measures we can adopt. A good example is Uppsala, in Sweden, which is also a medieval university town and is almost entirely car-free in the centre. Cars should be used for getting out of Oxford, and not necessary for getting into or around Oxford.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	There should be no charges at all	Yes	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Negative	I will have to leave my job at the school where I work part time because the most direct route includes one of the charging zones and going the long way would take too long and will use too much petrol. Going there by bus would take ages as there is not a good direct service available.	They are not a good idea because the rich can afford to pay and will continue congesting the road, but those on lower income will struggle.	Removing the LTNs in East Oxford would be a good start. Have more bus routes that cover the entire city and better connection services to the surrounding villages.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	Too high	No	Make buses cheaper for all		Negative	Push traffic onto already busy alternate routes already impacted by LTNs		Use the river to provide alternative transportation into Oxford
an Oxford resident	daily	Taxis and private hire vehicles	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Make BUSES FREE FOR LOCAL PEOPLE BETWEEN WORKING HOURS AND SEE WHAT IMPACT THAT HAS ON TRAFFIC AND SCHOOL RUNS	Very negative	Will hurt people that come to Oxford to work and who live locally .. turning Oxford into a Prison	All the surrounding roads will be impacted massively, there wasn't a congestion problem before that LTNS went in.. SUMMERTOWN IS THE WORST FOR PEOPLE THAT DON'T LIVE LOCALLY	Free bus passes, council has the ability now to run its own bus services due to changes in the law, also bus ticket prices are extortionate for such small journeys and cause issues financially, Park and Ride should be free and buses to and from them should be one pound no more, if you want people to use Oxford and use it services make it cheaper for them to access them.
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Fix the badly managed roads and roundabouts	Very negative	It's literally a money making scheme. Not everyone falls into the same category of 'they should walk, get a bus or cycle' I now live in Abingdon, but I grew up in Cowley, I work in Cowley, my partner works in Cowley, my daughter goes to nursery in Rose Hill, I still have a lot of friends and family in Cowley that I see regularly, usually after work. You have already made that difficult with LTNs, I have to sit in a lot more traffic now than I ever did before. People will not stop driving! We pay for our cars, our insurance, our tax, and you want to charge us more just for the privilege of driving in our own city! There is no bus route that will allow me to go to drop off my daughter at nursery, go to work, then to pick up my daughter, and then to visit my family! And if there was it would probably double my journey time! I cycle to work when I can, but not if I have to do the nursery run. I have never ever had a problem cycling round Oxford! The majority of families and households rely on these cars to go about their daily business! Stop trying to penalise them!	You never spoke about this pre election as you knew you would struggle to get voted in! You have ruined Cowley with your LTNs already! You as a council are not listening to residents. Just look at the petition with over 10,000 signatures against! Look at the comments! Put your congestion charge in areas where you were voted in! Leave Cowley alone! Majority of residents do not want your greedy schemes! You seem to be targeting the poorer areas! If you really want it, then open up some of the LTNs so that the traffic can flow freely!	Open up the LTNs! Simple!
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice, Blue badge holders, Disability benefit claimants	I don't	Very positive	Positive	Too low	Yes	Make buses cheaper for all		Very positive	Fewer cars on the road so less traffic. I have to drive because of disability, I have no choice. I am stuck in traffic. The buses are currently stuck in traffic so there is no incentive for people to get out of their cars. This will create incentive as long as the bus costs a reasonable amount less than the congestion charge. Bigger vehicles are dangerous, more polluting and take up more road space so should be ea/ma more.	I commend the council for taking urgent action. We can't sit around and wait for Network Rail to get things sorted - that would not be leadership.	The bus gates proposed will help and should have always been launched in conjunction with the LTNs. I strongly believe the council should look to widen roads in some areas to have segregated bus lanes - London has it, lots of other cities. It make taking the bus actually appealing and practical. Iffley Road should be widened slightly on the west side for this purpose. More seoreeated cvcle lanes olease - Keeo cvclists safe!
an Oxford resident	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Neutral	Negative	There should be no charges at all	No	Other	There should be NO congestion charge	Very negative	I live outside the permit area by meters and commute, visit elderly parents and shop within the permit area. The extra permits you will allow residents in the permit area for visits will not cover the amount of visits i have to make no difference i will be penalised for making these trips. To use public transport to visit my parents would involve 2 buses and take over an hour, yet by car i t takes 15 minutes.	This idea along with the other ideas already implemented i.e. LTN's are ruining this city and directly effecting those of us working hard on minimal wage. The council need to listen to its residents and not just do what they feels like. We in the East of the city are being segregated from the rest of the city and it is ruining the area, businesses and causing discord between communities. I expect like all other trials the County council has proposed and implemented this will be made permanent regardless of if the residents agree to it or not and i highly expect this was the original plan when the LTN's were implemented back in 2020	Open the LTN's, the congestion has only got worst since they were implemented. The accidents happening are mainly due to people's inability to drive correctly on fast roads and once one accident happens it blocks up the whole of the city.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Positive	Negative	About right	Yes	Make Park & Ride buses cheaper, Make buses cheaper for all, Add public cycle parking		Very positive	Congestion is a problem in Oxford because there are too many journeys taken by car. Buses journeys need to be quicker and cheaper to get people to switch from cars to buses. Something must be done and we won't really know how it works until it's implemented.	I strongly support this proposal as someone who lives, drives, cycles and walks in Oxford.	More people will cycle if there are proper segregated cycle lanes, particularly on Woodstock Road. Bus lanes won't be needed with the congestion charge/traffic filters in place so please improve cycling infrastructure (do not paint more lines on pavements - these aren't cycle lanes!!)
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	No impact	No impact	There should be no charges at all	No	Add new bus routes, Make bus services more frequent, Extend hours of operation for buses		Very negative	Oxford is a cultural centre for the county providing services, facilities and community groups not found elsewhere in the county. Several times a week my family has lessons, choir rehearsals, or other activities that require travelling through central Oxford (typically Abington road, A420, A4144). Due to location and constraint on time from school finish to start of the activities it is not feasible to make use of public transport or park and ride and arrive in time for the lesson. Under normal circumstances we do not encounter congestion on out-in-bound journey at about 4:45pm nor our return at ~6:45pm. Our only potential option will be to either pay the charge or to drive up to the peartree roundabout, A44 and Woodstock road. However, this adds over 50% to the journey (equivalent to ~25 at government mileage and fuel rates of 45p/mile), assumes the route will not be congested due to additional traffic and that the on-street parking that we use will be available. All these assumptions are likely to be invalid, this proposal will force more traffic to the north of oxford creating significant additional congestion and pollution at the Wonder and Cutteslowe roundabouts. With the main central oxford car parks within the congestion zone the remaining on-street parking (e.g. at St Giles) will be saturated. I expect the impact of this change is that I will have to withdraw my daughter from the Oxford activities as this cost on top of the already high parking charges make it unaffordable for us. I appreciate that Oxford has particular problems with congestion that are not easy to resolve due to its historic nature, however, my experience of congestion in the city is that outside of rush-hour it is due to poor flow management usually as a result of blockage or constrictions in traffic. Forcing traffic on longer journeys round the A34 will result in more congestion on this major route, longer journeys and therefore increased pollution and increased congestion on Oxford routes as drivers try to find alternatives. GPS does not deal well with traffic filters which will cause more problems as those from outside the area struggle to find their way. It is effectively adding a £5 charge to those who use the inner Oxford parking facilities. I believe that this policy is discriminatory to Oxfordshire residents who live outside the Oxford permit area and therefore receive only 25 permits compared to 100.	Understandably you are looking at this from the perspective of Oxford residents where walking, cycling and buses represent perfectly reasonable alternatives to driving. However, Oxford is the county city and ignoring the impact that this policy has on the broader Oxfordshire community where those alternative means of transport are not feasible. While rush hour is clearly due to the total volume of traffic trying to move in or out of the city I don't see this policy helping since those living in or working in the centre will receive permits to drive through the congestion zone. Outside of rush hour my experience is that the congestion is highly variable and typically caused by poor traffic flow resulting from road works, poor traffic light timing, inconsiderate parking and roadside bus stops. Consider ways of improving these traffic flows e.g. through the use of red routes etc.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very positive	Positive	About right	Yes	Make Park & Ride parking cheaper, Make buses cheaper for all, Make bus services more frequent		Very positive	Cycling in and out of Oxford currently feels very dangerous. Bus journeys are often slow	Speed limits must be kept to so vehicles aren't rushing through town	The roundabout at the plain is very scary to cycle on
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	About right	No	Other	Repair roads/potholes, cut foliage/vegetation, clean road signs and instigate more radar controlled speed signs.	Negative	Living in Old Marston, outside the zone, will encourage more traffic to park in the village to drop off passengers and then avoid the charge on the Marston Ferry Road by turning left outside the village.	No	Yes. The city and county council should ensure that contracts within the city confines are managed far more efficiently. Network Rails shambolic project at the east end of the Botley Road is, in part, due to a lack of management and ownership by the city council. But this is not the only example of inefficiency. There is little or no coordination between agencies to minimize their deviation and road works.
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	No impact	No impact	Too low	Yes	Other	Safe cycle tracks protected from cars	Neutral		The residents' permits are too generous - I would rather see no free permits and a charge of £5/day for everyone in every vehicle (other than carers and blue badges).	Safe, segregated cycle routes as in London, Cambridge, Manchester, Birmingham etc. etc.
a resident of Oxfordshire living outside Oxford	daily		I don't	No impact	No impact	There should be no charges at all	No	Add new bus routes, Make bus services more frequent, Extend hours of operation for buses		Very negative	I have to drive into Oxford twice per day for the school run. If my child were to have to take a bus instead, they would have to take 2 separate buses, with a walk in between. This is not an option. Your new proposal will just move the current congestion to the ring road, and add pressure on already existing bottlenecks into Oxford. It's last seems like a money making scheme		You have cancelled bus services, so how are we meant to use more buses? there is no bus service from Boars Hill to Summertown. Instead of banning cars, perhaps first ensure that there are alternative modes of transport available.
a member of the public living outside Oxfordshire	less than weekly		I don't	Negative	No impact	There should be no charges at all	No	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Negative	More difficult or expensive to visit family and friends		make walking and cycling more attractive and safer options, especially at night
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very positive	There should be no charges at all	No	Other	This is an absolute piss take. We pay road tax, car insurance and MOT. We pay these so we May drive where we please. There should be no restrictions to drive anywhere. You absolute wankers.	Very negative	We pay ROAD TAX! To drive on the ROAD. There should no be no restrictions to where car users can and can not drive when they are legally insured, taxed and have MOT.	The council is an absolute shambles.	Actually do something positive for the community and invest in greater policing and fixing the REDACTED pot holes because we pay road tax.
a resident of Oxfordshire living outside Oxford	daily	Personal cars used as goods vehicles for business purposes	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	Yes	Add new bus routes, Extend hours of operation for buses		Very negative	This will be detrimental to business in Oxford, putting off customers and will make it extremely difficult to recruit people to work in Oxford		Build a better ring road to the north of the city.
a resident of Oxfordshire living outside Oxford	daily	Community health or care workers who need to visit multiple locations or travel urgently	I commute to the central permit area by car	Neutral	Positive	Too high	Not sure	Add new bus routes, Make bus services more frequent, Extend hours of operation for buses		Neutral	It makes it more complicated as I don't commute to one location but travel around Oxford throughout the day and may hit the congestion zones		
a resident of Oxfordshire living outside Oxford	daily	Blue badge holders, Community health or care workers who need to visit multiple locations or travel urgently	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Get rid of LTNs	Very negative	I work in Oxford and have an elderly mother I try to visit as much as possible!! Having children with additional and going on buses is not possible so they would essentially never get to see their grandmother!!	It's as stupid as the LTNs which gridlocked the city. You people are MORONS and it's very evident who's lining your pockets!! No one wants the ltns except those paying you.	Get rid of the LTNS
other	daily		I commute to the central permit area by car	Negative	Neutral	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Other	Allow all employees of registered business within the zone exempt 3 workers isn't going to cover an employer with 200+ employees	Negative	My daily commute to Oxford from Swindon will increase in cost - this will affect my income and expenditure	Many Schools/Colleges in the congestion charge zone will have additional issues for recruitment and retention, this will impacts teaching/lean ring - the ability to recruit outside of the zone and commuters to Oxford will not apply, especially for minimum wage positions - this will further increase the challenges faced by education establishments, you exempt many professions but have not considered educators! Oxford is educational City however you will tarnish that with this charge implementation. Please study the car flows into Oxford as the main bottle necks and jams are faced on the bypass and A34 and not the internal roads which as a commuter to Oxford Daily have no issues inside the zone areas!!! and if this congestion charge is implemented please look at your Park/Ride operations as the car park is full the max now, imagine several hundred more cars!!! no logical oreparation before the scheme will be proven.	within Oxford the traffic in the working week Mon-Fri is acceptable - Only weekends when you are trying to attract tourism it becomes congested. I would focus on making the bypasses and relief roads smoother as i never get held up in any of the zones considered in this plan but i do spend time waiting on A34 and Bypass to get there for traffic which isn't coming into Oxford but going past.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Get rid of residential parking permits which have to be paid for	Very negative	The effect on business, many have closed due to this councils plan to stop traffic making it impossible to get anywhere. Traffic will be moved to a different area - I will find it extremely difficult to get to work	Absolutely opposed to to the congestion charges you have already locked in the residents of Temple Cowley The hours of restrictions all traffic stuck on the ring road the busses will still be stuck as they will have to join the traffic. More pollution due to longer journeys. I am fed up with seeing and having to move out of the way of hired and illegal electric scooters when walking on the pavement. I see underage kids riding these and more than one person on a scooter. Spend the money getting rid of these. You are penalizing residents	Busses will still be stuck in traffic - Walking and cycling is not safe get rid of these electric scooters and bikes how did these firms get licences , they are dumped on pavements, ridden on pavements many other countries have removed them. I T Ns were supposed to have made a reduction in traffic unfortunately this is not the case according to a F O I Speeding had increased and fines not implemented. Bring back local train stations,put more freight on trains or canals
a resident of Oxfordshire living outside Oxford	daily		I don't	Neutral	Very negative	Too low	No	Make buses cheaper for all		Very positive	The six proposed temporary congestion charge locations are where congestion are the most severe.	Add Abingdon Road as a location.	The daily congestion at St Clements tends to be during term time where parents pick up their children from Magdalen College School. Out of term, there is no congestion at St. Clements. Engage with the school and have them engage the parents of their ousts.
a resident of Oxfordshire living outside Oxford	weekly		I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	No impact	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Other	Make Park & Ride parking and buses free of charge and P&R bus services more frequent.	Very negative	The imposition of both the proposed traffic filter and the congestion charge will have a hugely detrimental impact on retail and hospitality businesses in Oxford City. If you live outside Oxford in a rural area of the county without adequate public transport or elsewhere in the country, if you wanted to use your car to visit our wonderful Westgate Shopping Centre while the proposed congestion charge is in operation, it will cost you a minimum of £9.50 Monday to Friday or £9.70 at weekends. So why come to Oxford to shop? NOT EVERYONE CHOOSES TO SHOP ON LINE! The anti-car County Council seems determined to destroy the the city as a retail or hospitality destination. Pushing any cross city traffic onto an already extremely busy ring road will further increase congestion on the road. Anyone who uses the ring road frequently knows how quickly traffic gridlocks when there is any incident or breakdown any where on it.	County Council members should lead by example if they support the congestion charge and traffic filter proposals and cease parking in the County Hall car park if they haven't already. There should be no council member parking provision at the proposed new County Hall at Speedwell House.	Review the coordination of traffic lights and pedestrian crossing traffic lights to improve the flow of traffic into and through the city. Carry out a comprehensive review of bus services to and from the city to optimise services. There are too many empty buses crossing the city! Public transport must be a very attractive offer if the council wants those wishing to visit the city to abandon their cars.
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Negative	Very positive	There should be no charges at all	No	Make buses cheaper for all, Make bus services more frequent, Extend hours of operation for buses		Very negative	Should be no charge this is a crazy idea. Oxford use to run far better before closing of access to some roads. Re -open all roads to traffic and the issues will disaocear	Bad ideas bad for Oxford and business. People will not come to the city and all the shops will close. Why would someone pay a conestion charce and then parkino on too.	Remove all the other road restrictions. With more routes for traffic current routes would become less congested. Oxford is to small for this tvoe of scheme
a member of the public living outside Oxfordshire	less than weekly		I don't	No impact	No impact	About right	Not sure	Add new bus routes, Make bus services more frequent, Extend hours of operation for buses		Very positive			
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	Yes	Make buses cheaper for all, Add new bus routes, Make bus services more frequent, Extend hours of operation for buses		Very negative	As residents on Iffley Road for over 40 years, we have suffered enough (mentally and physically) from the impact of the LTNs. This is a further insult to residents and car owners.	It is poorly judged; you need to get affected residents views before making another bad decision like the one about LTNs.	Do something about unnecessary "school runs" - the traffic is more manageable in the summer months.
a resident of Oxfordshire living outside Oxford	less than weekly		I don't	Neutral	Neutral	There should be no charges at all	Not sure	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all		Neutral	Congestion charges are never temporary and you will just keep this regardless. All you will do is drive people away from the town.	It is always the car drivers that get penalized	If you made park and ride cheaper and easier to use then it might have much more of an impact.
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Neutral	Neutral	There should be no charges at all	No		I try to commute with the car as little as possible, but sometimes I do need to travel in by car. While I'm not a blue badge holder, I do have a chronic condition that makes it difficult for me to commute to my work place in very cold (below 5°C) or hot (over 25°C) weather. 25 free permits per year will not be sufficient for me to cover those days.	Very negative	While I do understand the congestion issue in Oxford, I feel that the council is trying to resolve the issue the wrong way around. The public transport needs to become much more reliable, more frequent, and cheaper to give commuters a real alternative to using their cars. Starting with limiting car access in the hope of some vague improvement of public transport in the future will only antagonise people who would otherwise be indeed very supportive. Public transport must first be equally efficient and attractive to using the car, before car usage can be limited.	Public transport must first be equally efficient and attractive to using the car, before car usage can be limited. This requires investment first and then the money can be recuperated through charges. Anything else is merely punishing the wrong people.
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Neutral	Neutral	There should be no charges at all	No	Make buses cheaper for all		Neutral			Take away LTNs
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	Too low	Yes	Make Park & Ride buses cheaper, Make bus services more frequent, Add public cycle parking		Very positive	I do nearly all of my travel within Oxford by cycling, walking or catching the bus, with only occasional car use. The reduced congestion and cleaner air from this scheme - if it works - would be of huge personal benefit to me, as it would make cycling safer, reduce the air pollution I breathe in, and make the buses more reliable. If this scheme is effective, I'm happy that it would also provide similar benefits to my friends, neighbours and loved ones, and also reduce carbon emissions thus helping the whole world with the climate crisis.	I'd like to see a more detailed assessment of the carbon emissions that could be reduced by this scheme - the climate impact report that's included in the consultation has no details about the tonnes of CO2e that could be saved. I'd also like to see a commitment to increasing the charge or removing some of the rather generous exemptions (eg work vans) if the scheme does not reduce congestion at the necessary level.	In addition to the long-awaited traffic filters, I'd like to see more dedicated off-road cycle lanes, more bus-and-cycle-only streets, more joined-up bus services between different parts of the city (without the need to change buses in the Centre) and higher parking charges in the Centre. More support for active travel groups and campaigns. Larger cars take up more space on the roads and in car parks, so I'd particularly like to see a sliding scale of higher parking charges for larger vehicles (in addition to larger cars requiring a higher congestion charge). Generally speaking, I agree with the measures laid out in the recent Citizen's Assembly on Traffic and Transport, which was full of good ideas for reducing traffic in a fair and effective way. Of course. it would also be wonderful to have trams but I'm aware that might be a loner-term oroiect...!
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Neutral	Neutral	There should be no charges at all	No	Make Park & Ride parking cheaper, Make buses cheaper for all, Make bus services more frequent		Very negative	I commute to my place of work in Oxford. Taking account of my home location and the hours that I need to work, there is no viable alternative to driving. The temporary congestion charge will more than double my weekly travel costs. Alternative modes of transport, such as train or Park and Ride, would also more than double my weekly travel costs. You are effectively causing me to take a significant pay cut, at a time when living costs are already very high.	You stated that the traffic filter trial would not be introduced until the Botley Road was re-opened, presumably recognising that the travel disruption caused by the Botley Road closure was already significant. Introducing the congestion charge before the Botley Road is open is equivalent to starting the traffic filter trial early. I did not vote for you in the local elections, but I know that this was not part of your manifesto and it should not be being suggested now. You will cripple the whole city and you will cause traffic issues and misery for many residents and businesses. Not everyone who works in Oxford can afford to live in Oxford and getting to their place of work by public transport is often expensive, inconvenient and not always possible in some cases. This scheme will discriminate against the poorest, who cannot afford the additional charge.	Make bus travel more attractive from the start, not as an afterthought to these schemes. You should be encouraging people to use buses of their own free will because you make it an attractive option, not forcing them because they have no choice. You should offer free parking at Park and Rides and make bus tickets cheaper. Buses need to be more frequent, with new routes that cover more areas.
an Oxford resident	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Neutral	Neutral	Too low	Yes	Make buses cheaper for all, Add new bus routes, Make bus services more frequent, Add public cycle parking		Very positive	I commute to work and bring my kids to nursery in Oxford centre by public bus and by bike, travelling from the outskirts of Oxford. During peak traffic (morning and afternoon) the bus takes more than an hour due to traffic jams, while it takes just twenty minutes when there is little traffic. The frequent delays caused by traffic jam make the bus unreliable. I would hope that the congestion charge would facilitate quicker and more reliable and therefore more attractive bus journeys. In addition, reduced traffic jams would make the city centre a more pleasant place to be - Oxford centre has many pretty streets, but during peak hours they are overpowered by traffic jams.	I would find it more sensible if the Oxford permit area borders would follow the actual settlement structure (e.g. by postcodes) rather than the ring road (now some places such as the village here I live) that are just outside the ring road or bifurcated by it fall outside the area.	While the bike roads into and around Oxford (such as along Marston Ferry road) are much appreciated, it would help move traffic from car to bike if cycle path infrastructure and features such as street lighting that make the journey safer were applied more consistently. Now excellent cycle path are frequently interrupted by roads that have no infrastructure in place (no bike path or one badly degraded, no street lighting and worn off street markings). It's a shame because a mile of great bike paths is rendered less attractive by a few hundred meters of poorly designed, unsafe patchwork.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Very positive	Very positive	About right	Yes	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Positive		Central permit area should be extended to residents in Jericho and other parts of central Oxford as the 100 passes are not sufficient. Plus visitors' oasses should also be ovvioded to all residents. not only central Oxford.	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice, 25 day passes for residents in the Oxfordshire permit area, on days of your choice, Unpaid carers. Frequent hospital patients	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very positive	Very positive	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all		Negative	I live in Crescent Road so am forced to only exit one way - Holloway is clogged most of the time permits will be in my opinion not change the amount of traffic there -		The LTNS should be on raised bollards so that during rush hour morning and evening and in the event of an accident they are dropped allowing a much more free flow of traffic - my regular journeys now force me to use roads that I didn't need to go on and therefore my journeys take longer and my fuel usage and therefore emissions higher.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Negative	Negative	About right	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Add public cycle parking		Very positive	Good to try something to cut overall traffic, and particularly school drop-off traffic		More cycle parking, more bike filters, segregated cycle lanes (not on pavement)
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	No impact	Positive	About right	Yes	Make Park & Ride parking cheaper, Make buses cheaper for all, Make bus services more frequent		Positive	Less city centre single occupant cars - more room for essential users		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Very positive	Neutral	About right	Not sure	Make buses cheaper for all, Add new bus routes, Add public cycle parking		Very positive	We must reduce car use for journeys where a car is not needed		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I commute to the central permit area by car	Very negative	No impact	There should be no charges at all	No	Make bus services more frequent		Very negative	LTNs have already caused significant disruption to residents and local businesses. Introducing a congestion charge on top of this will further strain people's finances and push many small businesses closer to collapse. This is not a real solution to traffic congestion. The true root of the problem lies in the rapid population growth in and around Oxford — a historic town originally built for horse-drawn carriages, not modern traffic volumes. Continued development, including the creation of new villages and housing estates, is placing unsustainable pressure on already overstretched infrastructure. Instead of penalising existing residents with charges, it is time to address the core issue: unchecked expansion. Stop selling off land around Oxford to developers, and stop approving new housing projects until the city's roads, healthcare, schools, and transport systems are properly equipped to handle the growing population. This congestion charge proposal punishes the public for planning decisions they had no control over. We need long-term infrastructure investment, not short-term financial penalties.	Please, read my answer above!	Yes, I suggest you stop approving new housing projects until the city's roads, healthcare, schools, and transport systems are properly equipped to handle the growing population.

Survey Response													
I am responding to this survey as	How often do you travel in or around Oxford?	Please tick which of the following free permits and passes you think you may be eligible for	Do you live in, visit a resident by car or commute by car to the proposed central Oxford	Central Oxford residents' permitit is proposed that residents in the central Oxford	Central Oxford permit area commuters' permitit is proposed workers commuting	We are proposing a single charge of £5 to allow cars without a day pass or permit	Do you think that charges should vary, with drivers of longer cars paying more and	Income generated by introducing the proposed temporary congestion charge would be used to cover the set-up and operating costs of the scheme.	If other improvement, please state	Taking into account all the information we have provided about the proposal to	Please explain your answer	Do you have any other comments about the proposal for six temporary congestion charge locations in Oxford that you have not already shared in this survey?	Do you have any suggestions for other ways to reduce traffic and tackle congestion in and around Oxford?
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Positive	Negative	About right	No	Make buses cheaper for all, Make bus services more frequent, Add public cycle parking		Positive	I am hoping it will reduce traffic.	I am concerned this, like the fingers, will increase traffic through Old Marston at peak commuter times.	An aerial egg lift linking Thornhill P&R > Osler Road / JR hospital > Town Centre.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Negative	Too low	Yes	Make Park & Ride buses cheaper, Make buses cheaper for all, Make bus services more frequent		Positive	Could go further, eg restricting hours of access for "other" vehicles (delivery etc) to outside normal peak times		Reduce the amount of parking currently available with a aim to discourage driving into the centre
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Positive	Negative	Too low	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Add new bus routes, Make bus services more frequent, Extend hours of operation for buses, Add public cycle parking		Positive		I think 3 cars for commuting is excessive	restrict larger vehicles such as trucks and vans within certain hours - so not during peak schools hours (7:30-9, and 3:30 to 5). This would make cycling with kids safer and more appealing.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	About right	Not sure	Make buses cheaper for all, Add new bus routes, Add public cycle parking		Very positive	Would expect to see fewer cars crossing the city centre, so buses would be faster/more timely and walking/cycling would be safer and more pleasant	Seems like a good way to test out the traffic filter ideas before going into the trial proper	School term times seem to produce the heaviest traffic, finding better ways for children to get to schools (rather than being driven in and out individually) could make a big difference. A shift away from the near-universal 9-5 working hours could also help soread out "rush hours".
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	Yes			Very negative	I'm an NHS manager, working almost 24/7, working every day after job planned hours from hime, additional commuting time will have neoative imoact on my service		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	Too low	Yes	Add new bus routes, Make bus services more frequent, Add public cycle parking		Very positive	It is currently quicker to cycle in and around the city than to go by bus. The roads should be clearer for people who *need* to use their cars and permit the free flow of traffic. Buses will be quicker, and therefore more appealing to use, and cycling will be safer.	Owing to the timing of sessions, there needs to be provision for access to the ice rink, whether that is by improving bus services or adjusting the congestion charge for users. Otherwise, training would be affected to such an extent that competitive skaters will need to move to other rinks, such as Swindon, which are further away, which will affect the rink's ability to operate and remain competitive.	Look to other medieval cities abroad that have put cycling first and see what measures we can adopt. A good example is Uppsala, in Sweden, which is also a medieval university town and is almost entirely car-free in the centre. Cars should be used for getting out of Oxford, and not necessary for getting into or around Oxford.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	There should be no charges at all	Yes	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Negative	I will have to leave my job at the school where I work part time because the most direct route includes one of the charging zones and going the long way would take too long and will use too much petrol. Going there by bus would take ages as there is not a good direct service available.	They are not a good idea because the rich can afford to pay and will continue congesting the road, but those on lower income will struggle.	Removing the LTNs in East Oxford would be a good start. Have more bus routes that cover the entire city and better connection services to the surrounding villages.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	Too high	No	Make buses cheaper for all		Negative	Push traffic onto already busy alternate routes already impacted by LTNs		Use the river to provide alternative transportation into Oxford
an Oxford resident	daily	Taxis and private hire vehicles	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Make BUSES FREE FOR LOCAL PEOPLE BETWEEN WORKING HOURS AND SEE WHAT IMPACT THAT HAS ON TRAFFIC AND SCHOOL RUNS	Very negative	Will hurt people that come to Oxford to work and who live locally .. turning Oxford into a Prison	All the surrounding roads will be impacted massively, there wasn't a congestion problem before that LTNS went in.. SUMMERTOWN IS THE WORST FOR PEOPLE THAT DON'T LIVE LOCALLY	Free bus passes, council has the ability now to run its own bus services due to changes in the law, also bus ticket prices are extortionate for such small journeys and cause issues financially, Park and Ride should be free and buses to and from them should be one pound no more, if you want people to use Oxford and use it services make it cheaper for them to access them.
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Fix the badly managed roads and roundabouts	Very negative	It's literally a money making scheme. Not everyone falls into the same category of 'they should walk, get a bus or cycle' I now live in Abingdon, but I grew up in Cowley, I work in Cowley, my partner works in Cowley, my daughter goes to nursery in Rose Hill, I still have a lot of friends and family in Cowley that I see regularly, usually after work. You have already made that difficult with LTNs, I have to sit in a lot more traffic now than I ever did before. People will not stop driving! We pay for our cars, our insurance, our tax, and you want to charge us more just for the privilege of driving in our own city! There is no bus route that will allow me to go to drop off my daughter at nursery, go to work, then to pick up my daughter, and then to visit my family! And if there was it would probably double my journey time! I cycle to work when I can, but not if I have to do the nursery run. I have never ever had a problem cycling round Oxford! The majority of families and households rely on these cars to go about their daily business! Stop trying to penalise them!	You never spoke about this pre election as you knew you would struggle to get voted in! You have ruined Cowley with your LTNs already! You as a council are not listening to residents. Just look at the petition with over 10,000 signatures against! Look at the comments! Put your congestion charge in areas where you were voted in! Leave Cowley alone! Majority of residents do not want your greedy schemes! You seem to be targeting the poorer areas! If you really want it, then open up some of the LTNs so that the traffic can flow freely!	Open up the LTNs! Simple!
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice, Community health or care workers who need to visit multiple locations or travel unpredic	I commute to the central permit area by car	Very negative	Negative	There should be no charges at all	No	Make Park & Ride parking cheaper, Make buses cheaper for all, Add new bus routes		Very negative	I feel this would negatively impact on my clinical colleagues and me in commuting to our place of work and travelling around Oxford	I feel the congestion charge locations would make weekday movement around the city more difficult for those coming from outside the city.	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	There should be no charges at all	No	Other	Use the funds to run council-owned bus services, current buses cost me £3.00 for a 1.5 mile ride into the city centre. complete madness	Very negative	At least 4 times a week I have to take my children to sports fixtures, clubs and events that would require me to drive through the congestion zone - taking the bus to these would require at least 2 buses and cost a fortune in bus fares. The proposed congestion charge would cost me at least £20 a week - this is not acceptable as you would be cutting East Oxford off from getting anywhere except with a 5 mile diversion via the ring road. This is not acceptable from a cost point of view, from having to drive additional miles and also means more traffic on the ring road and more pollution in areas near the ring road.	The proposed congestion charge is not fit for purpose and will effectively cut off East Oxford and New Hinksey from the rest of the city. There are many families that need to cross the city centre for a variety of family reasons and putting up a congestion charge penalizes them on where they live if they need to do so. It is also a regressive tax effectively hurting poorer residents - they have Hobson's choice - either pay the congestion charge or spend more on petrol going round the ring road an extra 5 miles. Also, if the ring road wasn't already congested then perhaps the congestion charge might be viable - but the ring road is a mess most of the time - I am guessing you haven't had to drive from the Cowley to Littlemore junctions from 3pm on a weekday - it's at a standstill now from 3pm to 6pm - your idiotic congestion charge will just make it worse. Also, if you have big bags etc. you cannot take these on a bike, my children have lessons and clubs with instruments and sports bags and taking these on a bus or cycling with them is difficult or dangerous. As a personal opinion, if you introduce the congestion charge - you will start to kill the city off as people will not come. Your ideas about traffic evaporation are nonsensical - people will just start going to Reading instead and Oxford city centre will be fast food outlets, coffee shops and tourist tat shops even more than it is now	Open up the LTNs for local residents - you have ANPR cameras in place so the residents can register their car registration and have unlimited permits to drive through - this would reduce the pinch points on the Iffley, Cowley and St Clements roads, Between Towns Road, Church Cowley Road and Hollow Way. Stop paying private companies to run a bus service - a ticket price of £3.00 single for a 1.4 mile journey to the city centre is completely mad - no wonder people don't use the buses. Bring the buses back into state control and really subsidize bus travel. Bottom line the Congestion Charge is just going move the traffic problem to areas where the restrictions aren't - this means Iffley Road, Cowley Road, the Ring Road, Horspath Driffway, the Slade, Old Road. What are you going to do then - restrict cars on those roads too? Why don't you just go the whole hog and ban all cars from anywhere in Oxfordshire you complete numpties.
an Oxford resident	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make buses cheaper for all, Make buses cheaper for young people, Make bus services more frequent		Very negative			don't limit people's choice of where they are driving, this may cause more congestion in other parts of oxford this will increase traffic overall as people will find other routes this will create congestion, people late for work, trains, emergencies we pay road tax and car insurance as well as the cars themselves and if we can't use them that is not freedom it's control that everyone should have their own personal right to choose I understand congestion charges in the city centre however in marston and holloway this will create alot of issues especially for the residents
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Negative	Neutral	There should be no charges at all	Not sure	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all		Negative	For those going to the Westgate centre, the charge on Thames Street is an additional charge on top of the car park. At peak times, this might improve traffic when the Westgate carpark is full, but during a weekday or Sunday evening, there is no need. The time the cameras operate for should be reduced to after 6 PM on a weekday, or after 4 PM on a Sunday.	Although not covered by cameras, the map on the website indicates that Redbridge park and ride is within the congestion zone, which must be a mistake. Additionally, the Oxford science park, business park, mini plant etc. all fall within the congestion zone, which would make commuting expensive if the number of cameras where to be increased to cover these areas.	
a resident of Oxfordshire living outside Oxford	less than weekly		I don't	Very positive	Very positive	About right	No	Make bus services more frequent		Very negative	When visiting very ill friends and relatives in hospital, and taking friends and relatives in to vital hospital appointments, this will make the worry, stress and usset far worse.		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice, Frequent hospital patients	I don't	Very negative	Very negative	There should be no charges at all	Not sure	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all		Very negative	From the map provided in the website, it is not clear if people travelling in Oxford for work will be affected. Furthermore, the park and ride and the oxford science park is within the blue area which won't understand what it means. It is not fare to put a tax on people who need to commute to work since most time there are no comfortable alternative options available.		Make more housing available, cheaper so people can live closer to work and avoid to take the car. People move out of Oxford cause now housing prices increased enormously and it is not bearable to anybody.
a member of the public living outside Oxfordshire	daily		I commute to the central permit area by car	Negative	Neutral	Too high	Yes	Add new bus routes, Make bus services more frequent, Other	Install electric charging points for electric vehicles	Very negative	I live in a small rural village in Buckinghamshire and work for the University in a high level role that demands frequent onsite working with non standard hours. The location of the workplace is not served by any park and ride bus route. I have informal caring responsibilities for an elderly parent and children which means I need to be able to travel from home to work within 1 hour. Travelling by car into work already takes 1 hour and if I had to travel by bus or freecycle of any other mode of transport, it would take me well over 1 hour - closer to 2 hours. A 4 hour round commute is not acceptable. A daily charge of £5 for driving with fuel etc. on top is not feasible for commuters. Why is the council not providing far more electric charging points to encourage electric vehicles instead that could be exempt from the proposed charges? It feels very short term, reactive with no long term strategic planning.		More electric charging points for electric vehicles. Tax large delivery vehicles that often block bus lanes, cause traffic and damage the road surface. Tax any cars travelling during the School commute times - parents dropping off children and picking them up from schools in Oxford is a substantial cause of traffic in the city. The drop in traffic during school holidays demonstrates this.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	About right	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all		Positive	Reduce the amount of traffic along Cowley Road		Ban undergraduate students from bringing cars to Oxford, as Cambridge has done.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	About right	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all		Neutral	It may reduce congestion at peak times although the most likely impact is that there will be more traffic on the ring road, including the A34. This will lead to more accidents on those roads - when the A34 goes down, congestion in Oxford is significantly worse. I am not convinced the overall effect will be positive or negative.	Congestion in Oxford is bad at very specific times of weekdays. Outside those times, frankly, I have no trouble getting around Oxford on the bus, on foot or, occasionally, in my car. I can see no justification for a congestion charge on either Saturday or Sunday, unless it is to raise revenue. In particular, having a congestion charge on Marston Ferry Road on a Saturday is a nonsense - what is the problem that you are tryinb to solve?	
a resident of Oxfordshire living outside Oxford	less than weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	No impact	No impact	Too high	Yes	Make Park & Ride buses cheaper, Make buses cheaper for all, Add new bus routes		Negative	I or members of my household visit Oxford more than 25 times a year. We do use the Oxford Tube bus service and/or park and ride when we travel alone but from time to time we need to go into the centre in a car for example to meet people with luggage at the station or because of the academic and professional work we do (which is not the same as having a job based in the centre of Oxford). The 7pm cut off will also deter us from going out to the theatre or cinema in Oxford. At present when we do that, we park in the Westgate. We simply would not go if the charge comes in and we have no permits left. Travelling late at night on a park and ride to Thornhill or Redbridge simply is not something as older people we want to do.	If the cut off were moved to 6pm then it would remain possible for older people like ourselves to come into Oxford for an evening out at the theatre, cinema or a concert. 7pm rules these out and as I say above, I am not up for getting a park and ride bus late at night especially in the winter. This charge will negatively impact on entertainment venues in central Oxford.	I have travelled in and out of Oxford over the last 40 years in just about every possible capacity. Frankly I think the traffic situation has actually improved over the years not got worse. These moves feel like ways to make money, not to improve transport options. The only thing that might make a difference to me personally would be significantly improved and dependable rural bus services with much more extensive coverage in the rural areas, so that one could live in a village and not need to own a car.
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Very negative	Very negative	There should be no charges at all	Yes	Make buses cheaper for all, Make bus services more frequent, Extend hours of operation for buses	If other improvement, please state	Very negative	As a long-time resident of Oxfordshire, I strongly oppose the introduction of congestion charges in Oxford city centre. While I understand the need to address traffic and environmental concerns, I believe this measure unfairly penalises local residents, small businesses, and those who rely on their vehicles for essential travel. Many people in our community, especially the elderly, disabled, and those living in rural areas, do not have easy access to reliable public transport. For them, driving into the city is not a luxury—it's a necessity. Imposing a charge on these individuals adds financial strain without offering viable alternatives. Moreover, local businesses are already struggling with rising costs and reduced footfall. A congestion charge risks deterring customers from visiting the city centre, pushing more people to shop online or in out-of-town retail parks, which could further damage our high street economy. There are better ways to tackle congestion and pollution—such as investing in cleaner public transport, improving cycling infrastructure, and encouraging flexible working hours—without resorting to punitive charges that disproportionately affect ordinary residents. We all want a cleaner, more accessible Oxford, but this is not the way to achieve it.	No.	Cheaper bus fares. Real-time traffic routing systems to help drivers avoid congested areas. Flexible working hours and remote work policies to reduce peak-hour traffic. LTNs have worsened congestion in certain areas.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	Too high	Yes	Add new bus routes, Make bus services more frequent, Extend hours of operation for buses		Neutral	I can usually find a way round the bus gates, or travel outside of the congestion hours. with 100 free tickets a year I should have sufficient leeway to allow me to travel through the filters	I think it is foolish to introduce the charges before the bus routes have been improved. Once there is a better and cheaper bus service, people will automatically use them. This includes P&R buses from each of the locations to key points in Oxford, such as all of the hospital sites and out of town shopping areas.	make cycle lanes safer, compulsory cycle proficiency classes for all Y6 school children, grit cycle paths like the one on the Marston Ferry Link Road before gritting the road.
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Very negative	Positive	About right	No	Add new bus routes		Negative	I think this will push yet more traffic onto the ring road and the Slade . Public transport for commuters travelling from outside Oxford to the Headington area (Hospitals and Old Road Campus) is terrible, and means the only feasible commute is via car	I cant see how the one on Hollow Way is going to do anything other than make the Slade busier than it already is OCC, through LTNs and the like seems to be doing its best to force nearly all traffic onto the Slade. This is one of the key routes for ambulances, hospital attendees and medical science workers. It is madness	Accept that you need to allow more traffic in some places, not less - not accepting this is your fundamental problem Travel by car is often the only feasible option for many when travelling to/from Headington (for work/hospitals) Travel within Oxford (ie by residents) appears generally easier than for those who need to travel in for work/hospitals, so it doesn't make sense to offer residents as many free days as you are (except of course they vote for you!) Invest in decent public transport - light rail and/or trams off the roads. It will cost a lot and take time, but probably the only way in the long term Simple one - out some traffic lights on The Plain - would probably improve flow
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Positive	Very positive	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Very negative	We live just outside the ring road and have a very poor bus service. If you do catch one of the infrequent buses it takes over an hour to get into town. A journey which takes 15 minutes by car. If this proposal comes in Oxford is effectively cutoff from is and there is no reason to stay in/ins here. We will ook to move away from Oxford asap if this ares ahead		Open the Ins to relieve congestion. This was not a problem until the ltns were introduced.
an Oxford resident	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice, Disability benefit claimants	I commute to the central permit area by car	No impact	No impact	There should be no charges at all	Yes	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all		Very negative	My son is at school in central Oxford (new college) how on earth am I supposed to get there or attend school events. A school which has been there since 13th century you are making impossible for people to attend. Shame on you	It's a disgusting policy. Aimed at making money. You don't listen to what the people want. Also why is Kennington once again excluded from the 100 permit passes. This is an outrageous oversight and needs to be addressed. We are far closer then many of the other areas included Wthv is summertown to effected bv the plans. Clear neocitism.	People won't go into Oxford if you bring in these plans. You are killing our town and all the local business
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice, Unpaid carers, Frequent hospital patients	I don't		No impact	There should be no charges at all	No	Add new bus routes, Make bus services more frequent, Extend hours of operation for buses		Very negative	We care for our grandchildren and cannot get to them without triggering the congestion charge. This will impact their family's ability to work without being given further passes. We also have frequent hospital appointments for us and for local friends and there is no bus service to the hosotals from Garsington	This is bizarre, ill considered and should be abandoned as a stupid idea. It will lead to more congestion not less.	Penalise road work contractors for working intermittently or beyond planned timeframes. Ensure small works are performed overnight or at weekends.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Negative	Positive	There should be no charges at all	Yes	Make Park & Ride parking cheaper, Make buses cheaper for young people, Make bus services more frequent		Very negative	It is a further bureaucratic, shortterm approach approach to Oxford's traffic difficulties and appears to prefer rhetoric to evidence-led policy-making. Wheres the data to back up this policy and its impact ? And indeed the data to support the LTN s in general ?	The council should consider first how far its existing LTN policy is creating congestion. The most obvious example is the funnelling of all traffic from Morell Ave ,Cowley and Iffley roads into St Clements and the Plain -an obvious choke point.	Re-examine the location of existing LTN ,eg that on Divinity Road.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	About right	Yes	Make buses cheaper for all, Make bus services more frequent, Add public cycle parking		Positive	Reducing car traffic will improve pedestrian & cyclist safety, as well as reducing traffic pollution		Improve the quality and extent of cycle routes, separated from other vehicle traffic wherever possible. Improve the provision of more secure cycle parking throughout the city.
a resident of Oxfordshire living outside Oxford	weekly		I don't	Very positive	Very positive	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Make buses cheaper for young people, Add new bus routes, Make bus services more frequent, Extend hours of operation for buses		Very negative	I feel, like other schemes, this will not be a temporary measure and will become permanent even when the Botley Road is reopened. This will negatively impact tourism and business for Oxford. The surrounding roads into Oxford are congested, meaning the bus service will not be quicker especially those coming from the A40 W/ney side. It will not improve congestion in my opinion. it will last neoatively/ impact already strugaling people with the cost of living.	None	Improvement of infrastructure around Oxford. Such as the A40 requires massive improvement. Whether this is via a dual carriageway system or better traffic system.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Very positive	Positive	About right	Yes	Make buses cheaper for all, Make bus services more frequent, Add public cycle parking, Other	Improve active travel routes to make walking/wheeling as safe as possible	Very positive	It would be very beneficial to improve air quality in and around Oxfordshire but not to the detriment of those living on/near the ringroad. As long as this approach is combined with improved parking outside Oxford with easy, inexpensive public transport options like buses into the city then I think it could be very positive.	You suggest the possibility of higher payments for larger cars however some larger cars may emit less pollutant than smaller petrol cars. So it would be odd to expect larger electric vehicles to pay more than smaller petrol ones. Not sure what the answer is but would be good to avoid that situation. Perhaps a flat £5 for all, as you suggest.	Consider removing 'traffic calming' features that show evidence of causing/increasing congestion. Whilst some are put in with the intent of reducing problems, some do cause more issues than they solve. The calmings at Littlemore roundabout going into Littlemore is a good example of an ineffective calming measure where road users speed between calming, become aggravated, and build up congestion and sit idling (building up pollutants). Suggest implementing traffic cameras and a willingness to change the infrastructure if it is not working. Absolutely using the traffic charge to subsidise bus journey's for all. Many of us would actually use the bus if it cost less than a shared taxi/parking payment in town.

Survey Response													
I am responding to this survey as	How often do you travel in or around Oxford?	Please tick which of the following free permits and passes you think you may be eligible for	Do you live in, visit a resident by car or commute by car to the proposed central Oxford	Central Oxford residents' permitit is proposed that residents in the central Oxford	Central Oxford permit area commuters' permitit is proposed workers commuting	We are proposing a single charge of £5 to allow cars without a day pass or permit	Do you think that charges should vary, with drivers of larger cars paying more and	Income generated by introducing the proposed temporary congestion charge would be used to cover the set-up and operating costs of the scheme.	If other improvement, please state	Taking into account all the information we have provided about the proposal to	Please explain your answer	Do you have any other comments about the proposal for six temporary congestion charge locations in Oxford that you have not already shared in this survey?	Do you have any suggestions for other ways to reduce traffic and tackle congestion in and around Oxford?
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Positive	Negative	About right	No	Make buses cheaper for all, Make bus services more frequent, Add public cycle parking		Positive	I am hoping it will reduce traffic.	I am concerned this, like the fingers, will increase traffic through Old Marston at peak commuter times.	An aerial egg lift linking Thornhill P&R > Osler Road / JR hospital > Town Centre.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Negative	Too low	Yes	Make Park & Ride buses cheaper, Make buses cheaper for all, Make bus services more frequent		Positive	Could go further, eg restricting hours of access for "other" vehicles (delivery etc) to outside normal peak times		Reduce the amount of parking currently available with a aim to discourage driving into the centre
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Positive	Negative	Too low	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Add new bus routes, Make bus services more frequent, Extend hours of operation for buses, Add public cycle parking		Positive		I think 3 cars for commuting is excessive	restrict larger vehicles such as trucks and vans within certain hours - so not during peak schools hours (7:30-9, and 3:30 to 5). This would make cycling with kids safer and more appealing.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	About right	Not sure	Make buses cheaper for all, Add new bus routes, Add public cycle parking		Very positive	Would expect to see fewer cars crossing the city centre, so buses would be faster/more timely and walking/cycling would be safer and more pleasant	Seems like a good way to test out the traffic filter ideas before going into the trial proper	School term times seem to produce the heaviest traffic, finding better ways for children to get to schools (rather than being driven in and out individually) could make a big difference. A shift away from the near-universal 9-5 working hours could also help soread out "rush hours".
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	Yes			Very negative	I'm an NHS manager, working almost 24/7, working every day after job planned hours from hime, additional commuting time will have neoative impact on my service		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	Too low	Yes	Add new bus routes, Make bus services more frequent, Add public cycle parking		Very positive	It is currently quicker to cycle in and around the city than to go by bus. The roads should be clearer for people who *need* to use their cars and permit the free flow of traffic. Buses will be quicker, and therefore more appealing to use, and cycling will be safer.	Owing to the timing of sessions, there needs to be provision for access to the ice rink, whether that is by improving bus services or adjusting the congestion charge for users. Otherwise, training would be affected to such an extent that competitive skaters will need to move to other rinks, such as Swindon, which are further away, which will affect the rink's ability to operate and remain competitive	Look to other medieval cities abroad that have put cycling first and see what measures we can adopt. A good example is Uppsala, in Sweden, which is also a medieval university town and is almost entirely car-free in the centre. Cars should be used for getting out of Oxford, and not necessary for getting into or around Oxford.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	There should be no charges at all	Yes	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Negative	I will have to leave my job at the school where I work part time because the most direct route includes one of the charging zones and going the long way would take too long and will use too much petrol. Going there by bus would take ages as there is not a good direct service available.	They are not a good idea because the rich can afford to pay and will continue congesting the road, but those on lower income will struggle.	Removing the LTNs in East Oxford would be a good start. Have more bus routes that cover the entire city and better connection services to the surrounding villages.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	Too high	No	Make buses cheaper for all		Negative	Push traffic onto already busy alternate routes already impacted by LTNs		Use the river to provide alternative transportation into Oxford
an Oxford resident	daily	Taxis and private hire vehicles	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Make BUSES FREE FOR LOCAL PEOPLE BETWEEN WORKING HOURS AND SEE WHAT IMPACT THAT HAS ON TRAFFIC AND SCHOOL RUNS	Very negative	Will hurt people that come to Oxford to work and who live locally .. turning Oxford into a Prison	All the surrounding roads will be impacted massively, there wasn't a congestion problem before that LTNS went in.. SUMMERTOWN IS THE WORST FOR PEOPLE THAT DON'T LIVE LOCALLY	Free bus passes, council has the ability now to run its own bus services due to changes in the law, also bus ticket prices are extortionate for such small journeys and cause issues financially, Park and Ride should be free and buses to and from them should be one pound no more, if you want people to use Oxford and use it services make it cheaper for them to access them.
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Fix the badly managed roads and roundabouts	Very negative	It's literally a money making scheme. Not everyone falls into the same category of 'they should walk, get a bus or cycle' I now live in Abingdon, but I grew up in Cowley, I work in Cowley, my partner works in Cowley, my daughter goes to nursery in Rose Hill, I still have a lot of friends and family in Cowley that I see regularly, usually after work. You have already made that difficult with LTNs, I have to sit in a lot more traffic now than I ever did before. People will not stop driving! We pay for our cars, our insurance, our tax, and you want to charge us more just for the privilege of driving in our own city! There is no bus route that will allow me to go to drop off my daughter at nursery, go to work, then to pick up my daughter, and then to visit my family! And if there was it would probably double my journey time! I cycle to work when I can, but not if I have to do the nursery run. I have never ever had a problem cycling round Oxford! The majority of families and households rely on these cars to go about their daily business! Stop trying to penalise them!	You never spoke about this pre election as you knew you would struggle to get voted in! You have ruined Cowley with your LTNs already! You as a council are not listening to residents. Just look at the petition with over 10,000 signatures against! Look at the comments! Put your congestion charge in areas where you were voted in! Leave Cowley alone! Majority of residents do not want your greedy schemes! You seem to be targeting the poorer areas! If you really want it, then open up some of the LTNs so that the traffic can flow freely!	Open up the LTNs! Simple!
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	No impact	No impact	About right	Yes	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Extend hours of operation for buses		Very negative	I use Oxford ice rink to play ice hockey. It is inside the "Central Permit Area" but as a visitor to it there is no dispensation from the congestion charge. (Buses are not an option for ice hockey players, as bus drivers frequently refuse carriage for people carrying the large kit bags and sticks that comes with the sport.) This will also, as a wider impact, discourage people from using the ice rink or the train station as you will need to pay £5, or use one of a limited number of permits, to get to the car parks for this locations. Both of these are places the council should want people to go, from a public health and public transport perspective.	1) It would be simpler for both the public and the council operations-wise if one of Hythe Bridge Street or Thames Street was not added to the congestion charge system, probably Thames Street as Abingdon Road is the easier route into the "Central Permit Area" than snaking down Beaumont Street, Hythe Bridge Street, Frideswide Square etc. 2) Why not introduce 5 of the traffic filters now, as originally intended, then introduce the Thames Street one once Botley Road is open. The congestion charge is only the same but you can pay £5 to go into the "Central Permit Area" until Botley Road is reopened. 3) There is inconsistencies on how the permits are presented for congestion charge. The new "Summary of Oxford temporary congestion charge permits" lists up to 3 cars can be added to one permit. Also published here is the "Details about permits for cars" which looks like it came from the traffic filters plans, where only 1 car per permit, and permit holder must be registered keeper of the vehicle. 4) Following point 3), Allowing 3 cars per permit, max 25 uses per year, is a better way to do this permit system than proposed with the traffic filters. I did flag this on the traffic filter consultation that it was no helpful to tie the permit to the registered keeper, as I am the keeper of both vehicles in my household but would only be allowed a permit for one of the vehicles (no more than 1 car/permit per person). I would hence end up putting the permit on our large, diesel, SUV to allow for all scenarios, not on the small, petrol, hatchback we also have.	Parking should be free at the P&R for up to say 12 or 14 hours (but with a prohibition on overnight parking). Then you only need to pay for the bus ticket, which feels less expensive than paying for both.
a resident of Oxfordshire living outside Oxford	daily		I don't	Very positive	Very positive	There should be no charges at all	No	Make Park & Ride buses cheaper		Very negative	A large number of people rely on these routes to commute to work. Charging anyone who passes through the road is not an effective way to reduce traffic. Instead, this decision may increase congestion on alternative routes, as more drivers will likely divert to avoid the charge, causing additional pressure on surrounding roads.	I don't believe that introducing a penalty for those who need to use certain roads in Oxford will help reduce traffic. Charging drivers to use these routes will not ease congestion — it will simply increase revenue for the council, which already collects money from parking fees. Parking is already a major issue in areas like Cowley, where it's often impossible to find a space even for a quick meal. Yet there are complaints that local businesses aren't being supported — how can they be, if customers can't park? I live outside of Oxford but within Oxfordshire. I commute daily into the city for work, as do many others — Oxford is where many of the region's job opportunities are. I work at the John Radcliffe Hospital and usually pass through St. Clement's around 7–7:30 in the morning. With this charge, I'll now be charged just to get to my workplace. I truly don't believe this scheme will reduce traffic. It will only shift the burden to other roads and increase costs for people who are simply trying to earn a living — while putting more money in the council's pocket.	I believe the council could consider opening up routes between Iffley Road, Cowley Road, and St. Clement's. This would help ease congestion at the main roundabout heading into the city centre. It would also provide alternative options for drivers, rather than forcing all traffic through limited routes. Cycling is a great idea and should be encouraged, but it's important to acknowledge that in Oxford, finding a secure place to park your bike is a real challenge. Unless you have a tracker tag or another way to locate your bike in case of theft, it's difficult to feel confident leaving it unattended. Bike theft is a serious issue that needs to be addressed if cycling is to become a reliable alternative for more people. Buses from the park-and-ride car parks to the city centre should be free of charge. Drivers are already paying for parking, and the aim of encouraging people to use park-and-ride services is to reduce traffic into the city. If the bus fare is an additional cost, it discourages people from using this system. To truly relieve congestion in the city centre, the shuttle buses that go directly from car parks to the centre should not have an additional fare. Making them free would support the goal of reducing traffic and relidding while encouraging more people to use public transport.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make buses cheaper for all, Make bus services more frequent, Other	Fix roads	Very negative	More traffic congestion in the roads not affected by the charge, more pollution for the areas where the heavy traffic will move to. I don't believe bus service will improve, or become cheaper. Getting to school and back will take much longer and will also affect after school activities and clubs attendance. Children carrying very heavy school bags for long journeys and many more neqative consequences.	I cannot cycle and my children are too young to cycle on their own to school and activities.	
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	No impact	No impact	About right	Yes	Add new bus routes, Make bus services more frequent, Extend hours of operation for buses		Negative	A decisive reason to buy a small electric car (VW e-up) for weekly travel from Abingdon into Oxford to go to our choir rehearsals, parking in Westgate was to reduce our environmental impact on Oxford. Our old car was a 2008 Diesel. Your plan will make the trip around twice as exsensive.		A direct train or tram between Oxford, Witney and Abingdon with 4 or more services every hour.
an Oxford resident	daily	Blue badge holders, Disability benefit claimants, Disabled tax cars, School students with special educational needs, Unpaid carers, Community health or care workers who need to visit multiple locations or travel urgently, Frequent hospital patients, Emergency service vehicles, Firefighters	I don't	Neutral	No impact	About right	No	Make buses cheaper for all, Make bus services more frequent, Add public cycle parking		Positive	There is far too much traffic in Oxford - making public transport difficult especially busses where it takes much longer to get a bus (eg from Headington to City Centre) than it would be to walk. Also would probably deter some cars which would improve cyclist safety - there are many cars that get frustrated in the traffic and have tried to overtake cyclists (including from my experience) which has nearly resulted in a crash. I think the less cars in the city the better, albeit with exception for those where travel by car is a necessity (eg emergency services, carers, parents with disabled children coming from school). I do hope though the return on investment is tangible, eg there is better investment in public transport, improving cycle lanes, and making roads a bit safer		St Clement's Street is a significant problem, though I'm not entirely sure how one would fix that. Having that for busses & public transport only might help? Though that could equally result in greater traffic on Cowley, so it's hard to judge.
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make bus services more frequent, Extend hours of operation for buses		Very negative		It seems that everybody except residents of Oxford and its surroundings will be able to drive anywhere they please, and only the residents are being penalised by this and other proposals to restrict movement around the City. It should surely be the other way around. Cars probably account for a small percentage of vehicles that pass through and around the city, has anybody actually worked out the proportions of cars versus every other type of vehicle? The Marston Link Road is just that - a link road which was created to allow vehicles to cross from the north of Oxford to other areas without driving through the centre of town, so it makes no sense at all to now propose to restrict use of this very valuable road which is neither small nor usually congested, except by parents dropping children at school. It will very adversely affect anybody wanting to get to the various hospitals from the northern side of Oxford. I cannot see how residents can be expected to use the extremely busy NATIONAL trunk roads of the A40 and A34 to get around Oxford, when these roads are already heavily used by through traffic, especially the A34. These roads DO NOT constitute a viable "ring road" for a city as large as Oxford, they're full of large lorries and have extremely dangerous slip roads to get onto them. Many drivers are already very nervous about using these roads and avoid them when they can - if they're forced to use them instead of using smaller local roads, you will be restricting many of the most vulnerable residents of your city - many of which have voted for the current administration but are now being sidelined	Create school buses which serve all areas with no limit to how far away children have to live before they can be picked up - the American model. Huge numbers of people have to drop their children off at school in already very congested areas and contribute hugely to the traffic problems. Regarding buses travelling in and out of the city centre, where there are already 3 lanes for traffic (2 for cars and a bus lane), the direction of the bus lane should be switched morning and evening so that buses can travel in the bus lane at the busiest times during rush hour. This is done in other towns and cities and works very well. Buses need to be more frequent and cheaper from outlying areas, as do park and ride buses and parking tariffs need to be lower. You can't restrict commuters without giving them a viable alternative which is already functioning well. I live in Woodstock and there's 1 bus per morning which would get me to work on time.. There are 2 bus routes that pass through the town but they shadow each other's timetables so that effectively there's only 1 bus every half hour even during the rush hour. I'm sure that other outside communities have the same issues, or worse.
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	No impact	Positive	Too high	No	Add new bus routes, Make bus services more frequent		Very negative	It is wrong to impose charges and restrictions before providing an alternative. If the alternative was good enough then individuals would use it - I never drive in London, I simply use the tube. I have colleagues that have to take children to school and this proposed scheme will simply force them to pay on a daily basis, travelling much further and thereby creating significantly more CO2 - surely this is not the desired outcome? Technically the scheme seems ludicrous as well - forcing more traffic onto already congested junctions around the town. The vision of a sunny empty street with pedestrians and bicycles does not fit the cold, hard reality of Oxford with its weather, limited housing supply and poor infrastructure.	There is a clear picture of what is going to be prevented - ie fines and cameras will attempt to reduce car usage. There is no picture of how existing lives and scenarios are planned to work. Is the answer simply that if we get rid of the cars it will probably all be fine? Or is there some analysis that shows how the individuals that are currently driving to hospital, shops, schools, work etc will be able to achieve the same result with the same level of convenience? If that were convincing then perhaps the residents would be more understanding.	There are many cities with creative transport infrastructure - trams, buses, tubes, boats, gondolas etc. It would be so positive if the council could come up with something creative rather than the easy solution of punishing residents. It is great for those that escape the punishment of fines etc because they happen to live in the right circumstances but it would be better if the council were able to think through the problem and come up with something that really works more generally.
an Oxford resident	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Very negative	Very negative	About right	Yes	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make bus services more frequent		Very negative	The 100/25 division of permit entitlement is fundamentally unfair. I live in Horspath for 25 years and have always considered myself an Oxford resident. I have an Oxford postal address, I am in the Oxford bus "city zone". I strongly object to being "othered" in this way. I am closer to the Hollow Way filter that many "Oxford residents" but because I'm a mile outside the city council boundaries, I can drive through only a quarter of the number of times that someone from, say, Cutteslowe could. For all practical purposes, residents of Kennington, Garsington, Horspath, etc are just as much "Oxford residents" as those in Barton, Risinghurst or Blackbird Leys. Using the city council boundaries for this division is senseless. The current scheme gives the most permits to the people who need them least because they have the best bus services and most cycleable/walkable journeys.	The whole scheme is undermined by the permit system. There are far, far too many exceptions, so the reduction in traffic will be negligible. It's the biggest and most dangerous vehicles that can drive through wherever they like not cleaner, smaller EVs. While there is a case for congestion charge in the centre, this would be best served by the proposed ZEZ expansion (which is a congestion charge rather than a ZEZ anyway), and dropping the plans for Hollow Way and Marston Ferry Road filters. If we are going to have a congestion charge, give the same number of permits to all residents who live near Oxford instead of the two tier system. Ideally zero (which is the only way it will reduce traffic significantly), and remove exemptions for vans and HGVs.
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice, Community health or care workers who need to visit multiple locations or travel urgently	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	There should be no permit scheme! The buses are not going to be improved or be more frequent	Very negative	It's going to be awful for community nurses to drive around Oxford city. You will push the traffic into other areas and make them more congested or nurses with face fines when they forget to use the permit	It's a terrible money making scheme proposed by car hating counsellors!!!	Remove the LTNs - they are choking the roads
an Oxford resident	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	No impact	No impact	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all		Negative	To get to the train train station I will have to pay £5 and to use the Westgate car park	It's going to put people off coming into Oxford	
a resident of Oxfordshire living outside Oxford	weekly	100 day passes for residents in the Oxford permit area, on days of your choice, Blue badge holders	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Make car journeys easier and stop using drivers as cash cows	Very negative			
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very positive	Positive	There should be no charges at all	No	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Very negative	We live in Shotover Headington and our nearest bus stop is nearly half a mile away. Being mildly disabled with long term hip problems walking is painful and uncomfortable. I would imagine in the cold of winter walking to and from the bus stops with shopping bags etc would not be ideal for me. My wife and I are 70 and 69 years old not being able to use the car would make travel more difficult for us both. I personally would like to see the traffic filters and congestion charges total scrapped along with all LTNs to allow less congestion that they have already caused. We have an electric car that wouldn't cause problems with the clean air. We desperately need to get cars off the arterial and main roads within the ringroad as they are causing congestion which affects both bus timetables and cyclists. There is no need to drive in Oxford. Everyone who doesn't walk/cycle should be using the excellent bus service	Just scrap them	Yes. Scrap all LTNS to get the traffic moving again. I can only see these proposed schemes as a cash cow. Ok for cars still to come into the city and pollute as long as you pay for it. Hardly the idea for clean air. As many people have electric cars they should be able to journey to the city FOC and pay in the costly city car parks which are already more expensive than most towns near to Oxford
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	Too low	Yes	Make Park & Ride buses cheaper, Make buses cheaper for all, Add public cycle parking		Very positive		Locations are good. Not sure why the Hollow way and Marston ones will only operate part time. I think they should all operate the same hours to avoid confusion	REDACTED and properly enforce all illegal parking. Presently illegal parking is rife as there are not enough parking attendants outside of central Oxford. Might be a good for the Council to provide free cycle proficiency courses for all. REDACTED
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Negative	Very negative	About right	Yes	Make Park & Ride buses cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all		Very positive	Reduction in traffic leads to healthier streets and safer cycling	Need to think about increased burden on current rat runs e.g. quarry hollow, which with schools there are downright dangerous. Following these filters it will be even worse.	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other		Very negative	Unaffordable	Why should local residents have to pay 100 passes is nowhere near enough	Open ALL LTNS up
an Oxford resident	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Things are too expensive now and I don't see the need for extra charges as people are struggling. Please let make life easy for residents of Oxfordshire and most especially Oxford	Very negative	Me and my family and friends travel these routes, we already have a lot of bills to cover and don't think we want to add more bill to our expenses especialy at this time when cost of living is high	Congestion is high in Oxford because you have practically closed up most of the roads	Please open up closed road and easy traffic
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Very negative	Very negative	There should be no charges at all	No	Add new bus routes		Very negative	I do not believe a congestion charge is the right action to take to help with the high volume of traffic. I also do not believe that the closure of Botley road has caused the issue, it the LTNs that has pushed traffic onto other roads which in turn causes the congestion. Introducing a congestion charge will push the traffic onto the by pass and cause further congestion. As for the local residents their journeys will become even longer and getting to hospital appointments will become a nightmare - if an appointment is at 8:30 am some may have to leave at 6 am to get there. On a personal note it will make visiting friends almost impossible as I can only use the iffley rd due to the LTNs. Why is it only the working people in oxford being effected by all the traffic restrictions when North oxford is not touched and residents can get into oxford without anv extra restrictions excest volume of traffic.	As I have lived in oxford all by life my view is that if the councils could get away with it they would Ban the car all together. However the wealth of the working man in oxford is due to the car factory so why penalise the working man. I am sure the the decision to introduce these measures has already been taken as the council will take no notice of what the residents want and think they know what best of us all.If the council was honest and spoken about this proposal before the local election people may be more open to them,but they councillors knew that many would not be elected so kept quiet which does help trust. This whole process is a sham , questions load to give answers the council wants . This all make the process a sham and just a tick box exercise.	If restriction are to be put in place - I think those local to the should be allowed a permit which is open not restricted. Like the LTNs local people should be about to go through at least 1 camera as they are local and not trying to take a short cut - just go about their business.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice, 25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Negative	Negative	Too low	Yes	Make buses cheaper for all, Extend hours of operation for buses, Add public cycle parking		Very positive	Better air quality, more reliable bus services, more pleasant cycling		People need reliable and frequent Park&Ride buses for a significantly lower cost than the congestion charge or Westgate parking. Make parking in Oxford less attractive. People need flexible working hours to avoid travelling around 9am and 5pm. Cyclists need better and safer parking in Oxford. Bike theft is causing people to stop cycling and preventing drivers from switching to electric bikes.
other	daily	100 day passes for residents in the Oxford permit area, on days of your choice, 25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Neutral	Very positive	Too high	Yes	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all		Neutral			
an Oxford resident	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Neutral	Neutral	There should be no charges at all	Yes	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all		Negative	It makes getting to/from the station far more difficult. I live in Boars Hill where there are ZERO buses. The Council refuses to put cycle lanes on Hinksey Hill and also refuses to anything that make navigating the Hinksey interchange on a bicycle safer - this matters for my kids. Your proposal will make it much harder for me to get my kids to classes and sports activities after school and at weekends. It will also create congestion elsewhere.	Why introduce this now? Botley Road has been closed for so long. I like to defend the council in terms of trying to take action to manage the traffic, but it's never clear if your objectives is to improve air quality, safety or traffic congestion. The 20 mph limit improves safety, but you fail on all other fronts in my view.	It would make far better sense to introduce an ULEZ scheme for Oxford - it works well for London and most European cities do it now. Ban diesel cars. That would do more for the air quality, environment, people's health etc. than what you are proposing here or with the LTN scheme. Keep the 20 mph limits (although most cars will pollute more at that speed than at, say, 30 mph). Put much higher (punitive) parking fees on the SUVs and other giant 4-wheel drives that you see around (Paris has done this). Some people drive cars that are frankly the size of Hummers, and Oxford just isn't built for it. Try to find ways to get these huge cars out of Oxford. I would make exceptions for EVs, plug-in hybrids, hydrogen and other clean fuels in order not to penalise penalise people who are trying to do the right thing with choice of car... and to encourage more people to do likewise. The are plenty of sensible measures you can take before basically blocking access to the city centre and other parts of Oxford.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very positive	There should be no charges at all	Yes	Make buses cheaper for all, Add new bus routes, Make bus services more frequent, Extend hours of operation for buses		Very negative	I live on the cusp of the proposed Hollow Way gate. I shop weekly at Aldi and collect prescriptions twice a month from Wood Farm. Even for these essential journeys I would need 144 passes a year. I have hospital appointments 4 times a year, another 8 needed. I believe a fair way would be for those who live within a half mile radius of the gates should be exempt and all other traffic using it as a rat run should be charged. The gates also discriminate against the less well off in the city	Make public transport accessible, reliable and cheaper and I'd happily leave the car at home for some journeys. I choose to walk to work and only use car for essential journeys, but 100 passes to get access to the ring road at my nearest junction is not enough. As a resident I avoid going to the city, and if I have to I use public transport because it's too expensive to park! People will avoid hollow way, but the ring road and garsington road will just become more congested. My walk to work at peak times has changed massively with the volume of traffic increasing on the crossing at Horspath road. Please see sense, live this nightmare!	Make locals exempt from their nearest bus gate if within half mile, but make them pay for the others.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Very negative	No impact	There should be no charges at all	Yes	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Very negative	It will turn people away from coming to Oxford, businesses will suffer, other roads will become more congested.		Reopen the side roads to relieve traffic and pollution on main roads.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	Negative	Too low	No	Make buses cheaper for all, Make bus services more frequent, Extend hours of operation for buses		Negative	5E is close to the cost of a day pass on a bus. It is unlikely to stop many drivers given the journey by bus is both less reliable and slower.	They will likely traffic lock roads around it being very negative to some local areas near the cameras. Public transport alternatives are not good enough and will get stuck in new traffic locked roads.	Improve school buses and make them more attractive, it is the main reason Oxford is traffic locked every day. Cycling is notably unsafe as vehicles can't/don't keep the minimum legal distance and this is not enforced, enforce it or make segregated bike oaths. Buses are too expensive and unreliable/slow options.
a resident of Oxfordshire living outside Oxford	weekly		I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No			Very negative	Stupid idea. Get rid of the LTNs too. Use roads for what they are designed for. cars.		Get rid of LTNs and other restrictions. Plenty of space for all the cars to use then, cut congestion significantly. This is a selfish. minority oxford city centric policy. and it's clearly not workind
an Oxford resident	less than weekly	100 day passes for residents in the Oxford permit area, on days of your choice, Blue badge holders	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Neutral	Neutral	There should be no charges at all	No	Make buses cheaper for all		Very negative	These charging points will have the greatest impact on the most deprived area of the city preventing freedom of movement. Consider college scouts and refectory staff unable to afford to travel to work on minimum wage and to get back to collect their children from school. Many will find it impossible to continue to work under these ounitive chairges.	The most discriminatory act by elected representatives that hide behind a banner of democracy yet admit they will not abide by public opinion and will implement this scheme no matter what the outcome of public responses to this consultation	Instead of wasting public money on schemes that disenfranchise particular areas offer subsidised bus transport to East Oxford commuters who are bearing the brunt of these schemes
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Negative	Neutral	Too high	Yes	Make buses cheaper for all, Make bus services more frequent, Other	Add many more safe cycling paths.	Negative	It will either keep people out of Oxford city, or for those who still come it'll cost them either additional time or money or both.	The whole proposal comes across as a money-making scheme for the city council. Focus is entirely on how to charge cars. Instead, the focus should be on how to improve the bus service (lower fares, higher frequency, fewer stops, saving travel time), and how to make it easier and safer to commute in and out of the city by bike (dedicated safe cycling paths to and from all of the surrounding smaller towns and villages). If this was offered, then people will by their own considered decision go for the bus and bicycle instead of the car, because it's faster, easier, cheaper and more attractive. Presenting attractive alternatives that are superior to car driving is in my opinion a far better way of changing things than by penalizing drivers.	The whole proposal comes across as a money-making scheme for the city council. Focus is entirely on how to charge cars. Instead, the focus should be on how to improve the bus service (lower fares, higher frequency, fewer stops, saving travel time), and how to make it easier and safer to commute in and out of the city by bike (dedicated safe cycling paths to and from all of the surrounding smaller towns and villages). If this was offered, then people will by their own considered decision go for the bus and bicycle instead of the car, because it's faster, easier, cheaper and more attractive. Presenting attractive alternatives that are superior to car driving is in my opinion a far better way of changing things than by penalizing drivers.

Survey Response													
I am responding to this survey as	How often do you travel in or around Oxford?	Please tick which of the following free permits and passes you think you may be eligible for	Do you live in, visit a resident by car or commute by car to the proposed central Oxford	Central Oxford residents' permitIt is proposed that residents in the central Oxford	Central Oxford permit area commuters' permitIt is proposed workers commuting	We are proposing a single charge of £5 to allow cars without a day pass or permit	Do you think that charges should vary, with drivers of larger cars paying more and	Income generated by introducing the proposed temporary congestion charge would be used to cover the set-up and operating costs of the scheme.	If other improvement, please state	Taking into account all the information we have provided about the proposal to	Please explain your answer	Do you have any other comments about the proposal for six temporary congestion charge locations in Oxford that you have not already shared in this survey?	Do you have any suggestions for other ways to reduce traffic and tackle congestion in and around Oxford?
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Positive	Negative	About right	No	Make buses cheaper for all, Make bus services more frequent, Add public cycle parking		Positive	I am hoping it will reduce traffic.	I am concerned this, like the fingers, will increase traffic through Old Marston at peak commuter times.	An aerial egg lift linking Thornhill P&R > Osler Road / JR hospital > Town Centre.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Negative	Too low	Yes	Make Park & Ride buses cheaper, Make buses cheaper for all, Make bus services more frequent		Positive	Could go further, eg restricting hours of access for "other" vehicles (delivery etc) to outside normal peak times		Reduce the amount of parking currently available with a aim to discourage driving into the centre
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Positive	Negative	Too low	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Add new bus routes, Make bus services more frequent, Extend hours of operation for buses, Add public cycle parking		Positive		I think 3 cars for commuting is excessive	restrict larger vehicles such as trucks and vans within certain hours - so not during peak schools hours (7:30-9, and 3:30 to 5). This would make cycling with kids safer and more appealing.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	About right	Not sure	Make buses cheaper for all, Add new bus routes, Add public cycle parking		Very positive	Would expect to see fewer cars crossing the city centre, so buses would be faster/more timely and walking/cycling would be safer and more pleasant	Seems like a good way to test out the traffic filter ideas before going into the trial proper	School term times seem to produce the heaviest traffic, finding better ways for children to get to schools (rather than being driven in and out individually) could make a big difference. A shift away from the near-universal 9-5 working hours could also help soread out "rush hours".
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	Yes			Very negative	I'm an NHS manager, working almost 24/7, working every day after job planned hours from hime, additional commuting time will have neoative impact on my service		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	Too low	Yes	Add new bus routes, Make bus services more frequent, Add public cycle parking		Very positive	It is currently quicker to cycle in and around the city than to go by bus. The roads should be clearer for people who *need* to use their cars and permit the free flow of traffic. Buses will be quicker, and therefore more appealing to use, and cycling will be safer.	Owing to the timing of sessions, there needs to be provision for access to the ice rink, whether that is by improving bus services or adjusting the congestion charge for users. Otherwise, training would be affected to such an extent that competitive skaters will need to move to other rinks, such as Swindon, which are further away, which will affect the rink's ability to operate and remain competitive.	Look to other medieval cities abroad that have put cycling first and see what measures we can adopt. A good example is Uppsala, in Sweden, which is also a medieval university town and is almost entirely car-free in the centre. Cars should be used for getting out of Oxford, and not necessary for getting into or around Oxford.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	There should be no charges at all	Yes	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Negative	I will have to leave my job at the school where I work part time because the most direct route includes one of the charging zones and going the long way would take too long and will use too much petrol. Going there by bus would take ages as there is not a good direct service available.	They are not a good idea because the rich can afford to pay and will continue congesting the road, but those on lower income will struggle.	Removing the LTNs in East Oxford would be a good start. Have more bus routes that cover the entire city and better connection services to the surrounding villages.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	Too high	No	Make buses cheaper for all		Negative	Push traffic onto already busy alternate routes already impacted by LTNs		Use the river to provide alternative transportation into Oxford
an Oxford resident	daily	Taxis and private hire vehicles	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Make BUSES FREE FOR LOCAL PEOPLE BETWEEN WORKING HOURS AND SEE WHAT IMPACT THAT HAS ON TRAFFIC AND SCHOOL RUNS	Very negative	Will hurt people that come to Oxford to work and who live locally .. turning Oxford into a Prison	All the surrounding roads will be impacted massively, there wasn't a congestion problem before that LTNS went in.. SUMMERTOWN IS THE WORST FOR PEOPLE THAT DON'T LIVE LOCALLY	Free bus passes, council has the ability now to run its own bus services due to changes in the law, also bus ticket prices are extortionate for such small journeys and cause issues financially, Park and Ride should be free and buses to and from them should be one pound no more, if you want people to use Oxford and use it services make it cheaper for them to access them.
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Fix the badly managed roads and roundabouts	Very negative	It's literally a money making scheme. Not everyone falls into the same category of 'they should walk, get a bus or cycle' I now live in Abingdon, but I grew up in Cowley, I work in Cowley, my partner works in Cowley, my daughter goes to nursery in Rose Hill, I still have a lot of friends and family in Cowley that I see regularly, usually after work. You have already made that difficult with LTNs, I have to sit in a lot more traffic now than I ever did before. People will not stop driving! We pay for our cars, our insurance, our tax, and you want to charge us more just for the privilege of driving in our own city! There is no bus route that will allow me to go to drop off my daughter at nursery, go to work, then to pick up my daughter, and then to visit my family! And if there was it would probably double my journey time! I cycle to work when I can, but not if I have to do the nursery run. I have never ever had a problem cycling round Oxford! The majority of families and households rely on these cars to go about their daily business! Stop trying to penalise them!	You never spoke about this pre election as you knew you would struggle to get voted in! You have ruined Cowley with your LTNs already! You as a council are not listening to residents. Just look at the petition with over 10,000 signatures against! Look at the comments! Put your congestion charge in areas where you were voted in! Leave Cowley alone! Majority of residents do not want your greedy schemes! You seem to be targeting the poorer areas! If you really want it, then open up some of the LTNs so that the traffic can flow freely!	Open up the LTNs! Simple!
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice, Community health or care workers who need to visit multiple locations or travel urgently	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	Not sure	Make buses cheaper for all		Very negative	I will have to cover more miles to get to the same point causing more pollution and wear and tear on my car	Ridiculous open some of the ltns	
a resident of Oxfordshire living outside Oxford	weekly		I don't	Neutral	Neutral	About right	Yes	Make Park & Ride buses cheaper, Make buses cheaper for all, Make bus services more frequent, Extend hours of operation for buses		Very positive	The park and ride facilities for Oxford are really good so I prefer using them to parking within the city center, especially as it works out significantly cheaper to use the park and ride. By reducing traffic in the city center, the busses will run more smoothly. and it'll reduce pollution and make the environment much nicer for non motorists.	Starting with 6 locations seems a sensible initial step. If it doesn't work, it'll be less costly to remove than a larger system. If it does work it can always be expanded.	
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	Too low	No	Add new bus routes, Make bus services more frequent, Extend hours of operation for buses		Positive	Assuming traffic will get better, journeys by bus will be much faster, even in peak hours.		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Positive	No impact	Too low	Yes	Make buses cheaper for all, Add new bus routes, Make bus services more frequent, Add public cycle parking		Very positive	I worry about air quality and so support any initiative to remove cars from the roads.		Make bike crossing of the Banbury Road roundabout safer and quicker. Where are the new pedestrian/cycle bridges or underpasses? The city seemed to be able to build these historically, why not now when the need to remove cars from the road is even more acute?
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I commute to the central permit area by car	Very positive	Very positive	There should be no charges at all	No	Other	There should not be a congestion charge, you're simply going to make the Abingdon, Banbury and Woodstock roads unusable, though that is probably your intention	Very negative	You'll make all other roads unusable	The council is just grabbing money at all possible avenues and attempting to sell it as a positive to Oxford. You have ruined the city centre and allowed multiple business' to suffer horrifically with the bottley road shut. You should be ashamed of yourselves. Your only interest is to remove all cars from Oxford then hike the prices for buses which are nowhere near efficient enough. The public services are atrocious and you pretendino this will resolve the problem.	Make it free to get the park and ride. Make the trains run properly and frequently to as many local villages but they have to be affordable. Rather than a congestion charge make all pay and display car parks £15 an hour, but free to all blue badge holders or careers.
a resident of Oxfordshire living outside Oxford	less than weekly		I don't	No impact	No impact	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make bus services more frequent		Negative	We will no longer visit Oxford if it can be avoided. You want less traffic, we shall oblige. Well instead stop online or go where we're welcome.		Move Oxford to be an inside out city, put the things people want/need on the outskirts. Leave the centre as residential only. This means people visiting from outside Oxford don't need to go into Oxford any more, and people in the centre are going outwards, soreadins out instead of concentrating. Do this gradually with planning and licensing.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Negative	Too high	Yes	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Very negative	The traffic won't reduce. Instead it will divert to iffley and Cowley roads, making the situation even worse, buses will be stuck there forever and the pollution on those roads will make the houses along them unliveable. I live on Oxford road, Cowley. I already need to keep the front windows closed for most part of the day, even with a heatwave. What's going to become of us?	This plan is not thought through and people can barely keep up with cost of living to afford paying a congestion charge.	1.Open up the LTNs, make the connecting roads one-way to manage the flow and stop suffocating East Oxford. 2.Restrict school drop-off and use school buses or give better incentives for students to use public transport. 3. Restrict cars with engines larger than 1.5. City cars for the city.
an Oxford resident	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Very positive	Very positive	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make bus services more frequent		Very negative	I need to send my children to school in Oxford central zone every day because my home is too far from the school by cycle. I cannot afford to pay the congestion charge.		
a resident of Oxfordshire living outside Oxford	less than weekly		I don't	Very negative	Negative	There should be no charges at all	Not sure	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make bus services more frequent		Very negative	I do not and never would support this congestion charge. It is just another tax on people and restricts the freedom of choice of general public.	This would not reduce traffic, just generate revenue and another tax the motorist will have to endure. I find the whole idea abhorrent	Improve the infrastructure and roads.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Negative	Negative	Too low	Yes	Make buses cheaper for all, Make bus services more frequent, Add public cycle parking		Positive	It will hopefully reduce the number of cars on the roads, making it safer and more pleasant to travel by alternative means such as walking and cycling. It should hopefully reduce pollution levels.	I do not think it goes far enough with too many exemptions. It is also overly complicated and confusing to explain. But I think it is a step in the right direction.	With the number of exemptions I am sceptical as to what difference it will actually make. I think the council should look at more drastic measures to reduce the number of vehicles on Oxford's roads. Like a city wide congestions charge (similar to that in London). They should also look to have a phased ban on large vehicles like SUVs (see Paris). These vehicles are not designed for city streets, they are dangerous and cause more damage and pollution. I think businesses should also be encouraged to use alternatives to using large HGVs for deliveries by creating drop of hubs on the edge of the city, where cargo can be transferred to smaller electric vehicles and cargo bikes.
an Oxford resident	daily		I don't			About right	Not sure	Add new bus routes, Make bus services more frequent, Extend hours of operation for buses		Positive	It is notable how congested many areas of Oxford are, in particular the Cowley and Iffley Roads, Between Towns Road and on Garsington Road near the Mini plant. I believe that these proposals will reduce car traffic in Oxford and make journeys faster and more reliable.		A permanent congestion charge should be enforced like in London. Oxford's streets are narrower than in many cities and cannot cope with the current level of cars. It does not feel safe walking along the Cowley Road given the number of pavement cyclists who ride fast along the pavement and don't care about the safety of pedestrians. I think that pavement cycling for adults should be banned on any road in Oxford where there is not a segregated cycle lane on the pavement. Currently, I believe people are discouraged from walking along the Cowley Road so are more likely to use cars. Running the 500 bus service more often (say every 10 minutes between 6-9am and 4-7pm) would reduce the number of people driving to and from the Garsington Road business area and thereby reduce traffic congestion in the area.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice, 25 day passes for residents in the Oxfordshire permit area. on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Neutral	There should be no charges at all	No	Add public cycle parking		Very negative			
an Oxford resident	weekly		I don't	Neutral	Neutral	There should be no charges at all	Yes	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Very negative	It would kill off oxford ice rink, which has already overcome so many stsuggles. The ice rink has significant mental and physical health benefits for those in the oxford area		Remove the LTNs
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice, 25 day passes for residents in the Oxfordshire permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Neutral	Negative	There should be no charges at all	Yes	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Make buses cheaper for young people, Make bus services more frequent, Extend hours of operation for buses		Very negative	I find relying on an online system not ideal, in terms of GDPR concerns and reliance on electronics, and the self-inflicted result of redirecting all vehicles to the main roads could have been prevented in the first place. In a scenario where bus companies are not guaranteed to have improved services despite the changes, and the fact that bus services have never been sufficiently reliable or accessible in the first place, another backward step in solving traffic congestions should never be considered.	Apart from more expenditure towards maintaining additional systems and policing, as well as being the council's newest effort to take people's money during an ongoing cost of living crisis, this is not a good proposal.	It is clear that the streets of Oxford have been over-saturated and bottlenecked. There are already smaller streets which could have been used to mitigate congestion. Use those streets, cars nowadays are emitting far less emissions that they used to. Add speed bumps to the smaller streets to physically slow down the cars for the sake of safety of pedestrians. Education on safety awareness for pedestrians and cyclists should also be considered; they share the same roads, it should not be solely drivers' responsibility. Furthermore, motorcyclists, scooter users and cyclists specifically should have some accountability for their often erratic behaviour endangering and slowing down other road users. Another approach is to have monodirectional traffic during peak hours on some already over-saturated roads and roads near them, and alter road priorities at main junctions to help keep traffic moving.
an Oxford resident	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice, Frequent hospital patients	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all		Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Make bus services more frequent, Extend hours of operation for buses		Very negative	As someone who predominantly cycles around oxford, traffic makes it dangerous. Also, it will help with air quality in the city centre and any profit will improve public transport.		More frequent buses, higher charges and better cycling routes
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice, Frequent hospital patients, Personal cars used as goods vehicles for business purposes	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Remove the LTNs and invest in the conditions of the roads across Oxfordshire. LTNs and congestion charge creates more traffic and pollution through the city unnecessarily. This is a ridiculous proposal. Bus routes are congested due to all of this	Very negative	This is completely unnecessary and will deter more and more people from using Oxford and its facilities, contributing to the slow death of oxford as an attractive place to work and live. Congestion charges mean you are taking more money from the people of the city and congesting other areas of the city. Making a 5-10 minute journey almost 30 minutes. By doing this you are increasing pollution and traffic in all areas. Bus routes are unreliable because of all of this. It is a simple thing to remove LTNs and congestion charges. The city will run a lot smoother. North Oxford have not had any of these things effect them it is mainly east Oxford.	Don't do it!!	Improve the bus service Remove LTNs, Bus gates & congestion charges. The limited routes within Oxford will then be open to alot more and allow traffic to run smoothly. The side roads were created for traffic to go through. Removing them makes no logical sense
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice, School students with special educational needs	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Make bus services more frequent, Extend hours of operation for buses, Add public cycle parking	Save the money doing this scheme and remove the LTNs and give the proposed budget to the business owners who have lost revenue or their business because of these stupid traffic plans	Very negative	This is an attack on the lifestyles of those Oxford residents who need to use cars - the very people you are supposed to be looking after. Despite the offer of passes (which will probably be reduced after a trial) this will interfere with our regular patterns of movement around our own city. This is a socially divisive, unpleasant action by the Council. Conversely you are, bizarrely, allowing free permits for those who actually do cause the congestion - the commuters, trades vans and others. Why allow commuters into the city free passes and not the residents who actually live here? The net effect you have modelled seems unlikely to make a significant difference to Oxford's traffic problems. It will become an embedded revenue-raiser at the expense of residents' lifestyles. We have low confidence in the traffic modelling at key choke points and expect there will be queuing (which is not analysed in the model). Travel into and out of Oxford will be slower, as a result of local residents being forced out to the Ring Road, further impacting the life of those residents who need to travel elsewhere. In summary, this is an attack on residents' lifestyle instead of targeting the sources of congestion. It will raise revenue but that is not how a Council should serve its people. You should look first to commuters and shift them out to Park and Ride.	It is astonishing that the Council aims to receive £850k from PCNs - each and every one of these will be due to a careless error by a resident or visitor and should be seen as a failure of the scheme not a benefit.	Continue to work on providing separate cycle paths - slow cycles are a significant causal factor in slow buses. Encourage EV adoption to reduce pollution (there is nothing in this scheme which does so; indeed I could move more freely in a high-polluting diesel van than our EVs). Divert commuting traffic to P&R. Let the residents of this city live their lives as they wish and stop imposing ideology-driven schemes.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very positive	Neutral	Too low	Yes	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make bus services more frequent		Very positive	Traffic congestion makes travelling around the city very frustrating. Measures to reduce private cars and make buses run more efficiently are LONG overdue.		Close the Westgate carpark!!!
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	No impact	No impact	There should be no charges at all	Not sure	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper		Negative	I work in the central permit area, but as my workplace does not have staff parking I therefore seemingly wouldn't qualify for a commuter permit. However, my job involves me travelling between various properties in Oxford (both in the central area and wider permit area) several days a week to meet with clients, rather than working from the office. On days I work in the office I use the park and ride, but as my site visits aren't feasible by public transport due to the quantity of equipment I have to take with me I have to drive my personal vehicle to the sites. If the scheme were to be implemented, the cost of paying the charge would have a notable adverse financial impact on me, as driving around the city trying to avoid the roads that would carry the charge would take a prohibitively long time. I imagine that there are plenty of others who similarly work in the city and have to use their vehicle for aspects of their job, without having staff parking at their offices.	In my view introducing charges of this type is discriminatory for those who are less affluent, as those who are wealthy are likely to just be able to absorb the cost whilst a £5 fee is a hefty amount to pay for those on lower incomes.	Increase the size of the carrot, rather than the stick! Particularly improving bus services that move 'around' or 'between' the suburbs of the city rather than just into the centre. And reducing the cost of the Park and Ride - currently it makes more financial sense to pay for parking in the city centre for a few hours once you have more than two adults in the car, which is ridiculous.
a resident of Oxfordshire living outside Oxford	weekly		I commute to the central permit area by car	Very negative	No impact	There should be no charges at all	No	Other	This is a stealth tax which will hurt the area and its businesses. There is no benefit	Very negative	This is a stealth tax which will hurt the area and its businesses. There is no benefit	The (new) local government cancelled the A40 improvement scheme and has effectively confined the Eynsham park and ride to the weeds. Instead of wasting millions of tax payers money - maybe plan these things properly	Currently one of the biggest causes of congestion is all the A40 traffic that wants to get on to the A34 and the current system forces everyone around the wolvercote roundabout. There should be a slip road from the A40 directly on to the A34 - this would make a massive difference
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice, Blue badge holders, Disability benefit claimants. School students with soecial educational needs	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Negative	Very negative	There should be no charges at all	No	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Very negative	Appalling idea. I work and live in Oxford. My work place is on the Marston Ferry Road. I'm absolutely appalled by this money making scheme. Ludicrous		Remove the LTNS. Oxford traffic flowed qar more smoothly before these were put in. Delays are extreme thanks to these. Ambulance wait times significantly increased because of these. I know as my Grandmother needed their services and EVERY time the paramedics commented on the ltns
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Very positive	Very negative	Too low	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Add new bus routes, Add public cycle parkino		Very positive	The public space in cities should be reserved to the use of as many people as possible. Cities should be more people (walkers, cyclists) friendly.	I hope this proposal talkes place and is extended to other parts of Oxford so the city residents can have a better quality of life overall.	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	No impact	Too low	Yes	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Very positive	I commute to work using the ST1 bus, as well as the B4400/etc. from Headington to The Plain. All of these bus routes would be improved by reducing conestion on St Clements, and ST1 from reducing conestion on St Cross Rd..	I'm concerned that the 100 passes may be too generous, and prevent the benefits of the scheme from manifesting fully. I reconoise that this is probably a necessary compromise to modify opposition to the scheme however.	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I commute to the central permit area by car	No impact	No impact	There should be no charges at all	No	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Very negative	Currently I live in the city, ox3 and have lived therefor 45 years. I cannot get around my city and the measure that have been put in place, LTN has made it very difficult as a family to live and get around the city. There is not enough frequency of buses and they are too expensive. I cannot rely on them and they do not go where we need to go. I am even considering of moving out of my home town because of all the measures that have been put in place. It is now even more dangerous to cycle around town, and when we tried to our bikes got stolen from a bike park area where they were locked. However no cctv and the police did nothing. This means now we don't have bikes. The buses are too infrequent and too expensive. It is easier amd cheaper to travel elsewhere rather tha. My own city. It is all being done to the residents rather than actually listening. Is there no possibility of free bus travel for residents or possibl trams to ensure frequency. Not everyone has lots of time to walk/ wait for public transport or is able to ride a bike. Please think about the people who are trying to live in the city.	Please look at the timing of the traffic lights around the Ring road as these are not timed well and create further traffic congestion. Would there be room for suspending certain congestion gates when there are works that cause particularly closures of the ring road as there was recently with water works near Easten bypass near BMW.	Trams Free bus travel for residents Safe places for bikes where they don't get stolen. Bike hire that can also be used by young people- currently bike rentals need to be over 18. If you have children of 13 + you cannot use the bikes/ scooters.
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Very negative	Very negative	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make bus services more frequent		Very negative	This is an awful idea by people who don't obviously don't know what it's like to be on a low income and trying to hold down a job. It's also bad for business.	It's a bad bad idea which will kill the city for local people. This council obviously doesn't care about local people and is only interested in students and tourists.	Get rid of the LTNs for a start!
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Negative	Positive	There should be no charges at all	No	Other	Make park and ride free to residents	Very negative	It will stress businesses in oxford that are already under a huge pressure to stay afloat. This will cause the loss of jobs and businesses in oxford.	Try building a bypass around oxford to stop through traffic polluting the area.	Make buses free of charge or a maximum of £1 per journey.
a representative of a group or organisation	weekly		I don't	Positive	No impact	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Extend hours of operation for buses		Very negative	It will cost us snd visiting teams a huge amount to train and play games at Oxford ice rink. Ultimately it could cause teams to fold.	I think it's short sighted as you are not thinking about rink users who have a lot of kit and have no option but to drive as their kit is difficult to take on public transport and training and games are late and the team are worried about travelling on their own on public transport late at night. Exemptions should be made for teams and visiting teams to the rink.	You need to make park and ride easier, more accessible with big kit bags, more busses, cheaper and ensure safety late at night. It needs to be easier than driving especially for visiting teams. I just can't see it working for the hockey teams.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	There should be no charges at all	Not sure	Make buses cheaper for all, Make bus services more frequent		Negative	I am a teacher in Oxford. I will have to essentially pay a tax for coming to work. Teacher are essential workers similarly to care and health workers. The school I work in already have a recruitment and retention problem due to the high cost of living. This crossrail will means it will get harder to hire teachers which in turn will mean even bigger classes.	reconsider creating more permits. I live in Jericho just on the border of the central area and have to go through these cameras to commute to headington where I work.	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Negative	No impact	There should be no charges at all	Not sure	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Very negative	I do not believe these changes to be temporary. I vehemently disagree with your proposal to reduce parking in summertown. Buses are too expensive and there are too few cycle ranks. It's all stick and no carrot. Firms initially have support of your neighbourhood schemes, you then lost my trust		Try making buses affordable BEFORE you make it too expensive to park in town. Retailers are struggling already, don't make it harder
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	No impact	Positive	There should be no charges at all	Yes	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Make buses cheaper for young people, Add new bus routes, Make bus services more frequent, Extend hours of operation for buses, Add public cycle parking		Very negative	I drive into work (Oxford) because I need to drop off and collect my child with SEND from school (Oxfordshire, not Oxford). I am not able to use public transport because it does not exist between my son's school and home. The public transport within Oxford (P&R) is not frequent/reliable enough to my place of work (Churchill site, Headington) to be able to use it and be on time for my son. I can find a way to work without going through the gates, but I am worried that the traffic is going to become much worse close to the gates and on alternative routes. The public transport system in Oxford/Oxfordshire is not good enough to get people out of their cars, so they will surely be forced onto the remaining roads, making those impossible.	This is just bringing in the bus gates early and without Botley Road being open.	Make the public transport more frequent, go to more places and more reliable. How about a tram system?
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Very negative	Very negative	Too low	Yes	Make buses cheaper for all, Make bus services more frequent, Add public cycle parking		Positive	Needs to be more stringent to have more of an impact on traffic, pollution etc. Eg give less than 100 free days (why not zero?) it's not like people get 100 free days in the bus, and a day bus ticket costs almost £5 per person, while a car can carry multiple people.		More and larger school zones. Ban parking on yellow lines for any length of time. Tighten footpath parking. More speeding cameras to penalise dangerous driving and raise money. Improve segregated bike lanes - not the useless lines painted on roads. More toucan crossings. More zebra crossings. These crossings raise the priority of bikes and pedestrians
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make buses cheaper for all, Make buses cheaper for young people, Other	Save the money doing this scheme and remove the LTNs and give the proposed budget to the business owners who have lost revenue or their business because of these stupid traffic plans	Very negative	This is penalising residents who live in Oxford. I work more than 100 days a year so now will have to pay to leave my own house. I also care for my mother and elderly grandfather and will have to pay to make visits to them, pay to get to my doctors surgery and pay to get my children to school.	These are absolutely unnecessary and should not be allowed. No residents actually or local businesses want these put in place but as usual our voices will not be heard and I'm sure this will be implemented regardless. Well done for killing Oxford and making it a place no one will want to live or visit.	Open back up the LTNs as then traffic filters throughout the city rather than being pushed onto a few main roads and causing long traffic delays which ultimately affect the buses anyway so don't actually help with the idea of making everyone get on a bus or a bike!!
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice, School students with special educational needs	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Negative	Very negative	There should be no charges at all	No			Very negative	Restricts people	Remove the ltns or at least the ones that make sense then the traffic wouldn't be an issue	
a resident of Oxfordshire living outside Oxford	daily	100 day passes for residents in the Oxford permit area, on days of your choice, 25 day passes for residents in the Oxfordshire permit area, on days of your choice, Personal cars used as goods vehicles for business purposes	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	Yes	Make Park & Ride parking cheaper, Make buses cheaper for all, Make bus services more frequent		Very negative	I live in Banbury only because Oxford was completely unaffordable for me. Im a therapist and I work in the city and support my mother as well as an elderly friend. Trains do not run frequently enough to be a viable option. This would be an extra expense I can not afford. Not to mention the impact on those who are elderly but not eligible for blue badges.	Don't do it. I also think this survey is worded in a way that makes opposition less obvious.	Have more frequent and cheaper trains between Banbury and Didcot. As well as cheaper bus options.
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	No impact	No impact	About right	Not sure	Make buses cheaper for all, Make bus services more frequent, Extend hours of operation for buses		Neutral	My place of work which I commute to is just outside the Central Permit Area, so I shouldn't be impacted by these charges directly. However my commute is within the Oxford Permit Area (the blue) and is greatly impacted by congestion in these areas. So I'm unsure how these chanaes in the central permit area will help improve the conession on my commute.	I fear that public transport services which travel from outside of Oxford will not be improved or supported during these changes. They seem to be ignored or forgotten about.	Improve services available outside of the city (rural areas in the county as a whole) on routes into and out of Oxford. This is important for students of all ages, commuters and shoppers.
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	No impact	Positive	There should be no charges at all	No	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Very negative	I have to travel to Oxford to commute, I don't have to pay today. I will still have to travel to Oxford, but risk having to pay.	The British weather is not conducive to commuting by bike.	7pm is too late. If it ran 7am to 6pm that would make commuters more accepting of the plans.

Survey Response													
I am responding to this survey as	How often do you travel in or around Oxford?	Please tick which of the following free permits and passes you think you may be eligible for	Do you live in, visit a resident by car or commute by car to the proposed central Oxford	Central Oxford residents' permitIt is proposed that residents in the central Oxford	Central Oxford permit area commuters' permitIt is proposed workers commuting	We are proposing a single charge of £5 to allow cars without a day pass or permit	Do you think that charges should vary, with drivers of larger cars paying more and	Income generated by introducing the proposed temporary congestion charge would be used to cover the set-up and operating costs of the scheme.	If other improvement, please state	Taking into account all the information we have provided about the proposal to	Please explain your answer	Do you have any other comments about the proposal for six temporary congestion charge locations in Oxford that you have not already shared in this survey?	Do you have any suggestions for other ways to reduce traffic and tackle congestion in and around Oxford?
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Positive	Negative	About right	No	Make buses cheaper for all, Make bus services more frequent, Add public cycle parking		Positive	I am hoping it will reduce traffic.	I am concerned this, like the fingers, will increase traffic through Old Marston at peak commuter times.	An aerial egg lift linking Thornhill P&R > Osler Road / JR hospital > Town Centre.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Negative	Too low	Yes	Make Park & Ride buses cheaper, Make buses cheaper for all, Make bus services more frequent		Positive	Could go further, eg restricting hours of access for "other" vehicles (delivery etc) to outside normal peak times		Reduce the amount of parking currently available with a aim to discourage driving into the centre
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Positive	Negative	Too low	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Add new bus routes, Make bus services more frequent, Extend hours of operation for buses, Add public cycle parking		Positive		I think 3 cars for commuting is excessive	restrict larger vehicles such as trucks and vans within certain hours - so not during peak schools hours (7:30-9, and 3:30 to 5). This would make cycling with kids safer and more appealing.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	About right	Not sure	Make buses cheaper for all, Add new bus routes, Add public cycle parking		Very positive	Would expect to see fewer cars crossing the city centre, so buses would be faster/more timely and walking/cycling would be safer and more pleasant	Seems like a good way to test out the traffic filter ideas before going into the trial proper	School term times seem to produce the heaviest traffic, finding better ways for children to get to schools (rather than being driven in and out individually) could make a big difference. A shift away from the near-universal 9-5 working hours could also help soread out "rush hours".
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	Yes			Very negative	I'm an NHS manager, working almost 24/7, working every day after job planned hours from hime, additional commuting time will have neoative imoact on my service		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	Too low	Yes	Add new bus routes, Make bus services more frequent, Add public cycle parking		Very positive	It is currently quicker to cycle in and around the city than to go by bus. The roads should be clearer for people who *need* to use their cars and permit the free flow of traffic. Buses will be quicker, and therefore more appealing to use, and cycling will be safer.	Owing to the timing of sessions, there needs to be provision for access to the ice rink, whether that is by improving bus services or adjusting the congestion charge for users. Otherwise, training would be affected to such an extent that competitive skaters will need to move to other rinks, such as Swindon, which are further away, which will affect the rink's ability to operate and remain competitive.	Look to other medieval cities abroad that have put cycling first and see what measures we can adopt. A good example is Uppsala, in Sweden, which is also a medieval university town and is almost entirely car-free in the centre. Cars should be used for getting out of Oxford, and not necessary for getting into or around Oxford.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	There should be no charges at all	Yes	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Negative	I will have to leave my job at the school where I work part time because the most direct route includes one of the charging zones and going the long way would take too long and will use too much petrol. Going there by bus would take ages as there is not a good direct service available.	They are not a good idea because the rich can afford to pay and will continue congesting the road, but those on lower income will struggle.	Removing the LTNs in East Oxford would be a good start. Have more bus routes that cover the entire city and better connection services to the surrounding villages.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	Too high	No	Make buses cheaper for all		Negative	Push traffic onto already busy alternate routes already impacted by LTNs		Use the river to provide alternative transportation into Oxford
an Oxford resident	daily	Taxis and private hire vehicles	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Make BUSES FREE FOR LOCAL PEOPLE BETWEEN WORKING HOURS AND SEE WHAT IMPACT THAT HAS ON TRAFFIC AND SCHOOL RUNS	Very negative	Will hurt people that come to Oxford to work and who live locally .. turning Oxford into a Prison	All the surrounding roads will be impacted massively, there wasn't a congestion problem before that LTNS went in.. SUMMERTOWN IS THE WORST FOR PEOPLE THAT DON'T LIVE LOCALLY	Free bus passes, council has the ability now to run its own bus services due to changes in the law, also bus ticket prices are extortionate for such small journeys and cause issues financially, Park and Ride should be free and buses to and from them should be one pound no more, if you want people to use Oxford and use it services make it cheaper for them to access them.
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Fix the badly managed roads and roundabouts	Very negative	It's literally a money making scheme. Not everyone falls into the same category of 'they should walk, get a bus or cycle' I now live in Abingdon, but I grew up in Cowley, I work in Cowley, my partner works in Cowley, my daughter goes to nursery in Rose Hill, I still have a lot of friends and family in Cowley that I see regularly, usually after work. You have already made that difficult with LTNs, I have to sit in a lot more traffic now than I ever did before. People will not stop driving! We pay for our cars, our insurance, our tax, and you want to charge us more just for the privilege of driving in our own city! There is no bus route that will allow me to go to drop off my daughter at nursery, go to work, then to pick up my daughter, and then to visit my family! And if there was it would probably double my journey time! I cycle to work when I can, but not if I have to do the nursery run. I have never ever had a problem cycling round Oxford! The majority of families and households rely on these cars to go about their daily business! Stop trying to penalise them!	You never spoke about this pre election as you knew you would struggle to get voted in! You have ruined Cowley with your LTNs already! You as a council are not listening to residents. Just look at the petition with over 10,000 signatures against! Look at the comments! Put your congestion charge in areas where you were voted in! Leave Cowley alone! Majority of residents do not want your greedy schemes! You seem to be targeting the poorer areas! If you really want it, then open up some of the LTNs so that the traffic can flow freely!	Open up the LTNs! Simple!
a resident of Oxfordshire living outside Oxford	weekly		I don't	No impact	Very negative	Too low	Yes	Make buses cheaper for young people, Add new bus routes, Make bus services more frequent		Very positive	I like to go to Oxford at the weekend with my friends. I won't ride my bike there so buses are great but take too long because of traffic iams. Fewer cars should soeed up our bus	Please make buses cheaper for kids. We're too young to have jobs so can't afford child fares	I like to cycle on the path next to a40 to Oxford but don't like riding on the road or pavement. Can you make more cycle paths with no oecole or cars olease
a resident of Oxfordshire living outside Oxford	daily		I don't	Very negative	Very negative	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Make buses cheaper for young people, Add new bus routes, Make bus services more frequent, Extend hours of oceration for buses		Very negative			Improve, extend and guarantee availability of public transport both bus and importantly rail
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Negative	Neutral	There should be no charges at all	No	Make bus services more frequent, Other	Free parking and free buses	Very negative	This proposal is discriminating against car owners/drivers. This is unfair to people travelling to hospitals for appointments and treatment. This is a violation of my right to chose how I travel to Oxford. I have no faith that this charge will be scrapped after the proposed 2 year trial. The fee is currently £5 but will obviously rise year on year. Do you honestly think it fair to charge a congestion fee on top of paying for parking at the Westgate when it might not be feasible if carrying large amounts of shopping and wrestling with it to get on/off a bus. Travelling to Oxford from rural areas on public transport is difficult due to infrequent and cancelled services.	I feel as with every other survey that the council have asked for comments ie LTNs they have been largely ignored and you will do what you wish regardless of any strong feelings against your proposals.	No, it's a fact of life that while councils and governments build housing estates in rural areas there will always be too many car journeys into town and city centres.
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Very negative	Very negative	Too low	Yes	Make buses cheaper for all, Make buses cheaper for young people, Make bus services more frequent		Very positive	I go to Oxford most days, don't drive and won't cycle past Headington as there are no safe cycle lanes after there. I mainly use the bus which is ok but sometimes real slow stuck in traffic	Please use the money to give us older teens free or cheap bus travel. £3 per journey is way too much when I'm still at school and don't work	Safer cycling routes to the centre of Oxford with no cars or people using them. Free passes to use the e-scooters and let them come out to villages
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Very negative	Very negative	Too low	Yes	Make buses cheaper for young people, Add new bus routes, Make bus services more frequent		Very positive	Any vehicle journey removed from Oxford makes my cycling commute safer and my bus journeys quicker when we go out in the evening	Too many permits and vehicle exemptions to make a significant reduction. Also £5 is too cheap for a day pass - cheaper than a bus day pass!	Segregated cycle lanes 25/100 free bus day passes available as a trade in for car permits Free bus travel u20s
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I commute to the central permit area by car	Very positive	Very positive	There should be no charges at all	Not sure	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Other	Please do not charge anything if anyone living in around oxford city area OX1 to OX4	Negative	This situation will significantly impact my children's daily commute and overall wellbeing. The Oxford City Council must not impose any charges on Oxford residents. We are unable to drop off and pick up our children, and my wife, who teaches near Holloway, may have to reconsider her career if faced with congestion charges. It's not just her; many teachers are contemplating leaving their positions. This will ultimately harm the education of our children, and it is imperative that the council addresses this issue immediately.	This situation will significantly impact my children's daily commute and overall wellbeing. The Oxford City Council must not impose any charges on Oxford residents. We are unable to drop off and pick up our children, and my wife, who teaches near Holloway, may have to reconsider her career if faced with congestion charges. It's not just her; many teachers are contemplating leaving their positions. This will ultimately harm the education of our children, and it is imperative that the council addresses this issue immediately.	Please make it free for teachers and parents who drop off and pick up the children to near by schools.
an Oxford resident	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Very negative	Oxford is already dying but sadly all oxford shops will now just close. Especially busisness like mine which are small and independent. It's a shame the council aren't thinking of these smaller business. You are only putting more traffic onto other areas of oxford so not reducing the traffic at all! Also why out a congestion charge in near the Westgate? People just won't shop in oxford any longer! This will be a very sad day in history for all small business when the council push this through	Yes. Buses aren't frequent enough, there ib busy and for people whom like my daughter can not access the buses or public transport. She has an ECHP and am going to have to drop her off at college come September. To do that I would now have to make a journey that be 10 minsas to now 35-45 mins or pay 10 pound every day! I think once again the disabled are being overlooked and being discriminated against!	How about open up the ltns this would reduce congestion and pollution. By having the ltns, Botley road closed and no congestion charges, you are only putting more traffic onto other areas you are not solving the problem!!
a resident of Oxfordshire living outside Oxford	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Very negative	I am a teacher working in a school in Headington. I can leave home just before 7am and get to my school at about 7.20 am. If I take a bus, I would need to catch the 06:35 bus do my job and get home at an anti social hour. Remember we are in Oxford and not London. London has all bses of transoort!	Why am I paying to go to work? You are getting money from Council Tax, from home owners and businesses and yet you have not improved the transport system. Now drivers are ownfor everything. Please let me remind vou that I am a teacher so not oetting paid a lot!	Improve transport before putting this congestion charge. This is common sense!
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice, Community health or care workers who need to visit multiple locations or travel urgently	I commute to the central permit area by car	Negative	Neutral	There should be no charges at all	No	Make buses cheaper for all, Make bus services more frequent, Extend hours of operation for buses		Very negative	Just another way of embezzling from people who are struggling to make a living		Create more roads, open up the botley road on time, and also reduce road works
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	There should be no charges at all	Yes	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Very negative	This isnt going to fix anything, everyone who currently drives already has no other choice, now you will just make them poorer. All the people being targeted are from lower income areas or in low income jobs. Shame on you. Take all the parking off hollow way, those stupid clearways are completely ignored. Remove the idiotic bike lane entrance to the intersection at original swan, it is too scary for anyone to use. Stop punishing small businesses like Smith and low and sending everyone back to jeff bezos.	Make hollow way parking free. Those clearways are a joke. If the parking attendants were actually there every day, they'd make enough money to fix all the potholes in oxford by the end of the week. Stop punishing people for needing to use a car because they dont want to get run down by a private hire car	Make hollow way parking free. Stop making stupid changes permanent from the get go. Why is that idiotic bike intersection entrance still outside original swan? No one uses it because its too terrifying. Stop putting bus stops right at intersections. Take back some of the wide footpaths on cowley/oxford road to make bus stops that dont clog the road.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice, Frequent hospital patients	I live in the central Oxford permit area, or visit a resident of the central permit area by car	No impact	No impact	There should be no charges at all	No	Other	Try open the park and ride you've just built with no road	Very negative	My mother is in a care home in Marston and you want me to pay £5 a day to visit her	You are killing Oxford and all the businesses	Get rid of these LTN then the traffic wouldn't be at a standstill all over oxford
an Oxford resident	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Very negative	Very negative	There should be no charges at all	No	Other	Don't introduce charges at all	Very negative	It is a terrible idea in an already gridlocked city. The Botley Road situation has already backed up all of the ring road traffic. This will make it so much worse. Please reconsider	Terrible idea, will prevent emergency services and stop visitors to our beautiful city	Open up the awful LTNs
a resident of Oxfordshire living outside Oxford	less than weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make buses cheaper for all, Make bus services more frequent, Extend hours of operation for buses		Very negative			
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Positive	Positive	Too low	Yes	Make buses cheaper for all, Make buses cheaper for young people, Add new bus routes		Positive	Fewer cars will improve quality of life of residents	Good idea to introduce congestion charge as bus filters are not possible yet.	Bus travel might be more attractive if it was possible to change buses on a journey without buying another ticket. In Some European cities you can buy a ticket which can be used for an hour. I would need to buy two tickets for one journey from my home to ea Summertown and buvina iust one ticket would be cheaper.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I commute to the central permit area by car	Very negative	Neutral	There should be no charges at all	No	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Negative	I don't think we should be dictated to as to where we can drive. In my opinion the council has created this problem with LTNs & by installing this scheme will make matters even worse. We all know the scheme isn't temporary the same as the LTNs we're supposed to be but they are now permanent against the majority of Oxford tenants. The only people that want them are the council & residents of the streets they were put on. It is an absolute joke what you e done to our once beautiful city. You will not be happy until you've killed trade & made every body even more stressed than what they are now. Why are they not implementing any traffic calming measures in Summertown as the banbury road is a traffic jam at peak times. The Cowley road & Iffley road were no worse than Summertown before you started messing around & yet they have them.Why can the money taken from us to pay for another hair brained scheme be used to give free bus travel to over 60;s as in other towns? . I for one do not want this scheme. I'm totally against it as I still am against the LTNs. You can not go down hardly any roads for road works on top of everything else. Oxford is now a nightmare to get around. 😡 😡	100% against.	Traffic lights at every junction of the plain. I know a trial was done but I don't know how it can be called a trial when only 2 sets of temporary traffic lights were used which caused chaos.Get rid of the LTNs open up all roads again & cut the speeds down do 1 place at a time.Surely common sense comes in to play here. Get rid of E Scooters & bikes they are dangerous & not ridden properly or safely very often be ridden 2 up serving in & out of traffic just like cyclists. They seem to be oblivious to the Highway Code & for some reason think they are exempt from red lights.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Positive	Very negative	Too low	Yes	Make buses cheaper for all, Extend hours of operation for buses, Add public cycle parking		Very positive	Central Oxford is absolutely blighted by unnecessary car traffic. Not only is their pollution poisoning me and everyone else in central Oxford, it's also responsible for endangering my life and others. Anything that helps reduce this will have a positive effect.	Nonresident commuters should only get free passes in very limited circumstances. The majority of these people could cycle or take the bus - and are responsible for the worst of the traffic. These people have to be discouraged from their destructive behaviour.	The proposed congestion charge is too low it needs to be higher.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very positive	Very positive	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Add new bus routes, Extend hours of operation for buses, Add public cycle parking		Very negative	This will stifle the ability for people to commute into Oxford, it will reduce shoppers, tourists, and anyone who uses the city centre for its vast retail services. Business will lose profits. And the funds received will likely only cover the cost of implementation making no positive impact to anyone, only negative.	They should not be put in place. This will increase the amount of traffic on the ring roads which already cannot handle the current levels. You will grid lock the ring roads around Oxford leading to further disruption and chaos for all. Let people drive into Oxford if they want. Stop trying to reduce cars and instead improve bus routes and cycle routes. It's not the cars fault and it is those passengers that pay for Oxford through purchases at retail/food and thereby through taxes.	Yes, invest in making roads safer for bikes, and buses. Introduce bus lanes more frequently. Invest in the infrastructure rather than charging people. The money will eventually be recouped as it will be easier for people to reach Oxford. Make the ring roads around Oxford, including the a34 easier to travel on, this will reduce traffic idling reducing emissions. Invest invest invest don't go about charging to just cover the cost of the thing you're implementing.
a resident of Oxfordshire living outside Oxford	less than weekly		I don't	No impact	No impact	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Make bus services more frequent, Extend hours of operation for buses, Other	Reduce train ticket prices to encourage use of trains to Oxford. Reduce cost of parking at train stations when travelling to Oxford.	Very negative	I live out of the city and the charge discourages me from visiting the city for shopping and socialising. It also discourages me from visiting with friends and family that are visiting the city. Oxford is a beautiful city that I used to enjoy visiting. I avoid visiting now, and will avoid more so with the introduction of congestion charge.		Better rail network for those that live outside the city. The work done at Wolvercote roundabout has increased traffic delays with the introduction of a bus lane that appears to go no where meaning the buses use the lanes that other vehicles use. Improve the A34 to encourage traffic to go around the city rather than travelling through it.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very positive	Very negative	About right	No	Make buses cheaper for all, Add public cycle parking		Neutral	If residents living adjacent to the charge locations are given unlimited passes this will not impact negatively. If residents are not accommodated this will be penalising, especially to those on low incomes	Those that live within the restricted areas should be exempt.	Force schools public and private to use busses or cycle or walk. School holidays currently show how much congestion school drop offs generate.
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	No impact	Negative	Too high	Not sure	Make buses cheaper for all, Make bus services more frequent, Extend hours of operation for buses		Negative	I don't see how this will do anything other than clog up other roads (i.e. direct routes avoiding the filters/charge locations) into Oxford to an unbearable level. If you want to stop the cars, why not charge for all travel into the ring road. Traffic will be awful for the mainotr, and fine for the few who will be able to afford to use the conestion zones reularly.	No	Restrict (or charge more heavily) cars travelling into Oxford from all routes, not just the filters, if you want to reduce congestion.
an Oxford resident	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	No impact	No impact	There should be no charges at all	No	Add public cycle parking		Very negative	Travel I. And around Oxford is a painful experience and now adding a charge for this will not be good for the area.	Exemption for electric cars	Reducing traffic in Oxford will not help the local areas, traffic n Ed's to flow better
a resident of Oxfordshire living outside Oxford	less than weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Very positive	Very positive	About right	Yes	Make buses cheaper for all, Make bus services more frequent		Very positive			Extend e-bike range further out. More frequent bus on routes.
an Oxford resident	weekly	Unpaid carers	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Neutral	Neutral	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all		Very negative	Extra charges for living in a certain area is unfair. Due to council failings		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice, Blue badge holders. Unpaid carers	I don't	Very negative	Neutral	There should be no charges at all	No	Other	Open up closed roads to get traffic moving again	Very positive	You're stopping my free movement	Open up closed roads	Open up closed roads
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice, Blue badge holders	I don't	Very negative	Very negative	There should be no charges at all	No	Other	ANPR machines are a huge waste of Oxford residents money during a cost of living crisis. The REDACTED up with Botley Bridge, and the traffic it has created, is not our fault. Dispicable to use it as an excuse to force "us" to pay for this money making scheme.	Very negative	We live in Jericho, and use the roads to commute to work daily (via hythe bridge rd, South Park rd, or through cowley), drive to visit family in London and Cambridge (marston ferry rd). This will cost us £5 daily under the new scheme. That is a minimum of £1825 per year for just one of us (out of two in the home, both of whom use our cars for the above reasons). That expense is entirely unreasonable. We are living in a cost of living crisis, with real terms pay cuts annually. It is shocking and appalling that the council is seeking to squeeze residents for extra cash, when the cause of the higher traffic in the centre is the fault of National Rail. Why should we pay for their mistakes? Situated in Jericho we are surrounded by the new proposed ANPR, so it would be impossible to avoid a daily charge. You will create a city where only the elite 1% can afford to live. Further, the planning, council staff time, and analyst time that is being poured into this farce is an insulting waste of public funds.	I strongly, strongly, strongly oppose this. The lack of advertisement of this consultation is insidious, as is the suggestion that this move is "temporary". You do not pay for expensive ANPR cameras, systems, and the infrastructure to run them/ collect payments/ issue fines, to only run it temporarily. This is very clearly a long term plan for the council which I will not ever support. Dishonest.	Fix the bridge. Improve the cycle lanes to make them safer. Do not install expensive ANPR cameras and make the city inaccessible. I am a blue badge holder, and I do not agree that this will make travel easier for me. I frequently ride in other users cars and my badge has to remain in my car. You do not speak for me. Do not use blue badge holders to push your agenda.
a resident of Oxfordshire living outside Oxford	less than weekly		I don't	No impact	No impact	There should be no charges at all	No	Other		Very negative	I will no longer come into Oxford for shopping or socialising.	The scheme should be abandoned. There should be no charge.	Make the park and rides free
a resident of Oxfordshire living outside Oxford	less than weekly		I don't	No impact	No impact	Too high	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all		Very negative	I don't want to be charged if I come into Oxford to John Lewis car park as I'm already paying to park there. I shall now avoid Oxford shoosing now and go to Swindon or Bicester instead		
a resident of Oxfordshire living outside Oxford	daily		I commute to the central permit area by car	Very negative	Very positive	Too high	No	Other	Fund a lawsuit against national rail responsible for this misery	Very negative	Who are we kidding. Once in place this will never go. And central Oxford will become another small business grave. Wake up citizens	Oxfordland sponsored by Bettred coming soon on your doorstep	Reopen the closed streets and charge one-passenger taxis
a resident of Oxfordshire living outside Oxford	daily		I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make buses cheaper for all		Very negative	This is another money making scheme by a council who really is out of touch with Oxfordshire residents	Yes I totally oppose it. It is totally unacceptable to discriminate against car users.	Yes, improve public transport for people outside Oxford so they can easily get in with the need to drive. The huge house building projects around Oxford is adding to this conjugation. It's not rocket science. Just charging won't solve the deeper problem that needs to be addressed.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice, 25 day passes for residents in the Oxfordshire permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Remove LTN. They have created congestion and pollution.	Very negative	There was not a congestion issue before LTNs. Now you're throwing more money at poor schemes. Revert. Reliable cheap buses make sense. If genuinely keen to kill traffic - close Westgate car park and ban the school run.	So confusing. Utter madness. The bus gates are a mad idea. Revert to pre LTNs and just properly impose speed limits.	Remove LTNs. Reduce speed limits and impose them (so many 20mph zones, like Church Cowley Rd and Henley Ave are race tracks, they didn't used to be). Simplify buses. Reintroduction of buses to the station where they were cut.
a resident of Oxfordshire living outside Oxford	less than weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Neutral	Neutral	There should be no charges at all	No	Make buses cheaper for all		Negative	Added expense and hassle for travelling into the city centre which is already expensive to park in		
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Add new bus routes		Very negative	Punitive on rural communities such as Noke. There is no park and ride near the village and no bus route. This is an outrageous policy. the first step should be to get rid of the ridiculous LTNs and secondly put a bus service the village.		A bus route serving Noke. A park and ride should be mandated in the new development near woodeaton. Making the bus lane near water Eaton park and ride usable by cars using the park and ride.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	There should be no charges at all	No	Make buses cheaper for all, Make buses cheaper for young people, Make bus services more frequent		Very negative	I have lived in summertown for nearly 30 years. I use a wide variety of local resources in and around Oxford. Whilst I walk or bus into town it is not practical to bus everywhere (eg DIY store, garden centre, cinema complex) and as a local resident I do not think it is unreasonable to use those local facilities by car when necessary.	My mother lives outside Oxford and has limited mobility. When she visits I often travel by car with her. These additional limitations would limit my ability to do so.	Impose tighter restrictions on those travelling from outside so that they are compelled to use park and ride or similar. You are offering exemptions to those commuting into the city centre which entirely defeats the point of the scheme. Also the worst offenders in my experience are private school parents. Schools should be made to use buses from a park and ride location or other alternatives. It is very noticeable that traffic is not a problem when private schools are on holiday. Also, charges are unlikely to deter these wealthier people so tighter restrictions should be imposed.
an Oxford resident	weekly		I commute to the central permit area by car	Neutral	Neutral	There should be no charges at all	No	Make bus services more frequent, Add public cycle parking		Very negative	I believe a congestion charge is a bad idea, people should not have to pay extra to travel to certain locations within the city. If traffic is bad, the council should fix the poorly timed traffic lights and consider building new roads or opening restricted ones.		Rework traffic lights timing as there a few important areas within the city which are poorly biased for high traffic roads. Some restricted roads cause further congestion into central areas. Bus lanes are sometimes only half completed and busses are often caught in traffic because they are forced to join the main flow of traffic.
a resident of Oxfordshire living outside Oxford	daily		I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make buses cheaper for all		Very negative	I have family and friends living in the areas affected by my doctor is in the proposed areas. Shops I use regularly are in the proposed areas. I live in Horspath and although we have a regular hourly bus it does not allow the flexibility to go to this places when I wantneed to go or the convenience without taking multiple buses.	These schemes do not stop congestion they add to congestion. Filtering everyone through à limited number of streets increases traffic in other areas, makes pollution more in other areas and increases journey times for all. It will cost residents of Oxford and Oxfordshire à great deal of money to go about their every day lives. It seems unfair to give Blue Badge holders free entry to these areas when they are just as able in a car to travel as a non disabled person will have to.	Yes, go back to how things were before Oxford City Council meddled with LTN and as a consequence caused traffic problems by funnelling traffic along limited roads. These actions have single-handedly caused increased journey times, greater congestion and pollution in certain parts of Oxford instead of evenly spread, loss of business to many businesses in Oxford particularly the Cowley Road and has resulted in many roads being no go areas because of the added congestion. It is very short sighted as implementing these brain schemes affects so many more people in their daily lives than just Oxford residents. Nearby villages - Horspath, Wheatley, garsington etc are all affected because of things I have already mentioned.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	No impact	There should be no charges at all	Not sure	Make buses cheaper for all, Add new bus routes, Make bus services more frequent, Extend hours of operation for buses		Very negative	I live in Marston and it feels with the charges we will be cut off ie from iffly road, summertown, getting to other places too. If there is a cap on permits then this also makes it difficult too	Oxford city residents should get free permits all year round	Maybe an incentive to use park and ride for people outside of the city to minimise driving in
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice, Blue badge holders, Disabled taxi cars, Community health or care workers who need to visit multiple locations or travel urgently	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	kids bike club	Very negative	I really on visitors. my family is not from oxford. they are low wages. tris limits the amount of times they can visit me a year		stop university's and housing associations building no car flats. The residents have cars and park them in other areas
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Very positive	Very negative	Too low	Yes	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make bus services more frequent		Positive	It's a good move but doesn't go far enough in reducing traffic and air pollution. Hopefully, the traffic filters will make a material difference that I believe is needed. Additionally, more work on pedestrianisation, enforcing 20mph zones (although this has been a success as is), and making cycling safer and more appealing is needed.	Keep up the good work! It takes courage to do this. Well done to local authority staff and council leaders for their efforts.	I like the direction of policy and action. Changes: - enforce 20mph speed limits - make park and ride VERY CHEAP or free. Funded via congestion charge, enforcing speed limit fines, and business rates (if necessary/possible).
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Very negative	Very negative	Too low	No	Add new bus routes, Make bus services more frequent		No impact	The charge is too low and the number of permits too high - it will not change car use in anyway. It is absolutely right that blue badge holders, carers and workmen with vans do not pay. However the permits permitted mean other car users will not be deterred - so it's a mild annoyance without actually improving anything. £5 is cheaper than 2 bus fares!!! Permits should be no more than 25 absolute max- I used to live inside congestion charge zone in London, there were no permits/discounts there and charge much higher, and it actually made you think about whether you needed to use car or not. Either do this properly - higher charge, no permits - or don't.	Equally whilst I think that implementing this without simultaneously actually improving bus services hugely is pointless- many people want to get out their cars but can't because they are not able to walk/cycle and there is simply no viable public transport option (see my comments below). You can't expect people to change from cars without providing an alternative	The bus routes are dire and cycle paths poorly thought through and designed. When I was pregnant I was unable to cycle due to severe pelvic girdle pain disorder. I tried to take the bus - but due to the absence of routes this took 1h30 to do a journey that took 30 mins on bike (8km) or 15-35mins in car (traffic/time dependent), so obviously I ended up driving. This was not solely because of heavy traffic obstructing the bus - it was largely because I had to take one bus (3A) into centre of town to then go back out again (to headington). Now there is the 600 bus but I have tried this once and will never take it again - direct journey from JR to Sandford park homes, took 1h15. Idiotically convoluted route, had stops every 50m at points!! (Kassam stadium AND premier inn?!) - when there's no viable public transport alternative, people will continue to drive.

Survey Response													
I am responding to this survey as	How often do you travel in or around Oxford?	Please tick which of the following free permits and passes you think you may be eligible for	Do you live in, visit a resident by car or commute by car to the proposed central Oxford	Central Oxford residents' permitit is proposed that residents in the central Oxford	Central Oxford permit area commuters' permitit is proposed workers commuting	We are proposing a single charge of £5 to allow cars without a day pass or permit	Do you think that charges should vary, with drivers of longer cars paying more and	Income generated by introducing the proposed temporary congestion charge would be used to cover the set-up and operating costs of the scheme.	If other improvement, please state	Taking into account all the information we have provided about the proposal to	Please explain your answer	Do you have any other comments about the proposal for six temporary congestion charge locations in Oxford that you have not already shared in this survey?	Do you have any suggestions for other ways to reduce traffic and tackle congestion in and around Oxford?
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Positive	Negative	About right	No	Make buses cheaper for all, Make bus services more frequent, Add public cycle parking		Positive	I am hoping it will reduce traffic.	I am concerned this, like the fingers, will increase traffic through Old Marston at peak commuter times.	An aerial egg lift linking Thornhill P&R > Osler Road / JR hospital > Town Centre.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Negative	Too low	Yes	Make Park & Ride buses cheaper, Make buses cheaper for all, Make bus services more frequent		Positive	Could go further, eg restricting hours of access for "other" vehicles (delivery etc) to outside normal peak times		Reduce the amount of parking currently available with a aim to discourage driving into the centre
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Positive	Negative	Too low	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Add new bus routes, Make bus services more frequent, Extend hours of operation for buses, Add public cycle parking		Positive		I think 3 cars for commuting is excessive	restrict larger vehicles such as trucks and vans within certain hours - so not during peak schools hours (7:30-9, and 3:30 to 5). This would make cycling with kids safer and more appealing.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	About right	Not sure	Make buses cheaper for all, Add new bus routes, Add public cycle parking		Very positive	Would expect to see fewer cars crossing the city centre, so buses would be faster/more timely and walking/cycling would be safer and more pleasant	Seems like a good way to test out the traffic filter ideas before going into the trial proper	School term times seem to produce the heaviest traffic, finding better ways for children to get to schools (rather than being driven in and out individually) could make a big difference. A shift away from the near-universal 9-5 working hours could also help soread out "rush hours".
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on daws of vour choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	Yes			Very negative	I'm an NHS manager, working almost 24/7, working every day after job planned hours from hime, additional commuting time will have neoative imoact on my service		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	Too low	Yes	Add new bus routes, Make bus services more frequent, Add public cycle parking		Very positive	It is currently quicker to cycle in and around the city than to go by bus. The roads should be clearer for people who *need* to use their cars and permit the free flow of traffic. Buses will be quicker, and therefore more appealing to use, and cycling will be safer.	Owing to the timing of sessions, there needs to be provision for access to the ice rink, whether that is by improving bus services or adjusting the congestion charge for users. Otherwise, training would be affected to such an extent that competitive skaters will need to move to other rinks, such as Swindon, which are further away, which will affect the rink's ability to operate and remain competitive.	Look to other medieval cities abroad that have put cycling first and see what measures we can adopt. A good example is Uppsala, in Sweden, which is also a medieval university town and is almost entirely car-free in the centre. Cars should be used for getting out of Oxford, and not necessary for getting into or around Oxford.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	There should be no charges at all	Yes	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Negative	I will have to leave my job at the school where I work part time because the most direct route includes one of the charging zones and going the long way would take too long and will use too much petrol. Going there by bus would take ages as there is not a good direct service available.	They are not a good idea because the rich can afford to pay and will continue congesting the road, but those on lower income will struggle.	Removing the LTNs in East Oxford would be a good start. Have more bus routes that cover the entire city and better connection services to the surrounding villages.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	Too high	No	Make buses cheaper for all		Negative	Push traffic onto already busy alternate routes already impacted by LTNs		Use the river to provide alternative transportation into Oxford
an Oxford resident	daily	Taxis and private hire vehicles	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Make BUSES FREE FOR LOCAL PEOPLE BETWEEN WORKING HOURS AND SEE WHAT IMPACT THAT HAS ON TRAFFIC AND SCHOOL RUNS	Very negative	Will hurt people that come to Oxford to work and who live locally .. turning Oxford into a Prison	All the surrounding roads will be impacted massively, there wasn't a congestion problem before that LTNS went in.. SUMMERTOWN IS THE WORST FOR PEOPLE THAT DON'T LIVE LOCALLY	Free bus passes, council has the ability now to run its own bus services due to changes in the law, also bus ticket prices are extortionate for such small journeys and cause issues financially, Park and Ride should be free and buses to and from them should be one pound no more, if you want people to use Oxford and use it services make it cheaper for them to access them.
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Fix the badly managed roads and roundabouts	Very negative	It's literally a money making scheme. Not everyone falls into the same category of 'they should walk, get a bus or cycle' I now live in Abingdon, but I grew up in Cowley, I work in Cowley, my partner works in Cowley, my daughter goes to nursery in Rose Hill, I still have a lot of friends and family in Cowley that I see regularly, usually after work. You have already made that difficult with LTNs, I have to sit in a lot more traffic now than I ever did before. People will not stop driving! We pay for our cars, our insurance, our tax, and you want to charge us more just for the privilege of driving in our own city! There is no bus route that will allow me to go to drop off my daughter at nursery, go to work, then to pick up my daughter, and then to visit my family! And if there was it would probably double my journey time! I cycle to work when I can, but not if I have to do the nursery run. I have never ever had a problem cycling round Oxford! The majority of families and households rely on these cars to go about their daily business! Stop trying to penalise them!	You never spoke about this pre election as you knew you would struggle to get voted in! You have ruined Cowley with your LTNs already! You as a council are not listening to residents. Just look at the petition with over 10,000 signatures against! Look at the comments! Put your congestion charge in areas where you were voted in! Leave Cowley alone! Majority of residents do not want your greedy schemes! You seem to be targeting the poorer areas! If you really want it, then open up some of the LTNs so that the traffic can flow freely!	Open up the LTNs! Simple!
a resident of Oxfordshire living outside Oxford	daily		I don't	Very negative	Very negative	There should be no charges at all	Not sure			Very negative	It's splitting communities and just moving traffic elsewhere		
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	While I disagree with these proposals in their entirety, I also disagree with the imposition of a fee for car drivers to fund other means of transport. Funds should be spent on the road infrastructure and reducing traffic - this benefits all road users.	Very negative	This places a significant charge on those who have no option but to use a car, including those who commute into Oxford from remote locations and those with special needs. It will mean that some high traffic areas will also see more traffic and significant disruption.	This is a discriminatory policy, and will only disadvantage the most vulnerable. If implemented, further action (legal or otherwise) would be considered.	Car travel should be for everyone who needs it, and measures should focus on making other forms of transport more attractive, rather than disadvantaging drivers (many of whom cannot reasonably use alternatives). The council have not significantly invested in the road infrastructure around Oxford, and have instead spent time and money on schemes that have been detrimental or of no impact. Instead, current traffic "pinch-points" should be reviewed, and efforts should be focused on reducing these. For example, do all major entry routes/roundabouts need to be traffic light controlled, or are other options (e.g. continuous routes with slip roads) better? Note that better traffic flow improves bus times, meaning people who can use buses are more likely to do so.
a resident of Oxfordshire living outside Oxford	daily		I commute to the central permit area by car	Very negative	Neutral	There should be no charges at all	Not sure	Other	Speed up the work on Botley Road, and stop creating further policies to harm people who rely on cars, people who may not have any other viable option due to the time taken to commute, or the costs associated with trains	Very negative	It is yet another strategy to kick out car users from Oxford. I commute into Oxford on a daily basis, I tried the train, however it was either nearly £3000 for a year ticket or over £25 a day if I include parking at the station, and would also take over an hour and a half too, longer if I factor in waiting for a train that was cancelled As a result I drive into Oxford, I save a lot of time and a fortune on travel costs, with these proposed changes I will be paying an extra £100 a month. These costs should be cancelled, if anything the works on Botley Road need speeding up, and there should be fines for Network rail for each day they go over their deadline. The money from the fines should go back to the small businesses they have harmed with the lack of accessibility to said businesses.		Remove LTN's and speed up the work on Botley Road. Otherwise make public transport appear a more viable option lower the costs increase the frequency and availability of Make people want to use it more than cars, instead of punishing people who use cars as there are no better options
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Neutral	Positive	Too low	Not sure	Make Park & Ride parking cheaper, Make buses cheaper for all, Make buses cheaper for young people		Positive	Reduce traffic coming into Oxford. However I am concerned that many will just come in via a different road - eg Iffley Rd rather than St Clement's. Which will make those roads even worse. So why not have it on all routes into the central city (as in London)? Also maybe just for peak times esp morning rush hour on weekdays? Not sure it is needed 7am-7pm five days a week. Could be damaging for theatre etc venues as buses back to park and ride etc in the evening aren't great esp for lone females.		Free travel on buses for children (like in London). Great way to encourage lifelong usage. Could also encourage those dropping children off at schools to drop them at a bus stop and get the bus instead.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Very negative	Very negative	Too low	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Make bus services more frequent, Extend hours of operation for buses, Add public cycle parking		Very positive	The congestion caused by private cars is so bad in St Clement's at certain times of the day that it is much quicker to walk into Oxford from Headington.	You have made so many exceptions that I am not sure we are going to see a huge improvement in Oxford (but I suppose St Clement's has to be kept available because of the public car park there) It is a shame that congestion charging in St Clement's cannot be introduced before the autumn, as the start of demolition of the Wayrifete Building on 7 June 2025 is going to cause even more congestion there. The Park & Ride has to be made a lot cheaper/free: that is what would really solve the problem in St Clement's, which I think has the most serious problem. If the pupils at Magdalen College School used the Park & Ride, it would be possible to get a bus into Oxford via Headington at around 4pm again	Subsidized Park & Ride is the obvious answer. Car drivers need to be made more aware of the problems they are causing: they blame everyone but themselves. A couple of weeks ago two 400 Park & Ride buses were waiting at Queen's Lane without drivers because the replacement drivers could not get in from east Oxford to take them back to Thornhill
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Negative	Negative	There should be no charges at all	No	Make Park & Ride parking cheaper, Make buses cheaper for all, Add public cycle parking		Very negative	I commute to the three NHS hospital sits in Headington. My usual route does not involve passing through one of the filters, however the inevitable increase in traffic this will cause will undoubtedly lengthen my journey time.	I live in Garsington, just 2 miles from the Oxford permit area, yet I am treated the same as someone living in Henley or Hook Norton. I am a hospital doctor, my wife a University academic contributing to cancer research. We would like to cycle to our work premises but there are NO safe cycle routes from Garsington. The roads are dangerous. These changes, which appear to show no regard for residents in closely neighbouring villages are an enormous failure to "read the room". Where is the infrastructure to support a change in our commuting? The village has been made 20mph but what about the 60mph roads at the end of it? We have no choice but to drive for fear of personal safety on the roads. I have to say that this introduction will likely mean us leaving Oxfordshire permanently, a loss to local NHS services and University research potential. We do not feel like valued Oxfordshire residents and the decision-makers behind this should seriously be ashamed.	Build off-road, lit, dedicated cycle lanes for Oxfordshire, not just the city centre. Why not make a route of access through BMW to the Horspath estate? Make P&R free for local residents. Make bus journeys £2 again.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I commute to the central permit area by car	No impact	No impact	There should be no charges at all	No	Other	If you want to stop traffic into the centre of Oxford Park and Ride needs to be completely free, otherwise people will definitely use their own vehicles. Buses are overcrowded and are not convenient.	Very negative	Charging people is not going to fix the Oxford traffic problem. It will simply act as a deterrent to people living outside of Oxford visiting the city. You risk pushing business investment out of the centre of Oxford and perhaps to other places.	From a personal perspective, I take my daughter to swimming lessons at the Marston Ferry Pool every week from Greater Leys. This is the only place offering the lessons she is taking. As such this would be encouraging me to travel further around the ring road and travel through Summertown centre instead, rather than driving up Marston Ferry Road. I would argue that the risk of increased accidents in Summertown, and increased traffic will be the result of this gate. The Thames Street gate will inevitably mean that people are put off shopping and parking in the Westgate Centre. The Westgate parking is without doubt the best parking in Oxford for those people who live on the outskirts of Oxford and want a quick trip into town. It is impossible to have a quick trip into town on the bus. Increasing bus passenger numbers will mean more stops and a slower journey time. It is also more expensive to take the bus into town than drive and pay for parking.	Buses will not run more quickly with your proposal. This is a naive view. If you have more people using buses, you have more stopping on buses that are already very overcrowded. Opening the LTNs will permit better flow of traffic rather than pushing all traffic onto arterial routes. LTNs are a great solution for those rich enough to live in the areas they affect, but an awful idea for those of us who need to get from point A to B in Oxford more effectively.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all		Very negative	I live and work in Oxford city. Why should I be restricted in my movement? Why should I now have to worry about the administration of how many passes I have used or when I should pay the charge? I believe this scheme is a complete assault on our rights as residence of this city and it should be stopped immediately.	There needs to be further clarity about this scheme. When does the annual allocation of passes actually start? Is it on commencement of the scheme or is it on the calendar year? I use multiple vehicles in my family... Will the passes apply to all vehicles or will I have to register 100 passes for each vehicle? Please explain to me and everyone else in the city.	
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Neutral	Very negative	Too low	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Very positive	Overall this will go some way to address the issues with congestion in the city, however I think more would be done	I believe this charge should be higher, based on the current costs associated with getting into town. Considering that park and ride fees are now around £5, the charge needs to be set at a level that encourages behavioural change—£10, for example, would prompt people to consider alternative options. Another factor to consider is the provision of 25 passes for Oxfordshire residents. While well-intentioned, this could potentially have a negative impact by giving people the impression that they are entitled to drive into town, even if they currently don't. This might inadvertently encourage behaviour we're trying to discourage.	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Positive	Very positive	Too low	Yes	Make buses cheaper for all, Make buses cheaper for young people, Make bus services more frequent		Very positive	I think if we nudge people out of cars and into alternatives, it will reduce congestion and increase healthy walking, cycling and walking to bus stops, trains, etc.		Work with schools. Could all primary schools run a project? - which would be brilliant for maths, geography, history, etc. Traffic survey their school. Analyse results, research the health benefits of active travel. Measure distance on maps, etc. Learn how bikes work. In biology learn how the body releases happy hormones when you walk or bike. Also invest more in bikability instructors and get them into every primary school. Also invest in bike maintenance sessions and get young people, possibly NEETS to learn about bike maintenance. Take the whole of Oxford with you. Get engagement, from young people. Also - make the group/family bus ticket CHEAPER than £5. Otherwise families will continue to pile into the car and make the journey. It's a no brainer - if the bus ticket is £8 or £9.
a resident of Oxfordshire living outside Oxford	less than weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	No impact	No impact	There should be no charges at all	No			Very negative	As a parent of two children who regularly skate and attend sporting events at Oxpens Ice Rink, this proposal will have a detrimental impact on youth sport and fitness across Oxfordshire and beyond. It is impractical and unviable to commute from West Oxon to the rink during daytime and unsociadable hours by bus or bike with two heavy kit bags and two young children. Including a major sporting location within Oxford in this congestion-charge area will force parents to take their children to other cities and rinks. The permit of 25 days no where near covers the yearly visits and means a £5 charge on top of parking charges. and skating costs. Please consider youth and all ase sport when making these proposals.		Relocate major services within Oxford city to outside the city centre. Reduce the need for people to visit the city at all. JR, ice rink and services could all be re-sited off major roads outside the residential areas of Oxford.
an Oxford resident	daily	Community health or care workers who need to visit multiple locations or travel urgently	I don't			Too low	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all		Positive	This will contribute to the reduction of traffic with associated noise, pollution, risk of RTA's in the centre. It will encourage the use of alternative travel arrangements and reduce CO2 emissions		cheap and affordable bike hire scheme.
an Oxford resident	less than weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	Too high	Yes	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all		Negative			
a resident of Oxfordshire living outside Oxford	daily		I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make Park & Ride buses cheaper, Make buses cheaper for all, Make bus services more frequent		Very negative	I work in Oxford and have an allotment in Marston, this system is just a money maker and must not be aloud to go ahead.	Money maker must not be allowed to be implemented.	School holidays the traffic is fine, find away of stopping the school run by cars.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Negative	There should be no charges at all	No	Make buses cheaper for all, Other	Roads resurfaced, properly marked and stop wasting money on daft schemes and already affluent areas given money. Eg £3k worth of trees on blandford Avenue .... I'm sure residents of blackbird leys would prefer better care for their area to reduce crime	Very negative	Business will suffer, Westgate will close, local people pushed out of town and centre for Chinese tourists and Oxford university housing!	Yes ... hope everyone stands up to this and the council stop wasting money	Car sharing
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	No impact	No impact	About right	Yes	Make buses cheaper for all, Make bus services more frequent, Extend hours of operation for buses		Positive	I cycle from the train station to Cowley for work most days so if the proposals reduce traffic then it will be very positive. However the exemptions seem complicated and numerous so I wonder whether it will have much impact at all. I hope it does work. Oxford desperately needs people to switch from cars to public transport and active means of transport.		Reopen the Cowley branch line. One not-for-profit bus company to run all bus services.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I commute to the central permit area by car	Neutral	Very positive	There should be no charges at all	Yes	Make buses cheaper for all, Make bus services more frequent, Extend hours of operation for buses		Very negative	I live in Oxford and have to travel to work as I work in one of the hospital's. As it is I have to pay to park at my place of work. As I work for the NHS I do not earn loads of money. Getting the bus costs too much money. It also does not get me home at night until gone 9pm. If I am starting work the next day at 7am it is not an option for me to get the bus to and from work. I will have to go home on the ring road as 2 of the roads that I currently travel on will be part of the congestion charge. It means that all the traffic will be using the ring road as well.	I think you are punishing residents. The reason there is so much traffic on the proposed congestion routes is because the council have made it like this.	Open back up the LNPZ
other	daily		I don't	No impact	Positive	There should be no charges at all	Yes	Other	Have bus lanes from park and rides. It's pointless otherwise as you just sit in traffic on a bus rather than sit in traffic in your car.	Negative	Most people I work with can't afford to live in Oxford so have to commute. Bus services are terrible into Oxford so cars are the only alternative.		Improve public transport from park and rides. Make bus lanes all the way from the new park and ride (if it ever opens) in Eynsham to Oxford. Otherwise, it is pointless having it.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Positive	Neutral	About right	Yes	Make Park & Ride parking cheaper, Make buses cheaper for young people, Add public cycle parking		Neutral	As I cycle generally around the city it will not make too much difference to me personally. However, I help to run a football club that starts training at Cherwell School at 6pm. Since many of our youngest players come from Marston they would all need to travel through the Marston Ferry gate or drive a ridiculous route around the ring road that would take a long time. I think the Ferry gate should be used to stop commuters and people needlessly driving children to school and therefore be in place in the morning or 3-5.30pm to prevent increased burden on Marston/Headington children getting to activities. Overall I do not object to the charging but it should not be used to penalise those in Marston/Headington as it just opens further divisions between those living those affordable areas and the wealthier Summertown who can still drive their children to school/activities.		Definitely need more cycle parking around the city.
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Negative	Negative	Too low	Yes	Make Park & Ride buses cheaper, Make buses cheaper for young people, Add public cycle parking		Very positive	We mostly get the bus in to Oxford, so anything to reduce congestion would be brilliant.		Investing heavily in dedicated, segregated, joined-up cycle infrastructure would make a huge difference.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Very positive	Very positive	About right	Yes	Make Park & Ride parking cheaper, Make buses cheaper for all, Make bus services more frequent		Very positive	I believe the implementation of this proposal will reduce congestion, reduce traffic and therefore improve air pollution, make bus travel more effective (and therefore more attractive) and make it nicer for people to take part in active & sustainable methods of transport in Oxford.	I strongly support this proposal.	Use one way streets to make it possible to have wider cycle lanes and pedestrian pavements. Use more road furniture to slow down traffic and give priority to pedestrians, cyclists and buses. Reduce the amount of on street parking for cars and either replace this with bike parking or use it to provide more public space for pedestrians and cyclists.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Very positive	Very positive	About right	Yes	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all		Very positive	Reduce congestion making bus and cycling more attractive options.		Have occasional car free days to demonstrate benefits of restricting cars. Learn from practice elsewhere.
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car			There should be no charges at all	No	Make buses cheaper for all, Make bus services more frequent, Extend hours of operation for buses		Negative	We should be free to travel in our own country	You have already decided the matter despite so many disagreeing with you, except some cycling nutters and oddballs who like buses. People who live where I do, Thame, and work in the city (Oxford is a city yet you want it to have the traffic of a hamlet) need a bus service which runs early on weekends including Sunday and on public holidays as where I work runs 24/7 everyday of the year. Any money from your CC and later the Bus Filters/Gates might improve in-city buses but won't help those of us in rural towns.	Get rid of Bus Lanes, that would widen the roads.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Very negative	Very negative	There should be no charges at all	No	Make buses cheaper for all, Add new bus routes		Very negative	This is not helping anything. It will just create more expenses per household. This is not going to impact the environment which levels in Oxford are within the benchmark. So it is just a way to get more money from us. Stop making life harder	This is nonesense and it is all about taking money from us, we can see it. Do something good instead and work on buses. The bus situation here is depressing. Build some cebra crossing, put a bench in the park, start with the basic and stop approaching this from vour orvilece hiah horse	Reduce bus price, align bus prices, add more bus routes, I mean..... This is basic, primary school children can tell you this
a member of the public living outside Oxfordshire	less than weekly		I don't	Neutral	Negative	About right	Yes	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Make bus services more frequent, Extend hours of operation for buses		Positive			

Survey Response												
I am responding to this survey as	How often do you travel in or around Oxford?	Please tick which of the following free permits and passes you think you may be eligible for	Do you live in, visit a resident by car or commute by car to the proposed central Oxford	Central Oxford residents' permitit is proposed that residents in the central Oxford	Central Oxford permit area commuters' permitit is proposed workers commuting	We are proposing a single charge of £5 to allow cars without a day pass or permit	Do you think that charges should vary, with drivers of longer cars paying more and	Income generated by introducing the proposed temporary congestion charge would be used to cover the set-up and operating costs of the scheme.	If other improvement, please state	Taking into account all the information we have provided about the proposal to	Please explain your answer	Do you have any other comments about the proposal for six temporary congestion charge locations in Oxford that you have not already shared in this survey?	Do you have any suggestions for other ways to reduce traffic and tackle congestion in and around Oxford?
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Positive	Negative	About right	No	Make buses cheaper for all, Make bus services more frequent, Add public cycle parking		Positive	I am hoping it will reduce traffic.	I am concerned this, like the fingers, will increase traffic through Old Marston at peak commuter times.	An aerial egg lift linking Thornhill P&R > Osler Road/ JR hospital > Town Centre.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Negative	Too low	Yes	Make Park & Ride buses cheaper, Make buses cheaper for all, Make bus services more frequent		Positive	Could go further, eg restricting hours of access for "other" vehicles (delivery etc) to outside normal peak times		Reduce the amount of parking currently available with a aim to discourage driving into the centre
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Positive	Negative	Too low	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Add new bus routes, Make bus services more frequent, Extend hours of operation for buses, Add public cycle parking		Positive		I think 3 cars for commuting is excessive	restrict larger vehicles such as trucks and vans within certain hours - so not during peak schools hours (7:30-9, and 3:30 to 5). This would make cycling with kids safer and more appealing.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	About right	Not sure	Make buses cheaper for all, Add new bus routes, Add public cycle parking		Very positive	Would expect to see fewer cars crossing the city centre, so buses would be faster/more timely and walking/cycling would be safer and more pleasant	Seems like a good way to test out the traffic filter ideas before going into the trial proper	School term times seem to produce the heaviest traffic, finding better ways for children to get to schools (rather than being driven in and out individually) could make a big difference. A shift away from the near-universal 9-5 working hours could also help soread out "rush hours".
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on davs of vour choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	Yes			Very negative	I'm an NHS manager, working almost 24/7, working every day after job planned hours from hime, additional commuting time will have neoative impact on my service		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	Too low	Yes	Add new bus routes, Make bus services more frequent, Add public cycle parking		Very positive	It is currently quicker to cycle in and around the city than to go by bus. The roads should be clearer for people who *need* to use their cars and permit the free flow of traffic. Buses will be quicker, and therefore more appealing to use, and cycling will be safer.	Owing to the timing of sessions, there needs to be provision for access to the ice rink, whether that is by improving bus services or adjusting the congestion charge for users. Otherwise, training would be affected to such an extent that competitive skaters will need to move to other rinks, such as Swindon, which are further away, which will affect the rink's ability to operate and remain competitive.	Look to other medieval cities abroad that have put cycling first and see what measures we can adopt. A good example is Uppsala, in Sweden, which is also a medieval university town and is almost entirely car-free in the centre. Cars should be used for getting out of Oxford, and not necessary for getting into or around Oxford.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	There should be no charges at all	Yes	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Negative	I will have to leave my job at the school where I work part time because the most direct route includes one of the charging zones and going the long way would take too long and will use too much petrol. Going there by bus would take ages as there is not a good direct service available.	They are not a good idea because the rich can afford to pay and will continue congesting the road, but those on lower income will struggle.	Removing the LTNs in East Oxford would be a good start. Have more bus routes that cover the entire city and better connection services to the surrounding villages.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	Too high	No	Make buses cheaper for all		Negative	Push traffic onto already busy alternate routes already impacted by LTNs		Use the river to provide alternative transportation into Oxford
an Oxford resident	daily	Taxis and private hire vehicles	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Make BUSES FREE FOR LOCAL PEOPLE BETWEEN WORKING HOURS AND SEE WHAT IMPACT THAT HAS ON TRAFFIC AND SCHOOL RUNS	Very negative	Will hurt people that come to Oxford to work and who live locally .. turning Oxford into a Prison	All the surrounding roads will be impacted massively, there wasn't a congestion problem before that LTNS went in.. SUMMERTOWN IS THE WORST FOR PEOPLE THAT DON'T LIVE LOCALLY	Free bus passes, council has the ability now to run its own bus services due to changes in the law, also bus ticket prices are extortionate for such small journeys and cause issues financially, Park and Ride should be free and buses to and from them should be one pound no more, if you want people to use Oxford and use it services make it cheaper for them to access them.
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Fix the badly managed roads and roundabouts	Very negative	It's literally a money making scheme. Not everyone falls into the same category of 'they should walk, get a bus or cycle' I now live in Abingdon, but I grew up in Cowley, I work in Cowley, my partner works in Cowley, my daughter goes to nursery in Rose Hill, I still have a lot of friends and family in Cowley that I see regularly, usually after work. You have already made that difficult with LTNs, I have to sit in a lot more traffic now than I ever did before. People will not stop driving! We pay for our cars, our insurance, our tax, and you want to charge us more just for the privilege of driving in our own city! There is no bus route that will allow me to go to drop off my daughter at nursery, go to work, then to pick up my daughter, and then to visit my family! And if there was it would probably double my journey time! I cycle to work when I can, but not if I have to do the nursery run. I have never ever had a problem cycling round Oxford! The majority of families and households rely on these cars to go about their daily business! Stop trying to penalise them!	You never spoke about this pre election as you knew you would struggle to get voted in! You have ruined Cowley with your LTNs already! You as a council are not listening to residents. Just look at the petition with over 10,000 signatures against! Look at the comments! Put your congestion charge in areas where you were voted in! Leave Cowley alone! Majority of residents do not want your greedy schemes! You seem to be targeting the poorer areas! If you really want it, then open up some of the LTNs so that the traffic can flow freely!	Open up the LTNs! Simple!
an Oxford resident	weekly		I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	No impact	There should be no charges at all	No	Add public cycle parking, Other	Secure parking for cycles in Oxford. Ie in car parks away from potential of being damaged or stolen. Ebikes particularly suspectable.	Very negative			I would like to see an end to rat runs.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	Too high	No	Make bus services more frequent, Extend hours of operation for buses		Very negative	It will drastically alter my routes from Divinity Road, with both St Clements and Hollow way closed. It will massively increase traffic on the ring road around Cowley road (as evidenced in your own modelling document), which will increase my travel time to the south of Oxford, the Tesco superstore and my gym. It won't massively help st clement's traffic as Cowley road and Iffley road will still reach the Plain roundabout, with more cars now using those roads, still slowing traffic down St Clement's due to the extra cars on the roundabout.	All residents of the zones should be exempt. Look back at the LTN filters and make them all camera controlled like divinity road then make them accessible to all residents with the relevant local parking permit. This would massively improve local residents lives without reducing the relevance of the LTN filter scheme. It would also raise income for the council through fines on those cameras. Use more traffic lights with filter arrows on them, for example Morrell Avenue should be able to turn left on an arrow whilst St Clement's traffic turns right onto Morrell. On top of this use yellow box cameras like in London properly to charge for example people who stop in the box on St Clements where it meets Morrell. Better enforcement of the parking restrictions on Hollow Way. which would drastically improve flow down the road.	Look back at the LTN filters and make them all camera controlled like divinity road then make them accessible to all residents with the relevant local parking permit. This would massively improve local residents lives without reducing the relevance of the LTN filter scheme. It would also raise income for the council through fines on those cameras. Use more traffic lights with filter arrows on them, for example Morrell Avenue should be able to turn left on an arrow whilst St Clement's traffic turns right onto Morrell. On top of this use yellow box cameras like in London properly to charge for example people who stop in the box on St Clements where it meets Morrell. Better enforcement of the parking restrictions on Hollow Way. which would drastically improve flow down the road.
an Oxford resident	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	No impact	No impact	There should be no charges at all	No			Very negative	Very inconvenient. Additional hassle even with commuter permits to access areas needed for patient visits.		
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Positive	Neutral	Too low	Yes	Add new bus routes, Make bus services more frequent, Extend hours of operation for buses, Add public cycle parking		Very positive	There is too much traffic around Oxford, and it is dangerous when I cycle. Anything to reduce the traffic is great. I do have a car as well, but I use it to travel outside of Oxford only.	I think people who live in Oxford should not use their car at all to get to work within Oxford, unless disability or other strong reason. The permit proposal seems too generous.	The north of Oxford is badly connected to the south, with an average journey from Summertown to temple Cowley taking at least an hour. It would be good perhaps to have a bus going around the ring road. May people live in Kidlington and struggle to reach south of Oxford. If it was for example to stop in Burton, people wouldn't park there to get to the JR. Safety of cycling lanes/roads needs to be improved as well. I have near misses every dav.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very positive	No impact	About right	Yes	Make buses cheaper for all, Make bus services more frequent		Positive	Buses would not be delayed to the same extend. Reduce level of traffic in some areas	I don't think the restrictions on Ferry link road on a Saturday. Only Monday to Friday a problem at peak times. Would like to see the free bus passes valid earlier in the day.	
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very positive	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Make bus services more frequent, Extend hours of operation for buses, Add public cycle parking, Other	better services to hospital	Very negative	you are making the main commuter routes inaccessible and chargeable. this will focus too much traffic into the ring road making traffic further awful. too many staff will end up leaving the hospital	don't do it.	get rid of LTN's. the city is dying because of the awful traffic situation
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Neutral	No impact	There should be no charges at all	No	Make buses cheaper for all, Add public cycle parking		Very negative	I suspect very few cars from outside Oxford use the proposed congestions area as a simple transit route. So charge will only effect tourists, commuters and deliveries. This will mean more use of an already congested ring road as people will travel round to enter Oxford from the North via Woodstock and Banbury roads where there are no congestion points. It is poor planning to have a congestion area with holes in it. The Park and ride car parks already get full, so where are cars supposed to park to use park and ride?	Please do not treat us as fools, as apart from the name there is no difference between congestion charge locations and traffic filters.	Make cycling more attractive. Fix and improve cycle routes. Currently there is no dedicated cycle path from any point on the ring road into the centre. They are either shared with buses or have gaps. The cycle paths are in a poor state of repair as are the roads. You need a mountain bike to get around Oxford! What could be a great cycle path from Headington alongside the ring road to Cutslowe roundabout is in a poor state of repair. Regular cutback vegetation from cycle paths such as Headington hill and path along the river leading to Donnington bridge for example. Then when you get into the centre finding a bike rack space is not that easy, this could be eased by regular removal of abandoned bikes. Buses cost too much money, even with congestion charge and parking it is still cheaper for a family of 4 to travel by car than by bus
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	About right	No	Make buses cheaper for young people, Add new bus routes, Add public cycle parking		Positive	Hopefully this would mean less traffic on the Cowley road where lots of people walk, sit outside and cycle. Pollution on this road needs to be reduced. My concern is, though that this might just mean MORE traffic here as drivers can't enter from headington. They will drop off at the roundabout for schools etc. which is dangerous for cyclists.	Enforce the 20 mile per hour on the Cowley road.	Reducing pollution is more important than the number of cars for our health. Expand the ZEZ. Keep it free for anyone with a fully electric car. There need to be incentives for going electric.
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Negative	Negative	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Add new bus routes		Negative	I am veterinary surgeon and occasionally need to travel into and around Oxford (not the proposed central area, but past the charge zones.), to treat animals. I wouldn't like to have to pay a charge to ensure I'm not compromising animal welfare by having to wait for a bus. Bus services where I work are really poor (infrequent, complicated route). I think vets should also be exempt. I am also concerned that people would be charged to travel to the JR hospital, Marston Ferry road being a main route to get to this hospital. If you are sick or in labour the last thing you should have to worry about is paying a congestion charge. It is unfair on people with a low income. Finally, I don't understand why people who park in the central Oxford area for work should get a free pass, while those that park in other areas of Oxford do not. Either nobody gets a pass or everyone affected by the change should	Yes, I can't see how this will reduce congestion. People will just take other routes, clogging up all other roads. It's yet another money making scheme that will cost money to set up. Why not just increase council tax?	Better and faster bus routes. I would love to take the bus more, but it's just not practical. I have to walk 15 minutes to the nearest bus stop in Oxford, that adds an extra 30 minutes to my travel and the bus stops everywhere, so that's an extra 2 hours a day. The only reason I live so far away from Oxford is the high housing prices, and I feel like I am being penalised for not being able to afford living in Oxford. Made all the more difficult by the astronomical childcare costs in the UK. If there was help to buy/housing grants for people that work in Oxford and want to live closer that would help too. We temporarily lived in Yarnton while we were in the process of moving to Oxfordshire and my husband took the bus every day to work in Oxford, but buying a house there that would be big enough for our family would be prohibitively expensive, despite us both earning a good salary.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	Not sure	Make buses cheaper for all		Very negative	LTN have ruined business in Cowley Rd and now the Occ is after other areas ! Why is there no traffic Filters on Banbury Rd summer town Area is it because all the rich people living there?	The timing is not correct people who have to go around the ring Road just to visit Hospital and elderly is unfair and unfair that OCC don't spend money on Roads but use tax payers money for unnecessary traffic filters to get pay rises, is not correct.	Make buses free .
a resident of Oxfordshire living outside Oxford	less than weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Negative	Neutral	There should be no charges at all	Not sure	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Extend hours of operation for buses		Negative	it will discourage people coming to Oxford		better bus services from Oxfordshire towns into Oxford
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	No impact	No impact	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper		Very negative	1. Fewer people will come to central Oxford negatively affecting businesses 2. The charges will most affect those least able to pay 3. The charges will disproportionately affect those Oxfordshire residents outside the city who choose to visit the coty centre for shops, study and entertainment 4. This has the impression of revenue collection while other measures to improve traffic flow and public transport are being	Why is there no traffic gate on either of the roads from Summertown into the city centre? Are we not all in this together?	Cars allowed into the city on alternate days (as per Athens) using ANPR.
an Oxford resident	less than weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Negative	Negative	There should be no charges at all	No	Make buses cheaper for all, Make bus services more frequent, Other	Repair roads	Negative	ignored. Another hare-brained transport scheme for Oxford to alienate it even further for its residents of Oxfordshire. Just because someone does not live in central Oxford it does not mean we should be charged when we have to go in and a car is the only option for some times/locations.	Just push more Oxfordshire residents to other cities and towns for shopping etc. presumably if we cannot drive into Oxford without charges our council tax payment to Oxfordshire CC will go down?!	Yes stop having schemes that hit the motorists all the time and cost millions to put in place then rip out and start again every few years. Don't expect my council tax payments to be wasted this way. Why don't you invest in a decent parking scheme near the JR hospital for people to use when buses and taxis are not an option.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very positive	Very negative	Too low	Yes	Make Park & Ride buses cheaper, Make buses cheaper for young people, Add public cycle parking		Positive	The traffic in Headington Quarry is dangerous with cars frequently mounting the curb	There should be a permit system for Headington Quarry	There needs to be a filter system in Headington Quarry. The traffic there is dangerous.
an Oxford resident	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Very negative	Very negative	There should be no charges at all	No	Make buses cheaper for all		Very negative	You will simply push more cars out to the outlying areas where there is already considerable congestion		Yes the schools should have pick up points on A40 and A44 where coaches can take pupils into Oxford to reduce number of cars comino in
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Very positive	Very positive	About right	Yes	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all		Very positive	Oxford is not for cars but for people		Much better facilities for cycling
a resident of Oxfordshire living outside Oxford	less than weekly		I don't	Negative	Negative	There should be no charges at all	No	Make bus services more frequent		Negative	We drive into Oxford regularly to see shows in the New Oxford Theatre. We live in Curbridge by the time we finished work we don't have time to catch buses we need to drive into Oxford. The parking is expensive enough w/o adding additional expense. It will deter us from attending and will have a detrimental effect on not only the Theatre but restaurants in the city too. Also once charges are in place and the money is being received I don't see this being a temporary solution even though you are stating this is the plan.	Please do not to it.	If you are just looking to reduce traffic make the timings for the charged more in line with this from 8 am - 6 pm at the latest.
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	No impact	Positive	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make bus services more frequent		Negative	In a very high cost of living area, this is going to make everything even more inaccessible. It is unlikely to fix the problems, but will personally add huge costs to my commute, and increase the time to commute dramatically. I can't get to Oxford from wantage entirely by public transport at the time I need, and this will just mean that instead of the relatively inexpensive parking at work (based on salary) I would now have to take the park and ride, which is roughly the same distance and time to drive, plus pay for parking and a bus, and have to wait for busses and then sit on a bus for an extra amount of time. There is no situation in which this is personally positive for me.	Congestion is fine outside of term time. Instead of making everything worse for anyone who commutes into Oxford, you should be focussing on improving options/ incentives to get kids to school, as the majority of issues are caused by the school pick up/ drop off traffic	Make it easier/ incentivise getting kids to school not by car.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very positive	Positive	About right	Yes	Make buses cheaper for all, Make bus services more frequent, Add public cycle parking		Very positive	Oxford is very congested and noisy something needs to be done to reduce the amount of traffic in the city to make it a better place to live and for people to use more environmentally friendly modes of transport.	no	no
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Neutral	Neutral	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make bus services more frequent		Very negative	There should be no congestion charges. This scheme will just put more traffic on the already congested ring road. More fuel will be used as the journeys will be longer; therefore more pollution	The Marston Ferry Road charge is completely unnecessary. Traffic flows well at all times	Abolish the LTNs. Remove the traffic lights on A40 roundabouts (Banbury Road and Woodstock Road). They cause much longer queues than before. Remove the blanket 20mph speed limits. which are pointless. Keep them near schools as before.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	Too low	Yes	Make buses cheaper for all, Extend hours of operation for buses, Add public cycle parking		Very positive	Improving cycling and bus travel will be enormously beneficial	This is a great idea and a good start, but doesn't go far enough.	Make it increasingly difficult to drive to Oxford - perhaps remove public car parks for those without blue badges and add buses to the JR from all areas of the city without having to go into the city centre and back out again.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I commute to the central permit area by car	No impact	Very negative	There should be no charges at all	Yes	Make buses cheaper for all		Very negative	I am an Oxford resident and I already pay lots for Council Tax as well as other taxes nad fees. I don't want to be told by my council how I should live me life.	This should be imposed on those travelling to Oxford from outside of Oxford only.	Build less houses! Oxfors is no longer a beautiful city due to this housing projects.
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	No impact	No impact	Too high	No	Add new bus routes, Make bus services more frequent, Extend hours of operation for buses		Negative	The scheme seems complex and not provide any significant benefits. It seems easy to avoid the charge as long as you check your route carefully in advance, which would mean little income generated. At the same time congestion being no better or possibly worse in some places.	I do not anticipate the scheme having the desired outcome. I would welcome a genuine congestion charge area akin to London, but (aside from the central area) this scheme is very different. It would appear onerous to administer and adhere to for little or no benefit.	Having a genuine congestion zone where cars entering must pay would reduce traffic. So if that is the aim I do not understand why that is not happening.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Neutral	Neutral	About right	Yes	Make buses cheaper for all		Very positive	I am very positive about this step as it goes some way to address the fundamental problem of there being too many short–distance motor vehicle journeys within the city. But it isn't going to address the issue on its own. In fact, I think it may just end up causing frustration for people who feel their "rights" are being curtailed as it won't come across as a solution for the city's transport, just another problem.		Cycling infrastructure that is continuous and not stop/start as it is now in a lot of the city with a separated provision wherever possible. Smaller, more frequent buses on some routes outside of peak use. Cheaper bus tickets, making the bus option a no brainer.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	There should be no charges at all	No	Add new bus routes, Extend hours of operation for buses, Add public cycle parking		Very negative	I Live in Marston , I always walk into city . I will however feel hemmed in by this scheme. I consider Summertown as my local shops, go etc. wont be able to go to Tesco Cowley road Waitrose on Botley road was my preferred supermarket to visit (Sunday am when everyone not around) . I feel I will not be able to travel around my city. there is no justification fo restriction on Marston ferry road. restriction at 7 am Sunday anywhere is not justified . Oxford ring roads a very ordinarily city	Money into park & ride will not benefit me as a resident . it's difficult to Permits - Our household has reduced from 2 cars to 1 . = 100 permits 2 car families will have 200 . this is inequitable and unfair and does not encourage car reduction. we are being penalised for trying to do the right thing . All adults should have same option.	Marston ferry road is only congested at school run times. More challenge behaviour change on why children are not walking to school . Air pollution will improve now sales of electric cars & buses has increased - scheme maybe overkill cycle park spaces in town = often difficult to find space to park bike
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very positive	There should be no charges at all	No	Make Park & Ride parking cheaper, Other	Installing Tram lines on Woodstock road, Banbury Road, Headington Road, Cowley Road, Iffley Road, Abingdon Road and Botetly road (and possibly Old Road). All full size buses banned from inside the ring road, with hopper busses linking LTNs to tram stations.	Negative	Without banning busses and building tram lines it is pointless.		Ban all Buses and put trams in instead, this worked well in Oxford over 100 years ago and was madness to remove them. Other cities with Tram systems don't have the traffic issues caused by buses and cars.
a resident of Oxfordshire living outside Oxford	daily		I don't	Very positive	Very positive	About right	Yes	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Very positive	There are far too many people travelling in cars into Oxford. It impacts my journeys by bus/bike.	The more locations the better.	There are too many very large cars, polluting and making the roads congested for people taking more responsible modes of transport (bus, bike, foot). Larger cars should be subject to biqger charaers.
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice, Personal cars used as goods vehicles for business ourposes	I don't	Negative	Negative	There should be no charges at all	No	Make buses cheaper for all, Make bus services more frequent, Extend hours of operation for buses		Negative	The proposal will make me less inclined to visit oxford for leisure affecting business in and around the city. For the times i need to work in oxford on your essential utility services it will have a detrimental effect of costing utility company more to get specialist contractors from around the country to carry out work in the zone.		consider reducing parking charges during off peak times of the day to get occasional visitor to Oxford to visit outside of the peak traffic hours. Reduce the cost of bus use to encourage more use of this service as it is still more expensive than driving in and parkina
an Oxford resident	daily	Community health or care workers who need to visit multiple locations or travel urgently	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Make bus services more frequent		Very negative	I live and work in the proposed congestion charge area, this is not workable for me and my role within a health organisation. This will have significant impact on quality of life and will come a huge financial burden of a daily charge to commute to work. This will impact on time with also having to monitor frequency of travel, and completing digital confirmation of journeys etc. this is not workable.	Why is this only proposed for East Oxford? Why is this not being considered for other areas of Oxford? This proposal feels very discriminatory in approach where there are large areas of the population whose language English in not well spoken or understood and may not be fully involved in this consultation.	Buses are often required to sits for periods during journeys, my most recent journey the driver stopped three times for up to five minutes a time as they were not allowed to be early for next stop, why cant they just go as this added fifteen minutes to a journey and increased frustration when the bus joined the queue later on. Work needs to be done with bus companies and you can only bux sinale tickets or dav passes which increases cost-makina it cheaper and faster to drive.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very positive	Very negative	About right	No	Add public cycle parking		Very positive	Will reduce congestion, pollution, and safer for children. Hopefully will make cycling infrastructure better.		Make Voi e-scooter and e-bike rides cheaper.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Positive	Neutral	There should be no charges at all	Yes	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all		Negative			
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice. Registered car clubs	I don't	Positive	Positive	Too low	Yes	Make Park & Ride buses cheaper, Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Very positive	Reducing traffic will make commuting into the city centre by bus quicker and should also make cycling safer	Profits from the scheme should be used to improve infrastructure for public transport and active travel (e.g. create segregated bike lanes)	Make p&r parking and bus travel free of charge
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Very positive	Very positive	Too high	Yes	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all		Very positive	I commute to Witney when working so the proposal is a positive for me as long as the proposal reduces congestion within the ring road boundary. My only concern is the build up of traffic on the surrounding area especially on the ring road. Overall, however. I believe the orocosal is a positive step forward to reduce conestion.	I believe the proposal should become permanent beyond Botley Road reopening in 2026.	Speed up the A40 Eynsham Park and Ride project and obtain funding for reopening the Cowley Branch rail line.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	NO CONGESTION CHARGE	Very negative	This is the bus gate scheme poorly disguised and brought in early - it is a money making scheme - and will ruin the economy of the city center especially if Thames Street is included - how will you get to the Westgate Centre?	If you had not introduced LTN's - against popular opinion - there would be les congestion - simple if you remove options of routes to use - you increase traffic / pollution / travel time	
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice, Personal cars used as goods vehicles for business purposes	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make Park & Ride parking cheaper, Make buses cheaper for all, Other	Give permits for Oxfordshire residents , charge people living outside the county and tourist	Very negative	Recently the economic situation has affected families more than ever before , this congestion charge will mainly affect Oxfordshire families budgets . Less spending in restaurants , shopping etc. more and more business are closing in Oxford every day . This will add to this and damage local business , schools and jobs .	Managements of traffic in Oxford is a great failure (Botley improvements , train station renovation , gas pipes replacements flooding in Abingdon Road) this new idea will only create more frustration and chaos .	Be more efficient with road maintenances , do these jobs at night . No more road closures or temporary traffic lights at peak times. Remove the LTN on the roads where traffic is heavy , this scheme has made things worst . Make sure traffic issues in local government are planned and managed by specialist in the subject instead of anybody who works in the office.
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Neutral	Neutral	There should be no charges at all	No	Make buses cheaper for all		Very negative	The town of Oxford is too congested, but the primary reason that it is so awful right now is because of the Botley Road bridge fiasco. Using a congestion charge is simply a form of punishment on those who need or wish to use the town centre. It is no good saying - use buses, living on the Botley road side this is absolutley awful. The plan proposed will crush the shopping centre. Living on the west of Oxford, all I can say is that it is now quicker and cheaper to go to Witney or Botley. There is a better range of different shops there. If you persist without making public transport better, all that will be left in the centre of Oxford is a place fit solely for tourists. It will seem that ordinary residents from the area a not welcome.		improve buses (more frequent, cheaper) - make them so good that nobody would dream of using a private car. I believe that you have this in mind, but until the autumn of 2026 when the Botley road is reopened this will clearly not be possible.
an Oxford resident	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Positive	Very positive	About right	Yes	Make Park & Ride parking cheaper, Make buses cheaper for all, Add new bus routes		Negative	I live in Kennington which has been designated 'wider oxfordshire' rather than 'central oxford' so is eligible only for the decreased number of permits, despite some areas of oxford which are further away from the centre being included under 'central oxford'. This seems extremently unfair.	I think that the proposals will have a significantly detrimetnal effect on businesses in the city centre as many people, including myself, simply will stop visiting them if travel is made more difficult (as has been the case with Cowley Raod and the LTNs). I support a scheme to prevent non local drivers driving into Oxford but local residents should be allowed access. In addition, the ring road traffic is already dreadful. I am concerned that pushing all city centre traffic out onto the ring road will exacerbate this	Increase park and ride provision and make it free Improve bus services connecting parts of the city without requiring a journey into town for a connection e.g. provision of a circular service around the ringroad Review the LTNs which have worsened traffic in some parts of the city Improve the (many) roundabouts on the ringroad which worsen traffic flow e.g. Hinksey Hill roundabout which is often gridlocked Provide properly subsidised school busses to local schools (we currently rely on a privated organised bus to our local, catchment school which costs nearly £600 per year. Many local parents cannot afford this and choose to drive their children to school instead) Improve cycle paths on key routes. The cycle path from Kennington to our catchment school (Matthew Arnold) for example is unsafe - running unprotected and unlit alongside the A34, meaning few children can cycle to school
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	Not sure	Make buses cheaper for all		Very negative	It will lead to congestion in other road which will make it more difficult Oxford is not as big as London a lot of stuff will be difficult it already hard to afford cars and daily charges are even more worse. This would be a very difficult and bad choice.		Remove a few LTN and get more fines for people parking in area and find other ways to add income. But the congestion charge won't help just like tns

Survey Response													
I am responding to this survey as	How often do you travel in or around Oxford?	Please tick which of the following free permits and passes you think you may be eligible for	Do you live in, visit a resident by car or commute by car to the proposed central Oxford	Central Oxford residents' permitIt is proposed that residents in the central Oxford	Central Oxford permit area commuters' permitIt is proposed workers commuting	We are proposing a single charge of £5 to allow cars without a day pass or permit	Do you think that charges should vary, with drivers of larger cars paying more and	Income generated by introducing the proposed temporary congestion charge would be used to cover the set-up and operating costs of the scheme.	If other improvement, please state	Taking into account all the information we have provided about the proposal to	Please explain your answer	Do you have any other comments about the proposal for six temporary congestion charge locations in Oxford that you have not already shared in this survey?	Do you have any suggestions for other ways to reduce traffic and tackle congestion in and around Oxford?
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Positive	Negative	About right	No	Make buses cheaper for all, Make bus services more frequent, Add public cycle parking		Positive	I am hoping it will reduce traffic.	I am concerned this, like the fingers, will increase traffic through Old Marston at peak commuter times.	An aerial egg lift linking Thornhill P&R > Osler Road / JR hospital > Town Centre.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Negative	Too low	Yes	Make Park & Ride buses cheaper, Make buses cheaper for all, Make bus services more frequent		Positive	Could go further, eg restricting hours of access for "other" vehicles (delivery etc) to outside normal peak times		Reduce the amount of parking currently available with a aim to discourage driving into the centre
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Positive	Negative	Too low	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Add new bus routes, Make bus services more frequent, Extend hours of operation for buses, Add public cycle parking		Positive		I think 3 cars for commuting is excessive	restrict larger vehicles such as trucks and vans within certain hours - so not during peak schools hours (7:30-9, and 3:30 to 5). This would make cycling with kids safer and more appealing.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	About right	Not sure	Make buses cheaper for all, Add new bus routes, Add public cycle parking		Very positive	Would expect to see fewer cars crossing the city centre, so buses would be faster/more timely and walking/cycling would be safer and more pleasant	Seems like a good way to test out the traffic filter ideas before going into the trial proper	School term times seem to produce the heaviest traffic, finding better ways for children to get to schools (rather than being driven in and out individually) could make a big difference. A shift away from the near-universal 9-5 working hours could also help soread out "rush hours".
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	Yes			Very negative	I'm an NHS manager, working almost 24/7, working every day after job planned hours from hime, additional commuting time will have neoative imoact on my service		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	Too low	Yes	Add new bus routes, Make bus services more frequent, Add public cycle parking		Very positive	It is currently quicker to cycle in and around the city than to go by bus. The roads should be clearer for people who *need* to use their cars and permit the free flow of traffic. Buses will be quicker, and therefore more appealing to use, and cycling will be safer.	Owing to the timing of sessions, there needs to be provision for access to the ice rink, whether that is by improving bus services or adjusting the congestion charge for users. Otherwise, training would be affected to such an extent that competitive skaters will need to move to other rinks, such as Swindon, which are further away, which will affect the rink's ability to operate and remain competitive	Look to other medieval cities abroad that have put cycling first and see what measures we can adopt. A good example is Uppsala, in Sweden, which is also a medieval university town and is almost entirely car-free in the centre. Cars should be used for getting out of Oxford, and not necessary for getting into or around Oxford.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	There should be no charges at all	Yes	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Negative	I will have to leave my job at the school where I work part time because the most direct route includes one of the charging zones and going the long way would take too long and will use too much petrol. Going there by bus would take ages as there is not a good direct service available.	They are not a good idea because the rich can afford to pay and will continue congesting the road, but those on lower income will struggle.	Removing the LTNs in East Oxford would be a good start. Have more bus routes that cover the entire city and better connection services to the surrounding villages.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	Too high	No	Make buses cheaper for all		Negative	Push traffic onto already busy alternate routes already impacted by LTNs		Use the river to provide alternative transportation into Oxford
an Oxford resident	daily	Taxis and private hire vehicles	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Make BUSES FREE FOR LOCAL PEOPLE BETWEEN WORKING HOURS AND SEE WHAT IMPACT THAT HAS ON TRAFFIC AND SCHOOL RUNS	Very negative	Will hurt people that come to Oxford to work and who live locally .. turning Oxford into a Prison	All the surrounding roads will be impacted massively, there wasn't a congestion problem before that LTNS went in.. SUMMERTOWN IS THE WORST FOR PEOPLE THAT DON'T LIVE LOCALLY	Free bus passes, council has the ability now to run its own bus services due to changes in the law, also bus ticket prices are extortionate for such small journeys and cause issues financially, Park and Ride should be free and buses to and from them should be one pound no more, if you want people to use Oxford and use it services make it cheaper for them to access them.
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Fix the badly managed roads and roundabouts	Very negative	It's literally a money making scheme. Not everyone falls into the same category of 'they should walk, get a bus or cycle' I now live in Abingdon, but I grew up in Cowley, I work in Cowley, my partner works in Cowley, my daughter goes to nursery in Rose Hill, I still have a lot of friends and family in Cowley that I see regularly, usually after work. You have already made that difficult with LTNs, I have to sit in a lot more traffic now than I ever did before. People will not stop driving! We pay for our cars, our insurance, our tax, and you want to charge us more just for the privilege of driving in our own city! There is no bus route that will allow me to go to drop off my daughter at nursery, go to work, then to pick up my daughter, and then to visit my family! And if there was it would probably double my journey time! I cycle to work when I can, but not if I have to do the nursery run. I have never ever had a problem cycling round Oxford! The majority of families and households rely on these cars to go about their daily business! Stop trying to penalise them!	You never spoke about this pre election as you knew you would struggle to get voted in! You have ruined Cowley with your LTNs already! You as a council are not listening to residents. Just look at the petition with over 10,000 signatures against! Look at the comments! Put your congestion charge in areas where you were voted in! Leave Cowley alone! Majority of residents do not want your greedy schemes! You seem to be targeting the poorer areas! If you really want it, then open up some of the LTNs so that the traffic can flow freely!	Open up the LTNs! Simple!
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Neutral	Neutral	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Make buses cheaper for young people, Make bus services more frequent, Extend hours of operation for buses, Add public cycle parking, Other	provide free travel on buses for residents within Oxford and a small charge for those outside or no charge if using park and ride. I doubt you wold see many cars on Oxford roads if buses were cheaper and more frequent	Very negative	You are telling people where they can and cannot go in a car. If the road is paid for by taxes and there is right of way then you should not introduce policies that limit freedoms of people who live there.	You are basically trying to control too much and it may sound like a good idea, get someone a promotion for suggesting it but it ultimately affects us all and its wrong. Find better ways to spean our council tax that dont include making x pay for policies we dont want. We are now sitting in queuing traffic because of LTNs and will be there for a lot longer if traffic filters are introduced	You are basically trying to control too much and it may sound like a good idea, get someone a promotion for suggesting it but it ultimately affects us all and its wrong. Find better ways to spean our council tax that dont include making x pay for policies we dont want. We are now sitting in queuing traffic because of LTNs and will be there for a lot longer if traffic filters are introduced
a resident of Oxfordshire living outside Oxford	weekly	I don't	No impact	Very negative	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all		Very negative	You have included the main shopping centre parking into the 'area', this means that no only do shoppers have to pay for parking they will also have to pay for the congestion charge! We currently shop weekly within Oxford for various reasons and sometimes return with large items, these will not fit on Public Transport.	Remove the 'area' around the main parking for the shopping centre to which mean all car parks and not just Westgate. Insure that this cannot be extended after two years under the guise of another reason. Remove the weekend charges- if this is about the closure of Botley Road then remove charges when no rush hour traffic is happening. You have asked the question whether large cars should pay more?? why when this is under the guise of the closure of Botley Road and not air quality? Roads are built to withstand a weight of 42 tonnes so this is not due to the weight of certain cars damaging roads, if it is then increase charges for all electric vehicles. You are punishing people that use Oxford for shopping reasons and have to use the car due to either the size of items or some other reason. By doing this you will force a lot of people to go elsewhere and therefore you will also be punishing various places of business that depend on either passing trade or people coming in for particular reasons. I usually get my car serviced in one of these areas which again i wont now do nor will many others! The amount of permits avaiable is also a joke for friends and family.	Promote Park and Ride, reduce the charges. Ensure that traffic works are completed on time and introduce fines if they do not. Look at the traffic flow in general and introduce possible one way systems or even open up bus lanes - if this is all about traffic flow that is.
a resident of Oxfordshire living outside Oxford	less than weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Neutral	Neutral	There should be no charges at all	No	Other	Do not introduce this stupid charge.	Very negative		Do not introduce this charge.	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Positive	No impact	There should be no charges at all	No	Make buses cheaper for all, Other	Car and road infrastructure. Something that had been neglected for years in Oxford.	Very negative	Traffic created by LTN and this filter will make everything worse than it was before. Its now a cash cow for the council in the poorest part of Oxford, its shameful.	Why use the word "temporary" the people of Oxford are fed up with being lied to. Just like the LTN trial, it's all lies.	Infrastructure upgrade. I agree in the centre of Oxford this cannot happen, but in places like Hollow Way it could.
a resident of Oxfordshire living outside Oxford	less than weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	No impact	No impact	There should be no charges at all	No	Make Park & Ride buses cheaper		Very negative	Another tax to pay		Sort out Botley Road Make buses and park and ride free
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very positive	Positive	About right	No	Make bus services more frequent		Positive	Should help ease congestion	Can a focus on making the bus services more reliable please be a main result of this? When I wait 45 minutes for a bus to show up and then 3 of the same route arrive back to back to back, I start thinking I should just drive to where I need to be.	Focus on making the buses/transit options more appealing rather than punishing drivers. Where I used to work my commute would take 10 minutes driving but 1hr 15min on the bus or 1hr 20min walking, due to needing to transfer in city center rather than going from Barton to the science park directly. This difference in time made taking the bus not an option.\
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Very negative	Very negative	There should be no charges at all	Not sure	Make buses cheaper for all, Add public cycle parking, Other	1) close the Westgate car park and 2) stop coaches passing through Oxford from coming into Gloucester Green, these coaches should stop just at one of the park and rides as appropriate and not get into Oxford at all	Very negative		I strongly oppose this proposal. Residents of Oxford should not be charged for or restricted in any way from travelling freely through their own city. Restrictions or charges, if required, could be applied to non Oxford residents and national coaches. I also note that with the proposed locations of the filters Summertown residents are the only Oxford residents with unrestricted access to the central area. If the scheme does go ahead, then restrictions should be equally placed on Summertown residents, they should also have a filter location for accessing the city centre.	The city traffic could be significantly reduced and cyclists' safety could be improved by closing the Westgate car park and stopping coaches coming into Gloucester Green. The Westgate car park generates most of the city private car traffic and it should be closed. Also, coaches (passing through or stopping in Oxford) should not come into Gloucester Green, instead they should stop at the Park and Ride car parks and travellers should be offered regular shuttles to and from the centre. Coaches, especially in St. Clements area, pose by far the most danger to cyclists. Cycling at St. Clements, the Plane Roundabout and Hish Street is a nightmare because of coaches, not because of the private cars.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Very negative	Too low	Yes	Make buses cheaper for all, Make buses cheaper for young people, Add public cycle parking		Neutral	Central Oxford has little through traffic. If you allow anyone to pay £5 to come through (e.g. parents of private school children) behaviours will not change and there will be the same amount of traffic - esp as the rate is similar to the P&R charge. This will also be the case if you allow-work place parking in the city and free permits to those that opt to park there (and not use the bus or cark & ride. etc)	It is too concerned with non-Oxford residents (e.g. commuters and those that are happy to pay) then with local residents - That for example will pass a charge point just trying to get through St Clements and not then continuing into the city centre.	Less buses on the same routes (e.g. 6 services to get you to Barton - which means about 20 buses an hour up London Road - plus various circular services, etc) - Far too much and too frequent - Buses are more often half empty than full. Better bus lanes or lights that hold cars back further down the road.
a resident of Oxfordshire living outside Oxford	less than weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Very negative	Very negative	There should be no charges at all	No	Add new bus routes, Make bus services more frequent, Extend hours of operation for buses		Very negative	I live in a village which has only 1 very irregular bus service directly into Oxford (Number 11), so we have to rely heavily on our cars to get around. You are effectively denying us free entry to our city and local amenities, especially the JR hospital.	This is purely a money making exercise with no respect for Oxfordshire residents outside the city	Increase the number of bus routes and frequency out to outlying villages + reduce fees for Park & Ride - paying for Parking and then the bus ride is greedy
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Very negative	Very negative	There should be no charges at all	No	Other	If you follow this illiberal policy you will need the surplus to pay for replacement cameras once we get Bladerunners up here from the London ULEZ campaign [cutting cameras down every night]	Very negative	Stop your amateur efforts to fiddle about with our city and our lis! We didn't ask you to micromanage our lives. You've screwed it up royally so far - Cowley LTN, the Plain, Botley Road, 20 mph [thankfully, mainly ignored]. Just stop messing about, and fix the potholes instead	They are another stupid idea from the party of idiots with no common sense. If you don't want cars, start by telling Heffernan to move out of Charlbury, and into central oxford	Resign!
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice, 25 day passes for residents in the Oxfordshire permit area, on days of your choice, Blue badge holders, Disability benefit claimants, Disabled tax cars, School students with special educational needs, Unpaid carers, Community health or care workers who need to visit multiple locations or travel urgently, Frequent hospital patients, Emergency service vehicles, Firefighters, Taxis and private hire vehicles, Registered car clubs, Business cars used as goods vehicles, Personal cars used as goods vehicles for business purposes, Driving instructors, Hearses and funeral cars	I commute to the central permit area by car	Very positive	Very positive	There should be no charges at all	No			Very positive	Typical Local Tax Will kill Oxford I have many overseas customers who would have come to Oxford now will no longer. come Typical Pathetic council attitude. Especially as the councillor in charge of the idea is was South African and has a typical SA child up bringing where he knew nothing more than walking to school and probably did not possess shoes and sat in a school cave		
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	No impact	No impact	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Add new bus routes		Very negative	I live in Carterton and i commute daily to the hospital. The roads are already very congested and travel to and from the John Radcliffe Hospital for work. by imposing these cngestion charges it will limit the routes in which commuters like myself are able to use. this will inevetably make my commute longer. it atreday takes me on average 1hr one way to get to work (2hr round trip) and that it with access to all routes. All car users will be limited to using the ring road and therefore teh congestion will just move there instead. For people like me who have to commute quite some distance into Oxford for work it will make my already nightmare commute even worse. I work long hours on call and so i often have no choice but to come on site. I had already thought about leaving Oxfordshire as it is so expensive to live here but it is things like this that will seriously add to my decision to leave. People like myself will not want to work in Oxford as it is just too expensive and tiresome to get here.	i think serious consideration should be take into where these things are being implemented. I have seen and heard the devasation of marsey local people in Oxford with reagrds to the Cowley LTNs. I actively avoid the LTN area like the plague to not being stuck in the congestion around this area. This congestion charge will almost definitely have the same affect as the LTNs have had. People may use them but ultimately people will avoid those areas un less they have no choice but to go there I don't come into Oxford socially as much now, purely because traffic is such a nightmare. I would rather spend my time going somewhere else.	I think the park and ride could definitely be better also paying to park and and for the buses is ridiculous. These services need to provide incentive for people to use them and paying for both bus and parking for a whole family will not do so.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Positive	Neutral	About right	Yes	Make Park & Ride buses cheaper, Make buses cheaper for all, Add new bus routes, Make bus services more frequent, Extend hours of operation for buses, Add public cycle parking		Positive		I'm not totally happy that vans, motorcycles/electric bikes and taxis are exempt, as they are the ones which most often break the law and make it dangerous for me to commute to my workplace.	Average speed cameras to prevent speeding. Bus routes need increasing, both in frequency and actual routes. Maybe minibuses instead of full-size buses. Why don't more buses go round the Ring Road.
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Negative	Negative	Too low	Yes	Add new bus routes, Make bus services more frequent, Extend hours of operation for buses		Positive	I believe that the centre of Oxford should be free of private cars, like many European cities. Failing that, a scheme such as the one already in existence in London would be the next best option.	As stated above, my preference would be for no private cars to be allowed access into central Oxford once the Botley road reopens. Any congestion charge applied to Oxford and its surroundings would be welcome news. There should also be a difference between EVs and ordinary petrol or diesel vehicles.	More schemes such as Park & Ride should be put in place (or further sites as well as those already in existence). Removing cars from the main arteries accessing the city would be a major improvement for residents, visitors, cyclists and pedestrians, as the air quality would improve exponentially.
a business	daily	Personal cars used as goods vehicles for business purposes	I commute to the central permit area by car	No impact	Very positive	There should be no charges at all	No	Other	Make roads safer in Oxfordshire by resurfacing them	Very negative	Most of my customers travel into Oxford to buy from me - I am a destination shop not relying on passing trade so this will have a major impact upon my business as many of my customers are elderly and will be put off by the charge and associated red tape	I believe that the congestion is mainly caused by the LTN's introduced post lockdown - prior to this pollution was lower as was congestion and bus times were significantly better than today. Why not just get rid of the LTN's if you are not politically motivated?	Remove LTN's and strictly enforce existing parking rules to stop vehicles parking illegally and blocking traffic flow
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Neutral	Very positive	There should be no charges at all	Not sure	Make Park & Ride buses cheaper, Make buses cheaper for all, Make bus services more frequent		Very negative	I live outside central Oxford with a very limited and slow bus service. Schools' own bus services are far too expensive for me so I take my 2 children to school in central Oxford. I also work in central Oxford so I travel on those roads daily. The level of congestion is totally manageable as it is & does not require any altering. All the congestion charge & traffic filters will do is make the lives of all commuters living outside central Oxford much more difficult & much more expensive. It is incredibly unfair.	Please do not introduce these absolutely unnecessary congestion charges.	Congestion around Oxford is totally manageable as it is.
an Oxford resident	daily		I don't	Positive	Positive	Too high	Yes	Make Park & Ride buses cheaper, Make buses cheaper for all, Add public cycle parking	While traffic will be reduced in certain area's traffic will be pushed on to other routes adding to congestion. This is evident from the introduction of LTN's. One of the main problems with the traffic in Oxford in the amount of Private School and traffic coming into Oxford why have these area's not been targeted? I live in the Summertown area most of the congestion is caused by traffic comino into the private schools in the mornings and afternoons	Neutral		Park and ride transport to and from the private schools. Safer cycling, I love the bollards at the bottom of the Cowley Road leading on to the Plain
a resident of Oxfordshire living outside Oxford	weekly		I don't	Very negative	Very negative	There should be no charges at all	No	Make Park & Ride parking cheaper	It is just unfair to bring this charge on top of all the high tax we pay already.	Very negative	very unfair for everyone to driver any points suggested.	traffic congestion is fine, but better to be spread-out, rather than bringing all the traffic to the certain places.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	Yes	Other	All the above but no congestion charge	Very negative	More restrictions in a so called free society	"Temporary" can we have that in writing please	There was less congestion before you began to "tackle" this problem so perhaps go back and start again because all your solutions do not work but result in a worsening traffic situation for all
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	No impact	Negative	Too low	Not sure	Make buses cheaper for all, Make bus services more frequent, Add public cycle parking	I cycle from Wheatley to Oxford several times a week. Although there are sections of good off road cycle path (for example Barracks Lane), there are currently unavoidable road sections with high traffic (Cowley Road, the Plain). Reducing the amount of traffic would make me feel safer.	Very positive	I would prefer the original traffic filters option, £5 per day feels like a blunt tool - it will impact poorer residents excessively while being too cheap to deter many Oxford people, especially when compared to the bus fares.	Take away parking on Cowley Road and put in cycle lanes. I am a very confident cyclist but have had several near misses along here and can see why people don't want to cycle to Oxford, all modes of transport shoved together on a narrow road with all sorts of ridiculous cinch points.
an Oxford resident	less than weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make buses cheaper for all, Add new bus routes, Make bus services more frequent	This will increase traffic and congestion in other parts of Oxford. The main roads are very badly congested on introduction of LTNs so adding on another scheme like this will make the main roads in all of Oxford congested even more. The bus journeys on those roads will become worse, it will make walking and cycling on those roads more dangerous and certainly WILL NOT reduce pollution but increase it in those affected areas where traffic will naturally increase. I would like to know whether somebody is even thinking about the residents living on those main roads and residents in near proximity to those affected areas.	Very negative	This scheme seems to be an attempt to improve congestion in city centre at the cost of other parts of Oxford. I don't understand how this scheme will improve bus routes making bus journeys faster and more reliable while at the same time it will cause congestions across Oxford.	Park and ride places should be created around Oxford - five is not enough! They should be much bigger, not too expensive and buses should be more frequent and cheaper. This is where the money should go. Blocking people from entering the city centre needs to start at the outskirts of Oxford, not when they are already in Oxford blocking all roots to Oxford city centre. At this point is too late.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	About right	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all	I live in a side street off St Clements, which is continuously choked with traffic during school/university terms. Buses are stuck in this traffic, meaning people have no incentive to change their behaviour. Until traffic filters can be introduced, a congestion charge is a sensible option to reduce private vehicle volume and make bus travel quicker. Current LTNs must of course be maintained to prevent cars using side streets to avoid the charging points.	Very positive	n/a	None besides a congestion charge and then permanent traffic filters.
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	The services are already a bit rubbish. Making rubbish services cheaper serves nobody. With this scheme you'd need to invest in more buses, and more drivers. Park and Ride services are already unreliable and too full at commuting times.	Very negative	This scheme feels like a shameless money grab and those that will suffer the most are those that live further away because Oxford is too expensive. Now they'll need to pay even more to come to work. The real issue is school traffic. Perhaps spend more time encouraging the many schools to provide buses from park and rides.	It's incredibly unpopular but I won't be shocked if it's pushed through despite the overwhelming negative response. It would make me think far less of the current council.	Tackle the traffic from school drop offs. The difference during summer and half term highlights where the abundance of traffic stems from.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Very negative	Very positive	There should be no charges at all	No	Make buses cheaper for all		Very negative			
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Negative	Negative	There should be no charges at all	No	Make Park & Ride buses cheaper, Add new bus routes		Very negative	As someone who has to travel around Oxford on the national road network (in OCC partance, the 'ringroad') this will make already congested roads even worse. It is unclear why Marston Ferry Road needs a charge/filter, particularly on a Saturday, and once again, the county council is introducing measures that discriminate against the majority of the county, who live outside of Oxford. Your proposals seem to suggest that Oxford residents will have free passes, despite the extensive bus and cycle network within the city, while those commuting to to city centre workplace parking, i.e. the university, will also be exempt. This is extraordinary. As a resident of village that lies outside Oxford and is very poorly served by public transport (2 buses a day), no safe cycle routes, and has become a rat run for people travelling between Oxford and Bicester, I would like to see the council serving all of its residents, rather than making life much harder for the majority to protect the interests of a minority.	Your 'consultation' exercise is pointless, The decision has clearly been made and, even if you receive a majority of negative responses, the scheme will go ahead regardless. Democracy in action.....	Stop filtering traffic onto a small number of roads Make the park element of the park and ride free - as it is in so many other cities Invest in proper transport options for rural areas, not just a couple of buses a day, and safe, off-road cycle routes (not the current cycle route proposals, which are clearly intended to allow city residents to cycle out to the countryside, rather than help commuters come in from rural areas).
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	About right	Not sure	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Very positive	There's plenty of park and ride around Oxford, there's no need for most people to drive in unless they are resident or working. Reducing the amount of traffic will make the buses run faster and make the roads much more pleasant	If it works, you should make it permanent	Some of the ring road traffic lights sequencing needs looking at.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Positive	Negative	Too low	Yes	Make buses cheaper for all, Make bus services more frequent		Positive	Any restriction on journeys made by private car must be welcomed. The number of exemptions proposed means that the impact will be "positive" rather than "very positive"	I am unhappy about the fact that those with enough money can buy their way out of the limits on car use. It is fundamentally unfair to discriminate against those on low incomes.	Restrict private car use altogether, requiring cars to use Park and Rides rather than drive in to the City Centre. For example, Abingdon Road should have private car access only for those who live in the area. All others should be expected to use Redbridge Park & Ride.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I commute to the central permit area by car	Very positive	Very positive	There should be no charges at all	No	Make buses cheaper for all, Make bus services more frequent		Very negative	My partner is a volunteer licenced lay minister and visits elderly parishioners in the city area for pastoral care and communion. The arrocoal will make the number of visits she can make impossible.	The Thames Street bus gate will mean all traffic using the Westgate car park will be subject to a £5 charge. It should remain as it is.	Leave things as they are. The LTNs do not help on all occasions. Traffic on the Cowley Road and Iffley Road have increased.
a resident of Oxfordshire living outside Oxford	daily	Business cars used as goods vehicles, Personal cars used as goods vehicles for business purposes	I don't	Positive	Positive	Too high	No	Add new bus routes, Make bus services more frequent, Extend hours of operation for buses		Negative	The reason traffic is so bad is because of the LTN's. Remove the LTN's until the bus gates arrive and the traffic will get better. Businesses will suffer as it will be an extra £5 to go to the Westgate for the next year.	I get that traffic needs to improve in Oxford but if business and growth suffers from these measures then you need to review or rescind them. I use a car for my personal training business visiting customers at home and transporting heavy weights and equipment. I hope I will be allowed a permit to continue operating without losing clients.	Better bus routes to major workplaces. Currently very difficult for me to take a bus from Peartree P+R to Headington...Council run electric scooters that are cheap and in abundance at Park and Rides for people to jump on to get to work. It comes down to cost and time for people. IF E scooters were cheap and quick more people would use them from the PR
a resident of Oxfordshire living outside Oxford	weekly	Blue badge holders	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Positive	Neutral	Too high	No	Make bus services more frequent		Negative	The provision of the charge point on Thames Street as currently proposed would reduce the use of the Westway Car Parks and so its footfall in the shopping centre.	It is difficult to work out the extent of the charge area from the current map. I presume points proving access to the area other than the 6 congestion points, will also be marked clearly as boundaries of the congestion area as in London. This is not clear from the document.	
a resident of Oxfordshire living outside Oxford	weekly	Blue badge holders	I don't	No impact	No impact	There should be no charges at all	No	Make buses cheaper for all, Add new bus routes, Add public cycle parking		Very negative	Just let the traffic find its own level by having no restrictions. Meddling with fancy schemes just makes money for the council and frustrates everybody.	Do not do it.	Just look back at what the council has done in the past and reflect on the results. Have any improvements been made?
a resident of Oxfordshire living outside Oxford	less than weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	No impact	No impact	About right	Not sure	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Add public cycle parking		Positive	The abundance of cars in Oxford make the experience horrible. Making it cost more will discourage people driving but there needs to be robust mitigation to make sure people still actuallu go to Oxford	I think they're fine.	It's tough but making cycling more appealing.
an Oxford resident	daily		I don't	Neutral	Very positive	About right	Not sure	Make buses cheaper for all, Make buses cheaper for young people, Add public cycle parking		Very positive	Reduce car use to those that need priority for their circumstances or work.	No	No
an Oxford resident	daily		I don't	Positive	Neutral	About right	Yes	Make Park & Ride buses cheaper, Make buses cheaper for young people, Add public cycle parking		Very positive	I think a scheme that will reduce cars going into Oxford and increase use of busses and bikes is good		Improve cycle paths to keep bikes off the road
a resident of Oxfordshire living outside Oxford	less than weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	No impact	No impact	Too high	Yes	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all		Neutral			
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Very negative	Very negative	About right	Yes	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Make buses cheaper for young people, Add new bus routes, Make bus services more frequent, Extend hours of operation for buses, Add public cycle parking, Other	Improve cycling infrastructure (eg. segregated cycle lanes)	Positive	Will make people think about using their car for journeys that could be made by other means		Cowley Road is still not pleasant for cyclists (and pedestrians) and needs attention - could be made one-way with wider two-way cycle lanes and better footpaths. Plus more greenery.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	There should be no charges at all	Yes	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Very negative	Drivers are already being forced to take longer routes, which does cause more pollution. The LTNs have caused dreadful queues around the city which has absolutely increased pollution. Already by 7.00am on weekday mornings the Traci coming into Marston from the ring road is backed up over the bridge, this will definitely increase with the 7.00am to 9.00@@am Marston Ferry Road filter. The pollution on Marsh Lane must already be high and will surely increase. Many people coming in on that route so early are health workers on long shifts who need their own transport both to get in early but also to get home after 13 to 14 hour shifts. Oxford employers are already struggling to recruit staff because of getting to work and huge housing costs, £5 per day charges, therefore £80/ month increased costs will not help, and as with everything these costs will only increase, and always hother than ever increase secrentaxes.	Starting at £5 per day is just to make some people think it's not too high to pay for the convenience but it will rapidly increase. For lower paid workers this will erode their earnings significantly and reduce the likelihood that they will start jobs in Oxford or stay in them, further increasing the pressure on getting staff. People with children at schools and nurseries who need to travel during the filter hours through the city for child care responsibilities will be impacted.	Open up the LTNs to reduce congestion and pollution.

Survey Response													
I am responding to this survey as	How often do you travel in or around Oxford?	Please tick which of the following free permits and passes you think you may be eligible for	Do you live in, visit a resident by car or commute by car to the proposed central Oxford	Central Oxford residents' permitIt is proposed that residents in the central Oxford	Central Oxford permit area commuters' permitIt is proposed workers commuting	We are proposing a single charge of £5 to allow cars without a day pass or permit	Do you think that charges should vary, with drivers of longer cars paying more and	Income generated by introducing the proposed temporary congestion charge would be used to cover the set-up and operating costs of the scheme.	If other improvement, please state	Taking into account all the information we have provided about the proposal to	Please explain your answer	Do you have any other comments about the proposal for six temporary congestion charge locations in Oxford that you have not already shared in this survey?	Do you have any suggestions for other ways to reduce traffic and tackle congestion in and around Oxford?
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Positive	Negative	About right	No	Make buses cheaper for all, Make bus services more frequent, Add public cycle parking		Positive	I am hoping it will reduce traffic.	I am concerned this, like the fingers, will increase traffic through Old Marston at peak commuter times.	An aerial egg lift linking Thornhill P&R > Osler Road / JR hospital > Town Centre.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Negative	Too low	Yes	Make Park & Ride buses cheaper, Make buses cheaper for all, Make bus services more frequent		Positive	Could go further, eg restricting hours of access for "other" vehicles (delivery etc) to outside normal peak times		Reduce the amount of parking currently available with a aim to discourage driving into the centre
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Positive	Negative	Too low	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Add new bus routes, Make bus services more frequent, Extend hours of operation for buses, Add public cycle parking		Positive		I think 3 cars for commuting is excessive	restrict larger vehicles such as trucks and vans within certain hours - so not during peak schools hours (7:30-9, and 3:30 to 5). This would make cycling with kids safer and more appealing.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	About right	Not sure	Make buses cheaper for all, Add new bus routes, Add public cycle parking		Very positive	Would expect to see fewer cars crossing the city centre, so buses would be faster/more timely and walking/cycling would be safer and more pleasant	Seems like a good way to test out the traffic filter ideas before going into the trial proper	School term times seem to produce the heaviest traffic, finding better ways for children to get to schools (rather than being driven in and out individually) could make a big difference. A shift away from the near-universal 9-5 working hours could also help soread out "rush hours".
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	Yes			Very negative	I'm an NHS manager, working almost 24/7, working every day after job planned hours from hime, additional commuting time will have neoative imoact on my service		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	Too low	Yes	Add new bus routes, Make bus services more frequent, Add public cycle parking		Very positive	It is currently quicker to cycle in and around the city than to go by bus. The roads should be clearer for people who *need* to use their cars and permit the free flow of traffic. Buses will be quicker, and therefore more appealing to use, and cycling will be safer.	Owing to the timing of sessions, there needs to be provision for access to the ice rink, whether that is by improving bus services or adjusting the congestion charge for users. Otherwise, training would be affected to such an extent that competitive skaters will need to move to other rinks, such as Swindon, which are further away, which will affect the rink's ability to operate and remain competitive	Look to other medieval cities abroad that have put cycling first and see what measures we can adopt. A good example is Uppsala, in Sweden, which is also a medieval university town and is almost entirely car-free in the centre. Cars should be used for getting out of Oxford, and not necessary for getting into or around Oxford.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	There should be no charges at all	Yes	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Negative	I will have to leave my job at the school where I work part time because the most direct route includes one of the charging zones and going the long way would take too long and will use too much petrol. Going there by bus would take ages as there is not a good direct service available.	They are not a good idea because the rich can afford to pay and will continue congesting the road, but those on lower income will struggle.	Removing the LTNs in East Oxford would be a good start. Have more bus routes that cover the entire city and better connection services to the surrounding villages.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	Too high	No	Make buses cheaper for all		Negative	Push traffic onto already busy alternate routes already impacted by LTNs		Use the river to provide alternative transportation into Oxford
an Oxford resident	daily	Taxis and private hire vehicles	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Make BUSES FREE FOR LOCAL PEOPLE BETWEEN WORKING HOURS AND SEE WHAT IMPACT THAT HAS ON TRAFFIC AND SCHOOL RUNS	Very negative	Will hurt people that come to Oxford to work and who live locally .. turning Oxford into a Prison	All the surrounding roads will be impacted massively, there wasn't a congestion problem before that LTNS went in.. SUMMERTOWN IS THE WORST FOR PEOPLE THAT DON'T LIVE LOCALLY	Free bus passes, council has the ability now to run its own bus services due to changes in the law, also bus ticket prices are extortionate for such small journeys and cause issues financially, Park and Ride should be free and buses to and from them should be one pound no more, if you want people to use Oxford and use it services make it cheaper for them to access them.
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Fix the badly managed roads and roundabouts	Very negative	It's literally a money making scheme. Not everyone falls into the same category of 'they should walk, get a bus or cycle' I now live in Abingdon, but I grew up in Cowley, I work in Cowley, my partner works in Cowley, my daughter goes to nursery in Rose Hill, I still have a lot of friends and family in Cowley that I see regularly, usually after work. You have already made that difficult with LTNs, I have to sit in a lot more traffic now than I ever did before. People will not stop driving! We pay for our cars, our insurance, our tax, and you want to charge us more just for the privilege of driving in our own city! There is no bus route that will allow me to go to drop off my daughter at nursery, go to work, then to pick up my daughter, and then to visit my family! And if there was it would probably double my journey time! I cycle to work when I can, but not if I have to do the nursery run. I have never ever had a problem cycling round Oxford! The majority of families and households rely on these cars to go about their daily business! Stop trying to penalise these!	You never spoke about this pre election as you knew you would struggle to get voted in! You have ruined Cowley with your LTNs already! You as a council are not listening to residents. Just look at the petition with over 10,000 signatures against! Look at the comments! Put your congestion charge in areas where you were voted in! Leave Cowley alone! Majority of residents do not want your greedy schemes! You seem to be targeting the poorer areas! If you really want it, then open up some of the LTNs so that the traffic can flow freely!	Open up the LTNs! Simple!
a resident of Oxfordshire living outside Oxford	less than weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	No impact	No impact	There should be no charges at all	No	Make bus services more frequent		Very negative	Access to Oxford is now so time consuming, expensive and complex from where I live, that I try to avoid going if possible. I used to be able to pop in without forward planning and park centrally in 45 mins. Now with the additional time and awkwardness and expense of either taking the train (in frequent) or park and ride (nasty experience, inconvenient, awkward) it takes much longer and is more expensive so actively dissuades me as an Oxfordshire resident from visiting my county capital and taking advantage of its facilities - museums, galleries, cinemas, theatre, restaurants, let alone contributing to its economy through shopping. In fact most of the useful shops have moved out or to the periphery, such as book binders, and the covered market, which is now a desert, so the shopping centre of Oxford feels hollowed out and generic, the same as everywhere else, just boasting crowds of tourists not residents. This is a material change for the worse in the 35 years I have lived in the county.	Just adds to the complexity of travelling around Oxford.	I have bad knees but not enough to be a blue badge holder. None of your alternative transport options are attractive to me. You should make car users feel welcome and not discriminated and unwanted as I do now because of the complex systems you have introduced.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Positive	Positive	There should be no charges at all	No	Make buses cheaper for all		Very negative	1. push the high traffic volumes to non charging area, blocking those roads with increased traffic and increasing commute times 2. Diminish footfall into Oxford affecting trade to central Oxford causing more shop and restaurant closures - killing off central Oxford trade	I strongly disagree with this charge being imposed. Those who "drive big cars" as mentioned above will not care about £35 a week extra. You are effectively attacking those of us who are trying to survive by imposing a tax on getting kids to school and getting to work. Surviving is already challenging but by doing this, you are making life harder, ignoring the needs of both residents and trades people in Central Oxford. The huge amount of money you have spent already on traffic control and undoing vandalism damage to these systems is horrifying. If you were stating that the monies raised would be used for the benefit of road users - that would at least be a a very slight consolation but so far you have only spent and our roads continue to be severely damaged. For this tax to be purely -covering its cost- is outrageous.	Make public so cheap and frequent so that it is too attractive to avoid. This would mean adding routes to areas not serviced by them.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Very negative	Very positive	There should be no charges at all	No	Make buses cheaper for all, Make bus services more frequent, Add public cycle parking		Very negative	The proposal is will limit residents' ability to access shops and services in the city centre, access to town will be for a fee - either by taking public transport that is way more expensive than anywhere in Europe, or by paying congestion charge. Whilst I love cycling and could cycle more, I am not always able to cycle in all weathers - from bad weather to not feeling sufficiently well to cycle. Fairness is another issue - it seems everyone from benefits claimants, blue badge holders (yet to see one with an actual physical disability in Oxford), traders, businesses (read: the University) will get a preferential treatment, few residents that live in the 'central' area, so the charges will fall down on the residents left in the 'middle' who already pay tax at the highest levels in history. Most of the traffic are commuters to Oxford and during weekends these are replaced by visitors from outside the City.	Whilst recognising that taxing residents is always an easy option for the Council, I would challenge the planners to consider alternatives. There are two sources of congestion: residents and visitors/commuters. The residents should not be taxed to access their City. The planners need to allow businesses, shops, and services to be distributed in and around the city - not all congregated in the central area. This will reduce both residents and visitors' need to travel to the central area and ease/distribute congestion on its own. Whilst I fully support cycling - on its own, cycling is not a solution. If anything, not everyone can cycle easily and it is just not convenient to cycle sometimes (e.g. if you are not feeling well, would you like to cycle uphill to JR for an appointment? Presumably you are not visiting JR because you are feeling great and have nothing better to do). Visitors and commuters to the City should pay for access. The University and City Council workers should not be excluded from this as these are the biggest employers in the central area with significant parking capacity. The central area is already well served by trains and busses for commuters and occasional visitors so this should be promoted for visitors and commuters.	Distribute office, shop, and administrative locations across town and at the town edges (e.g. allowing Westgate to open in the central area and then limiting access to it does not work for shops or residents; it would have been better to have shopping centre at the town edge and create a newfocal mini-centre). Start with the City Council - no need for it to be in the center in a very expensive building, small local centers are area local service needs that cannot be done online. Make busess cheaper and more reliable - fares are way more expensive than in Europe and busess are unreliable (I made a mistake of trying to catch a bus to attend JR appointment once, after 40 minutes of waiting and having to hail a cab, this "experience" will never be repeated). Cycling and walking are great and should be promoted but they are not the solution - if they were, we would not invent cars and nobody would be driving or taking a bus. Bicycle parking in town is insufficient and should be very easy to solve.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Positive	Positive	There should be no charges at all	No	Make buses cheaper for all, Make bus services more frequent, Extend hours of operation for buses		Very negative	LTNs have already restricted traffic flow in Oxford and have caused congestion on the larger roads. The air quality has deteriorated outside the LTNs. Further restrictions on movement will exacerbate the problems.	The congestion charge will be costly to implement and is very likely to be extended after a "temporary" phase. If it is really temporary why is the Council spending money on implementing it? The whole problem has been caused by the LTNs and the incompetent handling of the Botley Road closure. Introducing more restrictions is not the answer. I strongly object to the introduction of conestion charging.	Improve public transport under a unitary bus company (as in London or Manchester) Remove the LTNs.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I commute to the central permit area by car	Neutral	Very negative	About right	No	Make Park & Ride parking cheaper, Make buses cheaper for all, Add public cycle parking		Very negative	I need to collect my granddaughter and take her to school, the return bus journey would take 1 hour (cowley to wood farm). Her attendance is only 51% without my intervention. Cycling is not an option due to foot injury (not blue badge criteria) I live on Oxford Rd, LTNs are already causing traffic congestion outside my house, queuing, idling traffic is making air quality in my area much worse and affectmy me family's health.	Please consider giving all Oxford residents in the blue and purple map areas permits, apply charges to non-oxford residents. Remove LTNs to prevent traffic jams and allow traffic to flow freely again	
a member of the public living outside Oxfordshire	daily	Blue badge holders, Disability benefit claimants, Disabled tax cars, Unpaid carers	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	All vehicles should be charged so that it's fair across all types. Singling out one vehicle doesn't solve the problem	Very negative	Extra £80 a month just to attend work. Congestion will not be used to fix the poor state of several Oxford and wide county roads which are in desperate need of repair from the heavy busses, Lorrie's, heavy vans, and cars.	Yes why only target cars in any future measure of congestion when Lorries, vans cause pollution and congestion as well. Why allow taxis to use bus lanes when they are not on a fare.	Increase the number of cycle lanes for cyclists to use and exclude them from using the roads and bus lanes. Thereby speeds up buses and cyclists are kept safe from all motorists. Interesting that some zones only target the school run to and from or people leavina the John Radcliffe site which is routinely conested with patients and staff.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	About right	Yes	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Extend hours of operation for buses		Very negative	All this will do is drive more traffic onto the ring road and other routes that are free of the congestion charge . The traffic is heavy enough on the ring road as it is particularly around the Cutteslowe and Wolvercote roundabouts which creates pollution and delays . It is bad enough already.	Marston Ferry Road is one of the main access routes to the JR hospital and it is not clear if hospital staff are exempt from the charges as they may need to arrive and leave within the restricted hours The hospital buses are too infrequent (eg half hourly for the 700) to make them an attractive alternative to people's own cars and bus fares are still too high to encourage people to get out of their cars especially if they have free parking at work (eg all the work parking spaces in Summertown)	Make cycling routes safer. The shared lanes for buses and cycles in Banbury Road are positively dangerous with buses squeezing past cycles by a foot sometimes . Makes buses more frequent particularly later in the evening . I will take my car into the centre of an evening to avoid waiting 25mins for an overcrowded bus.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice, 25 day passes for residents in the Oxfordshire permit area, on days of your choice, Community health or care workers who need to visit multiple locations or travel urgently	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	Not sure	Make buses cheaper for all, Make bus services more frequent, Extend hours of operation for buses, Add public cycle parking		Very negative	Adding charges will put backlogs on other routes, in particular hollow way will put more pressure on the Slade and windmill road		Reopen the botley road
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	There should be no charges at all	No	Make buses cheaper for all, Make bus services more frequent, Other	Remove LTN restrictions in East Oxford, which are a major (if not "the" major) current contributor to the huge congestion being experienced in the area	Very negative	The proposal places restrictions on the rights of the citizens of Oxford from using their cars to travel in and around their own city in a misguided attempt to mitigate the disastrous (and undemocratically imposed) LTNs which have caused huge levels of congestion in East Oxford and the ring road. They are also clearly a 'trojan horse' for the imposition of this measure permanently.	As a long-time (20+ years) resident of Oxford City, it's horrifying to see the way Andrew Gant's personal ideological anti-car crusade is being allowed to destroy this once great city. Yet again, measures to restrict people's freedom to use their preferred means of transport across their own city is being disregarded - in this case to mitigate the effects of another of his imposed restrictions on car (and bus) traffic: LTNs. Buses are impacted by the LTNs just as much as cars are. For many people- especially those who work - the car is the only practical and time-efficient way to carry out tasks without it taking all day or being impractical. Also, there is never any serious impact analysis on deleterious effect of these measures on the city's businesses - particularly shops and restaurants. Imposing these restrictions will discourage both visitors to the city from elsewhere and from residents (e.g. I used to frequently dine and shop in East Oxford, but due to the pointless removal of parking spaces in St Clements and Morrell Avenue, and terrible traffic congestion caused by the LTNs, I no longer do so. (For reference, bus travel from North to East oxford is not a realistic option due to the cost and time needed as you need to take two buses) I cannot be alone in having made this decision. Mr Gant's profligate waste of my Council Tax funds is also offensive: for example, spending thousands of pounds of residents' money installing pointless, meaningless and misleading images of bicycles all the way down Woodstock road: these images have absolutely no meaning in relation to the highway code and are actively confusing as there is already a separate dedicated cycle path available to bicycles, on the pavement.	1. Remove all of the East Oxford LTNs - they are the primary cause of congestion in East Oxford and push traffic into/onto St Clements /Headington Rd and Cowley Rd 2. Remove the 20mph speed limits from all 'through roads', so as to increase the traffic flow 3. Ensure bus stops are constructed so as to be 'inset' into the pavement to allow the free flow of traffic past the bus while it is stopped. This is a particular issue on Cowley road and on this road in particular there is *plenty* of space for the pavement area to be reduced to allow bus stops to be moved to the left and not obstruct the flow of traffic. 4. Impose punitive fines on all contractors involved in the Botley Rd Bridge fiasco which can then be used to fund road improvements - e.g. fixing potholes, re-surfacing - and give them the neccessary 'kick' to finish the work. Also sack and/or explore legal action against the specific individuals who have been in charge of 'managing' these works. Facilitate a group action legal claim against the contractors/managers of these works for all businesses who have suffered loss of trade. 6. Amend the traffic lights on the main roundabouts on the ring-road so they operate on a 'part-time' system (i.e. not during peak hours). This would ensure free-flow of traffic outside of peak times. There is plenty of research suggesting that journey times are increased because traffic has to wait, pointlessly, for traffic signals to change at roundabouts during times where traffic flows are lower and such restrictions are not needed
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Very positive	No impact	Too low	Yes	Other	Make parkland ride and buses to centre free. Get a proper bus strategy in place, rationalise routes to avoid non sensible duplication of part of routes, competition between bus operators . Make fares cheaper. children free.	Very positive	Traffic volume needs to be reduced. Bus travel takes much too long. And heavy traffic makes the environment for cyclists and pedestrians unpleasant	Why does it only apply to cars? Suggest it should apply to all motorised traffic.	Please see comments above. Cheaper, more rational and more frequent bus routes. Improve cycling safety. Make congestion charge permanent if this pilot is successful. Engage properly with those affected ie local residents, through meetings and townhalls, to try to avoid the LTN mistakes.
a resident of Oxfordshire living outside Oxford	weekly		I don't	No impact	No impact	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all		Very negative	it will cost me money so i will not visit oxford		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	Very negative	There should be no charges at all	Not sure	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Make buses cheaper for young people, Add new bus routes, Make bus services more frequent, Extend hours of operation for buses, Add public cycle parking, Other	More cycle lanes built the right way going around the back of bus stops and continous payments etc	Very negative	I work in the events industry and me and my co workers have to travel up and down the country often to central locations with kit with no alternative travel method due to travel times eg late nights or early morning		Proper cycle lanes that are not part of the pavement nor the road with protection from the road and going around the back of bus stops etc a bit like the netherlands maybe hire a Dutch street designer
an Oxford resident	daily		I don't	Very positive	Very positive	Too low	Yes	Make Park & Ride buses cheaper, Make buses cheaper for young people	make cycle paths safer by separating them from car traffic	Very positive	Any initiative that aims to reduce car traffic around Oxford is to be welcome!	I think the congestion charge should be permanent	Make cycling easier and more attractive - through safer paths and more cycle racks
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make Park & Ride buses cheaper, Make Park & Ride buses cheaper, Other	Do not implement the scheme. All of your questions start at a position of it will happen. Where is the option to select do not do it? Yet another example of sham consultation that starts with we are doing it, you only get to choose what sort of scheme	Very negative	A congestion scheme is inherently logically flawed as the London scheme was and is. Either it works and stops drivers, in which case there is then no additional funding to make the improvements; or it does not work and does not stop drivers and then the funds raised cannot improve buses as congestion has not been reduced (or the funds are simply not used for the promised purpose). You are killing the Oxford economy with anti-car dogma and forcing customers of Central Oxford businesses to travel to Witney, Bicester, High Wycombe, or Reading instead	I repeat. Do not do it. Will you be honest enough to include negative responses or simply ignore them as you did with LTNs? You introduce LTNs and cause traffic chaos and now you claim that Bus Gates and Congestion Charges are needed to solve the problem that you created.	Do your job and sort the Botley Road bridge works NOW. Litigate against the contractors and Network Rail to make the cause of the West Oxford transport fiasco pay for the problem that they themselves have created.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Very positive	Neutral	About right	Yes	Make buses cheaper for all, Add new bus routes, Add public cycle parking		Very positive	People need to be encouraged out of their cars for environmental reasons and this seems a vell thought out way of doing it.		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very positive	Neutral	About right	Yes	Make Park & Ride parking cheaper		Very positive	We really need to do something to cut traffic		Speed bus boarding by making buses free or removing the option to pay on board
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Negative	There should be no charges at all	No	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Very negative	It makes an expensive area even more expensive to live in; the University is a major employer and requires people to work in the very centre of the city. Transport in and out of the city is slow and unreliable. There is not a viable mass transport option. You seem be fine with people driving into the city to shop at the Westgate (as demonstrated by the 800 parking spaces there; this seems directly at odds with your stated aim). A permit of 100 days is not enough for residents.	I feel this consultation is mostly a box ticking exercise: this will be approved even if public opinion is massively negative.	Get rid of the parking at the Westgate and make everyone travel there by park and ride or bus.
a resident of Oxfordshire living outside Oxford	weekly	Blue badge holders	I don't	Very positive	Very positive	About right	Yes	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for young people		Very positive	Any limitation of traffic into Oxford would be welcome. I travel by bus and am too frequently stuck in traffic - also cleaner air and safer /exceot for the scooters !		
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice. Blue badge holders	I commute to the central permit area by car	Neutral	Neutral	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all		Very negative	increase travel time. Increase pollution on the roads traffic would have to use as an alternative.		Free bus travel
a resident of Oxfordshire living outside Oxford	weekly	Blue badge holders, Unpaid carers	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Make all car parks free stop the LTNs	Very negative	I am an unregistered care for my elderly 91 year old aunt who lives in Headington I live in Wheatley	I was born and breed in this city The town centre and Cowley Road have been destroyed by the people in charge Town verse gown Get rid of the LTN and the droossed conesetion charge which is ridiculous	Free park and ride as like in other cities Winchester for example
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice, 25 day passes for residents in the Oxfordshire permit area. on davs of vour choice	I don't	Neutral	No impact	About right	No	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Neutral	longer journeys when visiting grandchildren & doing child care		

Survey Response												
I am responding to this survey as	How often do you travel in or around Oxford?	Please tick which of the following free permits and passes you think you may be eligible for	Do you live in, visit a resident by car or commute by car to the proposed central Oxford	Central Oxford residents' permitIt is proposed that residents in the central Oxford	Central Oxford permit area commuters' permitIt is proposed workers commuting	We are proposing a single charge of £5 to allow cars without a day pass or permit	Do you think that charges should vary, with drivers of larger cars paying more and	Income generated by introducing the proposed temporary congestion charge would be used to cover the set-up and operating costs of the scheme.	If other improvement, please state	Taking into account all the information we have provided about the proposal to	Please explain your answer	Do you have any other comments about the proposal for six temporary congestion charge locations in Oxford that you have not already shared in this survey?	Do you have any suggestions for other ways to reduce traffic and tackle congestion in and around Oxford?
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Positive	Negative	About right	No	Make buses cheaper for all, Make bus services more frequent, Add public cycle parking		Positive	I am hoping it will reduce traffic.	I am concerned this, like the fingers, will increase traffic through Old Marston at peak commuter times.	An aerial egg lift linking Thornhill P&R > Osler Road / JR hospital > Town Centre.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Negative	Too low	Yes	Make Park & Ride buses cheaper, Make buses cheaper for all, Make bus services more frequent		Positive	Could go further, eg restricting hours of access for "other" vehicles (delivery etc) to outside normal peak times		Reduce the amount of parking currently available with a aim to discourage driving into the centre
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Positive	Negative	Too low	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Add new bus routes, Make bus services more frequent, Extend hours of operation for buses, Add public cycle parking		Positive		I think 3 cars for commuting is excessive	restrict larger vehicles such as trucks and vans within certain hours - so not during peak schools hours (7:30-9, and 3:30 to 5). This would make cycling with kids safer and more appealing.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	About right	Not sure	Make buses cheaper for all, Add new bus routes, Add public cycle parking		Very positive	Would expect to see fewer cars crossing the city centre, so buses would be faster/more timely and walking/cycling would be safer and more pleasant	Seems like a good way to test out the traffic filter ideas before going into the trial proper	School term times seem to produce the heaviest traffic, finding better ways for children to get to schools (rather than being driven in and out individually) could make a big difference. A shift away from the near-universal 9-5 working hours could also help soread out "rush hours".
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	Yes			Very negative	I'm an NHS manager, working almost 24/7, working every day after job planned hours from hime, additional commuting time will have neoative impact on my service		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	Too low	Yes	Add new bus routes, Make bus services more frequent, Add public cycle parking		Very positive	It is currently quicker to cycle in and around the city than to go by bus. The roads should be clearer for people who *need* to use their cars and permit the free flow of traffic. Buses will be quicker, and therefore more appealing to use, and cycling will be safer.	Owing to the timing of sessions, there needs to be provision for access to the ice rink, whether that is by improving bus services or adjusting the congestion charge for users. Otherwise, training would be affected to such an extent that competitive skaters will need to move to other rinks, such as Swindon, which are further away, which will affect the rink's ability to operate and remain competitive	Look to other medieval cities abroad that have put cycling first and see what measures we can adopt. A good example is Uppsala, in Sweden, which is also a medieval university town and is almost entirely car-free in the centre. Cars should be used for getting out of Oxford, and not necessary for getting into or around Oxford.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	There should be no charges at all	Yes	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Negative	I will have to leave my job at the school where I work part time because the most direct route includes one of the charging zones and going the long way would take too long and will use too much petrol. Going there by bus would take ages as there is not a good direct service available.	They are not a good idea because the rich can afford to pay and will continue congesting the road, but those on lower income will struggle.	Removing the LTNs in East Oxford would be a good start. Have more bus routes that cover the entire city and better connection services to the surrounding villages.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	Too high	No	Make buses cheaper for all		Negative	Push traffic onto already busy alternate routes already impacted by LTNs		Use the river to provide alternative transportation into Oxford
an Oxford resident	daily	Taxis and private hire vehicles	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Make BUSES FREE FOR LOCAL PEOPLE BETWEEN WORKING HOURS AND SEE WHAT IMPACT THAT HAS ON TRAFFIC AND SCHOOL RUNS	Very negative	Will hurt people that come to Oxford to work and who live locally .. turning Oxford into a Prison	All the surrounding roads will be impacted massively, there wasn't a congestion problem before that LTNS went in.. SUMMERTOWN IS THE WORST FOR PEOPLE THAT DON'T LIVE LOCALLY	Free bus passes, council has the ability now to run its own bus services due to changes in the law, also bus ticket prices are extortionate for such small journeys and cause issues financially, Park and Ride should be free and buses to and from them should be one pound no more, if you want people to use Oxford and use it services make it cheaper for them to access them.
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Fix the badly managed roads and roundabouts	Very negative	It's literally a money making scheme. Not everyone falls into the same category of 'they should walk, get a bus or cycle' I now live in Abingdon, but I grew up in Cowley, I work in Cowley, my partner works in Cowley, my daughter goes to nursery in Rose Hill, I still have a lot of friends and family in Cowley that I see regularly, usually after work. You have already made that difficult with LTNs, I have to sit in a lot more traffic now than I ever did before. People will not stop driving! We pay for our cars, our insurance, our tax, and you want to charge us more just for the privilege of driving in our own city! There is no bus route that will allow me to go to drop off my daughter at nursery, go to work, then to pick up my daughter, and then to visit my family! And if there was it would probably double my journey time! I cycle to work when I can, but not if I have to do the nursery run. I have never ever had a problem cycling round Oxford! The majority of families and households rely on these cars to go about their daily business! Stop trying to penalise them!	You never spoke about this pre election as you knew you would struggle to get voted in! You have ruined Cowley with your LTNs already! You as a council are not listening to residents. Just look at the petition with over 10,000 signatures against! Look at the comments! Put your congestion charge in areas where you were voted in! Leave Cowley alone! Majority of residents do not want your greedy schemes! You seem to be targeting the poorer areas! If you really want it, then open up some of the LTNs so that the traffic can flow freely!	Open up the LTNs! Simple!
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Neutral	Neutral	About right	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all		Neutral	I don't think my journeys will be affected directly (although if the proposal pushes traffic onto the ring road, then that will affect me) My regular journeys are Didcot to JR and other Oxford hospitals (mostly by bus), Witney to JR and other Oxford hospitals (always need to drive/taxi), Didcot to St Mary & St John CE Primary School Meadow Lane OX4 1TJ and Didcot to St Andrew's Church, Linton Road, Oxford OX2 6UG.	While Didcot people still have to go to the JR and other Oxford hospitals because most of our medical appointments take place there (ie we have no local health hub or hospital of our own which would reduce the number of journeys to the Oxford hospitals) this must be a primary concern in traffic/congestion charge planning.	As in no. 12, Didcot needs its own health hub/satellite clinics so that people don't have to travel to the JR and other Oxford hospitals all the time in the first place. Covid produced some welcome changes, so that many more of my appointments with the JR are now conducted over the telephone or online. This is very positive, but some types of appointments just have to be face-to-face. I remember the time long ago when certain JR departments ran clinics in Didcot Hospital - why can this not be brought back to reduce traffic? Even if they were bi-weekly or monthly this would help people who are halfway between the Oxford hospitals and the Reading hospital, and reduce traffic. Surely avoiding the need for certain journeys in the first place is better than just pushing them onto other routes?
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Neutral	No impact	About right	No	Add new bus routes		Very negative	This will shift traffic from the central arteries of Oxford out to the ring road which is already overloaded. This will result in more occasions where the traffic around these roads comes to a halt. When this happens, it always results in very heavy and often stationary traffic through the residential areas of nearby towns and villages.	If congestion is really a concern, why are only cars being targeted? Why not goods vehicles?	Majority of bus routes from the towns and villages go to the city centre where the travellers have to get a connection. This adds uncertainty to their journeys and requires more time to be allowed in case of disruption. More routes that go directly to other areas of the city (Headington, Botley, Summertown) without passing through the central zone. Bring back free parking at the park and rides. Add more park and ride sites further from the city on popular commuter routes. Bus routes need to be much more reliable and routed to be robust against issues at pinch points. Greater capacity is desperately needed on the ring road and A34 - they operate close to failure constantly - hope and praying that if things get bad enough people will stop using them is ignoring the reality that there are no good alternatives for many people.
an Oxford resident	weekly	Blue badge holders, Disability benefit claimants, Disabled tax cars	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Add new bus routes		Very negative	I think the introduction of of these temporary charges are totally unnecessary it's just yet another tax on the motorists , why not make a charge on cyclists as they get cycle paths for them to use (which they don't use)they can go the wrong way on one way streets need I go on.	Do not do it it's a waste of time.	Stop vehicles going into Oxford full stop.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Positive	Negative	About right	Yes	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all		Very positive	Looking forward to lower numbers of private cars slowing down the city centre!		extend the timings for the bus-gate on the High St - no need for private cars to clog up the city centre in the evenings.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Very negative	Very negative	There should be no charges at all	No	Other	Safer cycling	Very negative	As an easy Oxford resident I've already had to give up 2 social groups due to LTNs this would now hinder getting to another group where I take a friend with Alzheimer's	Please free our City from ridiculous traffic restrictions it worked just fine before	Since the introduction of LTNS I have stopped cycling into town as there is so much traffic on the Iffley Road and not a safe cycle path I have tried buses but they are too slow as the flow of traffic has been hindered by blocking local roads
a resident of Oxfordshire living outside Oxford	weekly		I commute to the central permit area by car	No impact	Neutral	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all		Very negative	Once again, people living outside of Oxford are punished for having to get into this god awful city. I have no choice but to drive into the city for work. I cannot use PT due to the closure of Botley Road and bus services are too infrequent and take too long from where I live (Wantage). There is also no train service for me. Using PT just takes too long, is too expensive and is too unreliable.	Yes, stop punishing poor people for having to get to work.	More bus lanes - getting out of Headington is a nightmare as buses are stuck in the same traffic as everyone else. Reopen Botley Road. Stop charging so much for utterly useless services. Make public transport a better and cheaper option than driving and people might consider it
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very positive	Very negative	About right	No	Make buses cheaper for all, Make buses cheaper for young people, Make bus services more frequent		Very positive	Far too many people drive into Oxford. It cannot accommodate such large volumes of traffic. Fewer journeys in is a good thing.		Oxford needs trams brought back. The city's road plan is simple, with long arterial roads linking the periphery to the centre. Frequent, fast trams would make car drivers much happier to use the Park & Ride. Ideally, trams would be free, and likewise buses. The budgetary footprint of that is very large, obviously.
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	No impact	No impact	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Extend hours of operation for buses		Very negative	I visit Oxford midweek during non-commuter times and there is NO TRAFFIC! e.g. into Oxford during lunchtimes or early evening. These would be within congestion times, despite no congestion! Public transport is not appropriate for these trips; either they are quick drop offs at Oxford station with big luggage / quick shopping pickups / parcel drop offs / sub-1hr lunch trips etc. I would simply take my business elsewhere instead, such as Bicester. Living in Oxfordshire countryside other public transport into Oxford simply doesn't exist or is irregular.	The congestion problem is primarily made up of commuters / school runs (+ seasonal tourist buses). The congestion is concentrated INTO Oxford during rush hour morning hours and OUT of Oxford during rush hour evening hours. To have a congestion charge at any other times is not justifiable and simply harms local business / Oxfordshire residents. Penalise commuters who have a viable public transport alternative during rush hour - but not those travelling off-peak during lunch hours, and INTO Oxford in the early evening spending money at shops & restaurants (who the inconvenience of public transport simply would take their business elsewhere). Congestion charge would work if hours of operation are tight to rush hour AND only in the direction of heavy traffic (ie into Oxford in the morning, and out of Oxford in the evening). Park & Ride must be free.	Congestion charge would work if hours of operation are tight to rush hour AND only in the direction of heavy traffic (ie into Oxford in the morning, and out of Oxford in the evening). Park & Ride must be free.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	No impact	There should be no charges at all	No	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Very negative	This is Stalinist control of our lives - 1984 becomes reality.	This is the sort of expensive vanity project that onlyn public service crazies could dream up. You are going to spend a large amount of money to raise money to pay for something you plan to remove in the near future. The hypocrisy of those making these proposals (some of whom we know) is breathtaking. It will make Oxford unliveable. The pettiness and desire to control others is hateful.	Improve public transport. I have a free bus pass, but services are poor - buses just don't come, and don't go where you need to go. For people with children, regular travelling by bus is prohibitively expensive.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make bus services more frequent		Very negative			
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Neutral	There should be no charges at all	Yes	Make Park & Ride buses cheaper, Make buses cheaper for young people, Add new bus routes, Make bus services more frequent		Very negative	The charge should only operate if at all, at peak rush hour times. This would deter parents driving kids to school, and encourage the use of buses and park and ride. All other times should be free of charge.	As usual, north oxford residents get off far too lightly.	See note above.
a member of the public living outside Oxfordshire	less than weekly		I commute to the central permit area by car	No impact	No impact	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all		Very negative	I will either have to pay £5 to go down Marston Ferry Road or go on the ring road which will be even busier.		
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice, Blue badge holders, Disability benefit claimants	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make Park & Ride parking cheaper, Add new bus routes, Other	1) Extra bus for Farrington and Wantage they go up the Abingdon Road. 2) There is no transport infrastructure in Oxford like other major cities. You need trams, local train stations, under passes and a multi storey car park at JR Hospital,	Very negative	1. No charge should be made it is wrong and not required. 2. Unpaid carers do not cover those registered with Carers Oxfordshire which is strange. No provision for Carers registered elsewhere eg Wiltshire that need to convey patients to the JR Hospital. 3. Long term patients note completely covered. My daughter attends hospital upto four times a week as an emergency for on-going care yet this is not covered.	1. Thames Street to capture users of the Westgate is wrong and blatant profiteering. 2. Hollow Way will cause chaos 3. More traffic on the ring road. It will cause more accidents and grid lock the city.	Oxford is viewed as a transport joke elsewhere which is a shame. 1. Needs trams, new local rail stations, under ground rail, under passes to move cars beneath ring road. 2. Connecting roads so all HGVs do not need to use A34 and A420 to reach the M40. Everything ends up joining the ring roads which is madness. This causes extra traffic with the local traffic on the ring roads. 3. Underpass and new road from before Abingdon to connect between M40 J9 and J10 and one the other way to J7. 4. A new road to connect Harwell A34 to M40 J5 - J4 or some road that connects eastwards south of Oxford. 5. Charge HGVs for using A420 and A34. 6. Remove 20mph speed limits outside of school run times so it is variable. 7. Remove all LTNs they have caused the grid lock. 8. Build better transport options like other major cities. Oxford needs to connect better to outlying towns in Oxfordshire. 9. Consider those travelling in everyday from surrounding towns. It takes me 2 hours to get to the JR Hospital some days because of the ring roads being blocked. 10. Build a proper multi-storey car park at JR Hospital like other towns and cities have. 2 levels underground and 2 levels on top to give 5 levels of parking including the ground floor. Elsewhere is much better provided for. This would reduce the build up of traffic on the ring road and around Headington. 11. Re-open the Botley Road to allow access through Oxford.
a member of the public living outside Oxfordshire	less than weekly		I commute to the central permit area by car	Neutral	Very negative	There should be no charges at all	No	Other	There should be no congestion charges at all. Anywhere.	Very negative	There should be no charges. You are penalising people just for trying to live their lives. It's complete net zero madness to try and stop people using cars.	Yes, even the survey is designed to encourage answers that you will use disingenuously. The idea is complete madness and should be discarded immediatelv.	Free parking. Free park and rides. Cheaper train travel.
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Positive	Very positive	About right	Yes	Make Park & Ride buses cheaper, Add new bus routes, Make bus services more frequent		Neutral			Prioritise safer walking and cycling routes between park and ride locations
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	About right	Yes	Add new bus routes, Make bus services more frequent, Extend hours of operation for buses		Very positive			More cycle friendly approaches especially for those in central Oxford / Cowley and Headington
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Neutral	Neutral	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Make buses cheaper for young people, Add new bus routes, Make bus services more frequent		Very negative	Costing the commuter more to go to work. Salaries are not enough already with the current economic climate. I pay for a permit to park at work. I will then have to pay even more to drive to work. This is not right and not fair.	There must be other ways for the Council to generate income rather than taxing people driving to work, or those jobs involve driving. If you really want people to stop using cars, then you either encourage all businesses to allow working from home every single day or you improve significantly the bus provisions for travel into Oxford. That means not just adding 1 or 2 extra buses, but a whole lot more. You also need to make Park and Ride FREE. Including the buses. If you are trying to make Oxford "Greener", then you should be able to fund this operation yourself. Or you place congestion tax on EVERY SINGLE RESIDENT who uses roads, to fund a greener project, that no one wants. It is not just up to "road drivers" to make a greener place for all.	-Make Park and Rides FREE including the bus journey -Encourage all businesses to allow all staff to work from home every day -Create an Underground system -Create an Overground system -Create tram system all around the ring road -Provide lots of other mini travel systems - smaller shuttle buses / licensed Tuktuks
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Negative	Too low	Yes	Make buses cheaper for all, Add new bus routes, Add public cycle parking		Very positive	I cycle on a daily basis (commute, school drop off and pick up, shopping ...) and am often harrassed by car drivers. Generally, drivers are taking too many freedoms like driving on cycle lanes or into bike boxes or driving through red lights. This is at least partially because they are annoyed by having to sit in traffic - which, ironically, would not be the case if they weren't driving. I realise that some people don't have a choice and have to drive, but I presume that the majority of cars are on the road out of convenience. Any measure to reduce traffic will greatly improve my health and wellbeing and that of my family members who also cycle or walk to school and work.	SUVs should pay substantially more due to the danger they pose to other people in traffic and due to the fact that they damage the roads in a much more significant way than normal-sized cars.	I assume you are aware of this, but one of the reasons why many people don't go by bus is that the buses sit in the same traffic as cars. Additional bus lanes would help, but this would obviously have impacts on other parts of the road and won't be possible in many places. One way to introduce more bus lanes would be to introduce one-way traffic systems for normal cars on some routes and to free up the other lane for bus traffic. Another important improvement would be properly segregated bike lanes. The painted-on ones are often blocked by cars and it can be exceedingly dangerous to cycle on them. One more thing would be 20 zones on all roads (e.g., Slade and Hollow Way) and frequent zebra crossings instead of traffic lights for pedestrians. Traffic could flow more freely and cars wouldn't have to constantly stop and go.
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Very positive	Negative	About right	Not sure	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Positive	I agree whole-heartedly that there should be a congestion charge for cars coming into Oxford centre. I don't think that people commuting into the centre of Oxford from elsewhere in Oxfordshire should be given permits. Permits should only be for Blue Badge, carers, deliveries to local businesses, taxis and minibuses. The Park&Rides should be used by everyone esle.	It's great! I'm also a fan of the LTNs. As a commuter by bus, there's nothing more frustrating than seeing hundreds of cars blocking traffic with one person in them. Keep up the good work!	All the schools within central Oxford should be forced to provide mini-buses to get students from the Park & Rides to school. Parents should not be driving into Oxford to drop off children. Public transport should be incentivised so that more people use it, and there should be more routes going across the city.
an Oxford resident	daily	Personal cars used as goods vehicles for business purposes	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make buses cheaper for all, Add new bus routes, Other	Reduce school traffic which is very obviously the main cause of peak time traffic in and around central Oxford by providing FREE school buses and insisting that children use them. The "school run" needs to be abolished as a necessity.	Very negative	It will adversely affect the business i work for, the customers i serve and the golf club that I am a member of. Potentially putting it out of business after qet over 120yrs.	They are a ridiculous idea that is misplaced and will not reduce pollution or traffic significantly into Oxford centre. They are an unnecessary forerunner to a crackpot scheme that is trying to make Oxford look good but is actually making the city unworkable and a laughing stock.	Reduce school run traffic by introducing mandatory FREE school buses. Use existing pick up points around the centre (park and rides etc) as the meeting points, with good security and CCTV, so that children can be dropped off safely and transported into the centre using one vehicle not 20+. The scheme proposed is only going to push traffic into areas that are already beyond their capability (due to the LTN scheme) and will cause more gridlock and pollution. I'm also sure these new figures will be used to further reduce vehicle travel down the line - Oxford will become a ghost town of students and visitors with no means of support from trades and deliveries. Companies will be forced to charge a premium and that will in turn, force prices higher and higher. Residents will not be able to access or afford services and will leave.
a resident of Oxfordshire living outside Oxford	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Other	Build protected cycle lanes (off-road) to ease traffic and improve safety, as many cyclists don't follow the Highway Code. Introduce £1-£2 monthly online permits with bike ID cards/plates to help regulate urban cycling. I also wonder whether you have reviewed how much of Oxford's traffic is actually generated by residents versus external visitors. Staff and students from the University, including teachers and researchers, must account for a significant share of local traffic as I know for a fact there are no traffic during school and Universities holidays.	Very negative	I work in London three days a week and take my son to nursery next to the train station. My partner and I are a French couple who have lived in Oxford for 10 years, with no childcare support beyond nursery. This proposed congestion charge will directly impact us and may ultimately push us to relocate, for childcare, leisure, and work. It won't stop me from driving into town, but it will place yet more financial strain on our family, as we have no alternative. I also wonder whether you have reviewed how much of Oxford's traffic is actually generated by residents versus external visitors. Staff and students from the University, including teachers and researchers, must account for a significant share of local traffic as I know for a fact there are no traffic during school and Universities holidays.	introducing a charge like this has never meaningfully reduced traffic, just look at London. I'm sure many of you have driven or been driven there and seen this first-hand. The real issue we face in Oxford is that one of the city's major traffic arteries is currently blocked, forcing all vehicles through just two other access points. That's what's creating the bottleneck, not simply the volume of cars. A congestion fee might discourage people who don't need to come into Oxford, if that's the theory. But let's be honest: most of us aren't driving into town for fun. We're doing it out of necessity, commuting, childcare, running errands — and 99% of the time we spend money while we're here, supporting the local economy. So if people have to choose between paying to come into a small town, or driving a little further to spend money elsewhere for free. what do you think will haooen in the long run?	Reducing traffic will be more effective by incentivising alternatives rather than punishing drivers. In the short term, introduce mini-bus services for schools and universities. Longer-term, invest in protected cycle lanes and create a rewards system for using bikes, buses, and park & rides—earning credits or discounts via membership cards or apps. People don't drive for fun; they do so out of necessity. Taxing drivers without offering safe, convenient alternatives risks harming the local economy, especially as many visitors are tourists.
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	No impact	No impact	There should be no charges at all	No	Other	Fix the road and improve infrastructure	Very negative	If it is really to help env and congestion, there should be a ban to all non critical vehicles and offer alternatives. O.w., this seems like a discrimination to people who cant offer to pay and will be seen as a local tax to people.	Blocking access to the Westgate car park from the south will force traffic to the north ring roads. Add time to travel for people from the south also create more pollution and crowded the north oxford. This doesn't make sense.	Create delegated cycle route and separate cycle and motor vehicles traffic.
an Oxford resident	weekly		I don't	Very positive	Very positive	Too low	Yes	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Very positive	Well done for proposing this. Congestion in Oxford is horrendous.	No	Better bus connections across the city.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very positive	Very negative	Too low	Yes	Make Park & Ride parking cheaper, Make buses cheaper for all, Add public cycle parking		Very positive	Hopefully it will reduce people cutting through Oxford rather than using arterial roads. It's a shame another one cannot be added at the Quarry to stop rat running through wood farm	I think it should also apply to delivery vehicles .	Implement a lot more one way streets to create space for fully segregated bi- directional cycle lanes that cannot be used as car parking for delivery vans. Eg. One way down Cowley Road and the other up Iffley Road . This is the model used in many similar European medieval cities. Delivery drivers are often the worst at breaking the law in respect of safe driving and stopping. If the charge also applied to them maybe they would change service to using pedal and post or similar for inside the ring road. All entrances coming off the ring road such as London Road, Headington quarry etc should also be included . This would stop people driving past the park and ride to cut one through residential streets
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice, Urgent cares	I don't	Negative	Neutral	Too high	No	Other	I transport unwell/disbled people - I personally am not disabled so don't have a badge. Buses are not an option	Negative			
a representative of a group or organisation	daily	Emergency service vehicles, Firefighters, Business cars used as goods vehicles, Personal cars used as goods vehicles for business purposes	I don't	No impact	No impact	About right	Yes	Make Park & Ride buses cheaper, Make buses cheaper for all, Add new bus routes		No impact	We are confident that we can continue to operate within Community Safety Services under the proposals without a major impact given the permits that are available. We will need to make use of those permits for all council owned light vehicles used to deliver council services across Community Safety Services as well as the personal vehicles of firefighters who work in Oxford and for those staff that routinely use their own vehicles for delivering services within the congestion charge area. One particular point we would wish to raise is on the process for issuing/registering permits and we are conscious that this will need to be sufficiently swift to accommodate the changes in staffing that can occur in our services.		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	Negative	Too low	Yes	Make Park & Ride buses cheaper, Add new bus routes, Extend hours of operation for buses		Very positive	Should have happened some years ago. Please stop provaricating!	Tourist Coaches should be excluded. I counted a dozen in St. Giles the other day, with no passengers visible, so there were not saimply dropping-off and picking-up. Walton Street South, Jericho and Walton Manor are likely to experience more traffic as vehicles, especially, larger ones, might chose to loop (walton Street, Woodstock Road) rather than u-turn in Beaumont St. Mitigating measures proposed but never implemented in Walton Street might prove necessary.	Reduce, or ideally eliminate, the facility for 100/25 'free' permits each year.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Although probably a minority view I do have an opinion on improving transport. I would free up the congestion by reducing bus lanes and cycle lanes. Remove most if not all traffic lights, convert pelican crossings to traditional Zebra crossings	Very negative	All control and regulation has a negative effect on productivity and discourages the can do attitude that really needs strengthening to build business success and wealth. Our current government calls it growth.	No	Vary school hours across the city to spread the school run traffic out
a resident of Oxfordshire living outside Oxford	daily		I commute to the central permit area by car	No impact	Very positive	There should be no charges at all	No	Make bus services more frequent		Very negative	If I am able to obtain a commuter permit I will be very happy with it.	I live in north of Oxford and drop my son on the Banbury road then travel to work in Headington via Marston Ferry. This journey would be dreadful if I can't use the Marston Ferry rd.	
a resident of Oxfordshire living outside Oxford	daily	Personal cars used as goods vehicles for business purposes	I commute to the central permit area by car	Neutral	Very positive	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Add new bus routes, Make bus services more frequent		Very negative	It will make it very difficult to use my electric car for commuting and work purposes. I will have to consider changing jobs so do not have to go into Oxford at all. It will reduce footfall to the shops and kill the city centre for people that live and work within Oxfordshire. Why would we go into the city when we can shop in out of town areas with free parking and access. I have a fully electric car and vet beina excluded in favour of diesel vans!	Perhaps add some bus lanes or laybys so buses can pull out of traffic when needed to stop. You have left the Iffley road with out the charge but this road has no bus lanes or stops, when the buses stop to pick up passengers so do all the cars behind hence the traffic build up. More parking will be required in the park and ride areas for people living outside of the city, these are very full now!	see above
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Negative	Negative	About right	No	Add new bus routes, Make bus services more frequent, Extend hours of operation for buses		Positive	It'll be easier and more agreeable to get into and move around the city by bus, foot and cycle.	Go for it. Keeping it simple should mean lower administrative costs and messaging to constituents is clearer.	CCTV and active policing of overnight cycle parking at P&R locations would make car/cycle commuting more practical. Too many bikes aettina stolen to make this appealing.

Survey Response													
I am responding to this survey as	How often do you travel in or around Oxford?	Please tick which of the following free permits and passes you think you may be eligible for	Do you live in, visit a resident by car or commute by car to the proposed central Oxford	Central Oxford residents' permitit is proposed that residents in the central Oxford	Central Oxford permit area commuters' permitit is proposed workers commuting	We are proposing a single charge of £5 to allow cars without a day pass or permit	Do you think that charges should vary, with drivers of larger cars paying more and	Income generated by introducing the proposed temporary congestion charge would be used to cover the set-up and operating costs of the scheme.	If other improvement, please state	Taking into account all the information we have provided about the proposal to	Please explain your answer	Do you have any other comments about the proposal for six temporary congestion charge locations in Oxford that you have not already shared in this survey?	Do you have any suggestions for other ways to reduce traffic and tackle congestion in and around Oxford?
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Positive	Negative	About right	No	Make buses cheaper for all, Make bus services more frequent, Add public cycle parking		Positive	I am hoping it will reduce traffic.	I am concerned this, like the fingers, will increase traffic through Old Marston at peak commuter times.	An aerial egg lift linking Thornhill P&R > Osler Road / JR hospital > Town Centre.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Negative	Too low	Yes	Make Park & Ride buses cheaper, Make buses cheaper for all, Make bus services more frequent		Positive	Could go further, eg restricting hours of access for "other" vehicles (delivery etc) to outside normal peak times		Reduce the amount of parking currently available with a aim to discourage driving into the centre
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Positive	Negative	Too low	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Add new bus routes, Make bus services more frequent, Extend hours of operation for buses, Add public cycle parking		Positive		I think 3 cars for commuting is excessive	restrict larger vehicles such as trucks and vans within certain hours - so not during peak schools hours (7:30-9, and 3:30 to 5). This would make cycling with kids safer and more appealing.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	About right	Not sure	Make buses cheaper for all, Add new bus routes, Add public cycle parking		Very positive	Would expect to see fewer cars crossing the city centre, so buses would be faster/more timely and walking/cycling would be safer and more pleasant	Seems like a good way to test out the traffic filter ideas before going into the trial proper	School term times seem to produce the heaviest traffic, finding better ways for children to get to schools (rather than being driven in and out individually) could make a big difference. A shift away from the near-universal 9-5 working hours could also help soread out "rush hours".
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	Yes			Very negative	I'm an NHS manager, working almost 24/7, working every day after job planned hours from hime, additional commuting time will have neoative imoact on my service		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	Too low	Yes	Add new bus routes, Make bus services more frequent, Add public cycle parking		Very positive	It is currently quicker to cycle in and around the city than to go by bus. The roads should be clearer for people who *need* to use their cars and permit the free flow of traffic. Buses will be quicker, and therefore more appealing to use, and cycling will be safer.	Owing to the timing of sessions, there needs to be provision for access to the ice rink, whether that is by improving bus services or adjusting the congestion charge for users. Otherwise, training would be affected to such an extent that competitive skaters will need to move to other rinks, such as Swindon, which are further away, which will affect the rink's ability to operate and remain competitive.	Look to other medieval cities abroad that have put cycling first and see what measures we can adopt. A good example is Uppsala, in Sweden, which is also a medieval university town and is almost entirely car-free in the centre. Cars should be used for getting out of Oxford, and not necessary for getting into or around Oxford.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	There should be no charges at all	Yes	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Negative	I will have to leave my job at the school where I work part time because the most direct route includes one of the charging zones and going the long way would take too long and will use too much petrol. Going there by bus would take ages as there is not a good direct service available.	They are not a good idea because the rich can afford to pay and will continue congesting the road, but those on lower income will struggle.	Removing the LTNs in East Oxford would be a good start. Have more bus routes that cover the entire city and better connection services to the surrounding villages.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	Too high	No	Make buses cheaper for all		Negative	Push traffic onto already busy alternate routes already impacted by LYNs		Use the river to provide alternative transportation into Oxford
an Oxford resident	daily	Taxis and private hire vehicles	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Make BUSES FREE FOR LOCAL PEOPLE BETWEEN WORKING HOURS AND SEE WHAT IMPACT THAT HAS ON TRAFFIC AND SCHOOL RUNS	Very negative	Will hurt people that come to Oxford to work and who live locally .. turning Oxford into a Prison	All the surrounding roads will be impacted massively, there wasn't a congestion problem before that LTNS went in.. SUMMERTOWN IS THE WORST FOR PEOPLE THAT DON'T LIVE LOCALLY	Free bus passes, council has the ability now to run its own bus services due to changes in the law, also bus ticket prices are extortionate for such small journeys and cause issues financially, Park and Ride should be free and buses to and from them should be one pound no more, if you want people to use Oxford and use it services make it cheaper for them to access them.
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Fix the badly managed roads and roundabouts	Very negative	It's literally a money making scheme. Not everyone falls into the same category of 'they should walk, get a bus or cycle' I now live in Abingdon, but I grew up in Cowley, I work in Cowley, my partner works in Cowley, my daughter goes to nursery in Rose Hill, I still have a lot of friends and family in Cowley that I see regularly, usually after work. You have already made that difficult with LTNs, I have to sit in a lot more traffic now than I ever did before. People will not stop driving! We pay for our cars, our insurance, our tax, and you want to charge us more just for the privilege of driving in our own city! There is no bus route that will allow me to go to drop off my daughter at nursery, go to work, then to pick up my daughter, and then to visit my family! And if there was it would probably double my journey time! I cycle to work when I can, but not if I have to do the nursery run. I have never ever had a problem cycling round Oxford! The majority of families and households rely on these cars to go about their daily business! Stop trying to penalise them!	You never spoke about this pre election as you knew you would struggle to get voted in! You have ruined Cowley with your LTNs already! You as a council are not listening to residents. Just look at the petition with over 10,000 signatures against!! Look at the comments! Put your congestion charge in areas where you were voted in! Leave Cowley alone! Majority of residents do not want your greedy schemes! You seem to be targeting the poorer areas! If you really want it, then open up some of the LTNs so that the traffic can flow freely!	Open up the LTNs! Simple!
an Oxford resident	daily		I live in the central Oxford permit area, or visit a resident of the central permit area by car	Negative	Neutral	There should be no charges at all	No	Make bus services more frequent		Positive		It's stupid and I am not paying	The one main current issue is more traffic in st Clement's and cowley road. Get rid of the LTN's!!
an Oxford resident	daily	Blue badge holders, School students with special educational needs, Taxis and private hire vehicles	I commute to the central permit area by car	Negative	Negative	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Add new bus routes		Very negative	The council wants us to stop using vehicles and is bering very anticar, no one should dictate how you should commute to one place or another . It's a free country overall this will have a negative impact on the community of oxford residents .	Yes , open the ITNS and let the traffic go back to normal before the Ltns were introduced congestion and traffic levels have gone out of the roof . How can u improve air quality if you have ques of traffic with engines on surely that would be and is more damaoing to the environment.	Open the LTNs make them one way instead of limited access to emergency vehicles or taxi drivers .
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	Neutral	About right	Yes	Make Park & Ride parking cheaper, Make buses cheaper for all, Make bus services more frequent		Positive	posstive IF it reduces the number of vehicles coming into Oxford and helps buses run more efficiently	don't give free permits to car commuters. stop employers providing car parking	create bus only lanes on key roads that allow uninterrupted bus travel (equivalent to trains/underground). Improve bicycle lanes surfaces. Stop people commuting into Oxford in cars.
a business	daily	Community health or care workers who need to visit multiple locations or travel urgently	I commute to the central permit area by car	Negative	Negative	There should be no charges at all	Not sure	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Very negative	I am the founder and MD of an Introductory care agency in Oxfordshire. We have over 200 carers in the area and the majority have some or all of their time in Oxford supporting elderly and vulnerable people in their own homes. Some of our carers visit only one or 2 care recipients each day while others are visiting as many as 5 or more. The majority of our carers get between clients by car and for most, there is no viable alternative means of transport without impacting on the time they spend with those they look after. Your stated rules for Permits are ambiguous as they refer to 'care workers working for a qualifying social care or health care provider'... What does this mean? You have a paragraph that says 'Your employer (or the organisation for which you volunteer) must be a registered healthcare provider providing services in Oxfordshire or a relevant provider of social care services' . All our carers are Micro-providers working as self-employed Personal Assistants. They do not technically work for TrustonTap; they provided contracted services to individual clients. If the wording is not amended, I would need confirmation that we are a 'relevant provider of social care services' so that we are able to apply to the council on behalf of all relevant PAs who support Care recipients in the area. Alternatively, I would like amendment to the wording so that all Personal Assistants/ Micro Providers can get a permit. Many of them are providing support to Oxfordshire County Council Direct Payment customers but many are supporting self-pay private clients. It needs to be cleaner in the rules that they will all qualify for permits		
a resident of Oxfordshire living outside Oxford	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Very positive	Very positive	Too low	Yes	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Very positive			cheaper buses, some cycle parking should be more secure for high value bikes, more expensive parking to deter cars.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	There should be no charges at all	Yes	Make Park & Ride buses cheaper, Make buses cheaper for all, Add public cycle parking		Negative	It will deter friends and family from visiting me at my home.	It will have a big impact on residents in and around Hollow Way, Marston Ferry Road and St Clement's, as well as those in the rest of central Oxford so under this scheme they should all have permits with full exemption from the charges and unlimited permits for visitors.	Improve public transport. Make short bus journey's free (eg within the whole of central Oxford), but also 1-3 stops anywhere. Increase and improve cycle lanes. Increase park & ride schemes and/or frequency of buses from rural areas. Improve bus connections between the main roads into Oxford Completely remove parking or severely restrict the hours of parking on Hollow Way, St Clement's, and Marston Ferry Road.
an Oxford resident	never		I don't	No impact	No impact	About right	Yes	Make buses cheaper for young people		Very positive	Due to age and infirmities, I now only travel by bus or taxi so reducing the numbers of private cars on the road would make journeys quicker and I wouldn't run the risk of having dental appointments cancelled because of being stuck in traffic jams		As someone who benefits from the LTNs, I am happy to let the Council decide what needs to be done.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make bus services more frequent, Extend hours of operation for buses, Add public cycle parking		Very negative	Traffic will be diverted onto the ring road which is already congested. These charges will have a negative impact on us residents as well as visitors to Oxford. Wider introduction of ANPR cameras increases anxiety which will have a negative imoact on mental health health.	Please abandon increasing use congestion charges.	Restrict traffic through High Street as now but abandon other restrictions which will ease traffic through and around Oxford.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice, 25 day passes for residents in the Oxfordshire permit area, on days of your choice, Blue badge holders, Disability benefit claimants, Disabled tax cars, School students with special educational needs, Unpaid carers, Community health or care workers who need to visit multiple locations or travel urgently, Frequent hospital patients, Emergency service vehicles, Firefighters, Taxis and private hire vehicles, Registered car clubs, Business cars used as goods vehicles, Personal cars used as goods vehicles for business purposes, Driving instructors, Hearses and funeral cars	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all		Very negative	Oxford is already suffering with LTN & cost of living is too high. This will put more pressure on public cost of living.	Oxford is a small town. Please don't discourage people to come in this town.	Please get rid of LTN. Local people & businesses are struggling because of LTN & council's policies. Put more traffic cameras to make sure the traffic should flow smoothly.
an Oxford resident	less than weekly	Blue badge holders	I commute to the central permit area by car	Neutral	Positive	Too high	Not sure	Make Park & Ride buses cheaper, Make buses cheaper for all, Make bus services more frequent		Neutral	Ease traffic pressure offer hope for improvements but introduce anxiety around rule compliance and financial pressures	Not resident in Oxford but currently need to come in to the central city multiple times a year which will increase hugely when taking us place in new educational settins at city of Oxford colleae from Sestember	No
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	There should be no charges at all	Yes	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Very negative	I am an Oxford resident (wider Oxford permit area). This means that, every day that I come back home by car (whether is from working or shopping), I would have to pay a charge or use one of the 100 passes. Furthermore, my partner visits me frequently, and every time they would be faced with the same issue. 100 passes is not enough. All residents in the wider Oxford permit area should get at least a permit for unlimited entries into the area so we can get back to our homes. A second permit for partners who don't live with us should be issued too. Otherwise this would also pose a negative impact into the interpersonal relationships.	They should not apply to residents living within the area.	
an Oxford resident	weekly	Blue badge holders	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Make bus services more frequent		Very negative	The active war against drivers in Oxford is at an all time high. All previous consultations have fallen on deaf ears. I am impacted daily by LTNs, on more than one occasion I have been unable to leave my area in Littlemore because of accidents and being blocked in. A five minute journey can now take 20-30mins. Oxford has been completely ruined by all these restrictions and this just going to be the final nail in the coffin. The fact that Botley had been closed for years is beyond ridiculous. You all need sacking as current staff (Mr Gant) is clearly incompetent, stubborn and so ego driven that any feedback that doesn't allign with his narrative is ignored. Shame on OCC for this absolute mess!	Should not be done. However it is clear that these surveys are a tick box exercise and any objections will undoubtedly be ignored unfortunately.	Get rid of these ridiculous LTNs.
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice, Blue badge holders, Frequent hospital patients	I don't	Neutral	No impact	Too high	Yes	Make Park & Ride buses cheaper, Add new bus routes, Make bus services more frequent		Negative	I see some journeys, for example collecting someone from Oxford Station, would be made much more difficult/much longer from eg Wheatley. I take it that one would have to go all the way round the ring road and down Botley Road, rather than along the Marston Ferry Road, down Banbury Road, along Beaumont Street and over the bridge. Plus back the same way. This makes for an extremely long journey. I possibly would not affect me personally as I am a Blue Badge holder, but I am asking in principle for Wheatley residents.	IF and ONLY IF the bus routes were changed or made more frequent, I would support the proposal, but I think the bus routes need to be improved FIRST, before installing the traffic filters.	I don't think it is possible, but if it were: trams. More cycle tracks separated off from all other vehicles.
a resident of Oxfordshire living outside Oxford	less than weekly		I don't	Very negative	Neutral	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all		Very negative	The city centre is difficult to get to by car already. Further restrictions could further reduce people wanting to visit the city. I usually use the bus, but occasionally need to drive into town. I will think twice about shopping or socialising in Oxford	Most of the traffic is caused by commuters. It is ridiculous to give them permits . Commuters should be made to park and ride or use busses. Then there would be no need for this scheme which will be costle to set up and administer.	Make the park and ride system cheaper or even free to encourage more drivers to leave their cars outside the city. Prevent commuters and essential users such as health care workers who need to use their cars throughout the dav
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Neutral	Negative	Too low	Yes	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make bus services more frequent, Add public cycle parking		Positive	Despite owning a car, we only ever take the bus or cycle into Oxford, including with our 1 year old toddler. I'd prefer the congestion charge to be made over a larger area (ie everything inside the ring road) and the buses heavily subsidised (ideally free) within the ring road. I don't see what the purpose is of giving exemptions to Oxfordshire residents or commuters, as this will not help alleviate traffic concestion!	From the previous question: I'd prefer the congestion charge to be made over a larger area (ie everything inside the ring road) and the buses heavily subsidised (ideally free) within the ring road. I don't see what the purpose is of giving exemptions to Oxfordshire residents or commuters, as this will not help alleviate traffic concestion!	
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Neutral	Positive	Too high	Yes	Other	Add car parks	Very negative	Further discouragement to use oxford hospitality Inc theatre, restereants	Move council offices out of town to demonstrate council commitment. Encourage horse and carts and the wearing of victorian hats to emphasise the vision	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	About right	No	Make bus services more frequent		Negative	I would have to pay it in order to make regular visits to a dying friend who lives in The Slade and relies on friends and family to keep going.		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Very negative	Very negative	There should be no charges at all	No	Make buses cheaper for all		Very negative	In order to collect family from Oxford railway station I have to go through one or more constricted zones including the one for which I will have to pay £5. What affects me must also impact other people. You are making Oxford a no go area for visitors. I live in Morrell Avenue. We now have to queue up on St Clements in a way that was never necessary before the tampering. Blocked roads cause delays and subsequently increased pollution. And if it has led to a decrease in traffic, that is no cause for celebration because it has also led to schools and hospitals being unable to staff themselves and businesses going bankrupt.		Make buses very cheap. Leave cars alone. You might even have saved yourselves money this way.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very positive	Very positive	Too high	No	Make Park & Ride buses cheaper, Make buses cheaper for all, Make bus services more frequent, Extend hours of operation for buses		Negative	I have yet to see any evidence or explanation of how any Oxford residents - besides those who are passionate on green issues - will benefit from this charge. You may say that the money will be reinvested into transport - but then this just another form of tax? aka money we are forced to pay in the hope that we may eventually see some kind of return? And this is also done while we're told council tax is going up. The fact that zero emissions or low emissions & smaller vehicles are being considered for paying less (or nothing) lends very strongly to the view that the poorer residents of Oxford & Oxfordshire are being penalised and will end up paying more, likely to mostly benefit those who are already wealthy enough to live centrally or easily afford the charges. Do you really want a reputation for increasing the wealth and quality of life gap so obviously evident in Oxfordshire? This council is very quickly edging towards being one that caters to the luxury beliefs and values of the wealthy. Councils should enact the will of all the residents they represent - not tell them what's good for them, then penalise them until they submit to your ideals! In short, I can only see this making the city even more expensive, and especially for those not wealthy enough to afford fancy electric or newer ULEZ compliant cars (like me), or expensive homes within walking/cycling distance of their daily commitments.	There is a genuine dread I experience as a resident of Oxford - the feeling that whatever the County Council gets in their head to do, they will do regardless of what anyone says. I've lived here since REDACTED, and the increase in living expenses, house prices, travel costs is just crazy. And how am I benefitting? I can't tell you! My kids at REDACTED still deal with an incredibly unsafe 3-way road crossing (not a proper pedestrian crossing) twice every day, cars still park illegally around McDonald's blocking the pavement and making it impossible to see round blind, busy corners, and getting the bus into the city I live in takes nearly 45 minutes in the morning - I could nearly drive to Birmingham in that time. So what's all the money for? Your new 'carbon efficient' offices? Bully for you and your political career.	Your commitment to cycle lanes is half baked. Cylcing from Risinghurst to Headington sees lanes evaporate, compete with people waiting for buses and pedestrian crossings (with many insults thrown each way), and as I've said already, the less wealthy places get almost no attention - cycling near McDonald's to get into Headington is deadly. But we live in an old city - so most of us just accept that and take extra care. So in other words, the efforts underway rarely make an impact, as so many of the dangerous or difficult places can't be fixed. Increasing bus traffic won't help - they are the worst vehicles on the road for cyclists! Huge, often-sharing the same side of the road/lane as bikes, creating groups of people who block cycle lanes and pavements, and can go through some split traffic lights. Buses and bikes don't get along - I think we all know that this is all to do with emissions and green targets - nothing to do with the safety and convenience of residents. As said before - try making decisions for the people you're actually supposed to represent, not just for y our CV! People are likewise used to traffic at busy times. Private schools probably create the worst of this, as so many families attending them do not live nearby. But residents therefore know when to drive and when to avoid the roads. I certainly hope your policies are not being skewed to prioritise the minority of families who want a quicker school run in their Range Rovers! We have had no trouble getting around Oxford by car or by bike - buses are terrible because they have to make so many stops along the busiest roads. Reducing cars won't change that. It'll just prevent people from accessing the city they love and in many cases have lived in for generations. Your whole approach over the years I've lived here leads me to think you want to create a city for the wealthy, throwing out those of us not earning hundreds of thousands a year. And then what will you do to fill all the low-banded hospital jobs, or teaching positions? You should be making life easier and cheaper for all those on low-paid work, not harder and more expensive.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	About right	Not sure	Other	Improve school bus provisioning, or create incentives for school children to use public buses - this seems to be a major cause of traffic in Oxford and I'm not clear how the current proposals would address it.	Neutral	I don't think the proposed changes actually tackle the issue at hand - that is - peak traffic resulting from parents taking children to school. The council needs to work with schools and parents to incentivise them to put their kids on a bus, not drive them to school. It is no coincidence that there is little traffic in Oxford during the school holidays. At the same time, there needs to be more dynamic traffic management in Oxford. It's well and good preventing people from using certain roads and channelling them down main routes via the Plain, but when there's a burst water main, or emergency/planned road works, it's carnage because there is zero adaptability within the current LTN system to accommodate changes in the system. The current operationalisation of the LTNs assumes a static system in which there are no other disruptions to traffic flow. I strongly believe LTNs are a necessary component in Oxford's solutions to healthier and lower-traffic neighbourhoods, but how often are they actually worsening issues of air quality/bad traffic because they prevent alternative routes from being taken when road works etc disrupt the normal flow. A conversation needs to be had about this.	There's a real communications need around this issue, and unfortunately your team is not doing well at that. I speak English as first language and am used to responding to surveys and keen to engage in civic stuff, but this survey was really confusing (particularly the earlier Qs) and I dont think the best way to get feedback from people. Include pictures/maps to make it clear what the central purple area is, and ALSO don't make it necessary to sign in to the website to feed back. on the locations themselves, it's not clear why these locations have been chosen and what particular issue they solve (i.e., what's the thought process on having it on that particular part of Hollow Way, for example).	Improve coordination with works depts when planned/emergency road works are scheduled. Don't give in on the LTNs, but demonstrate that you want them to be adaptable and responsive to the day to day changing system (i.e., have a traffic light system for when they're open or not, dependent on other traffic pressures). Work with police and parking fine officers to actually enforce cars that park on the pavement/double yellow lines on Cowley Road. It seems that double yellow line rules just don't apply there, making it unsafe for cyclists (because they tend to block cycle paths that way) and pedestrians) because they're mounted on curbs).
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	Too high	Yes	Add new bus routes, Make bus services more frequent		Very negative	I live in Jericho, and have 2 dependent children and both childrens activities are on the outskirts of the city, too far to cycle and with inadequate public transport options that accomodate the times of the activities. Therefore despite as a family being cycle commuters to our schools and work places, the allowance of 100 passes is insufficiant to cover the car travel to the childrens after school and weekend sporting activities that occur each week. This in turn is encouraging us to purchase a second vehicle in order to gain an additional allowance of permits - surely the very opposite outcome to that desired by the council. Surely the permits should be allocated according to house occupancy, or shared users of a vehicle, with additional permits allowing for the uses of a family of 4 versus a single occupancy address.	I am very keen to see traffic in Oxford reduced, but the people who drive in to drop their children at the many public schools located centrally are the main problem in my opinion, and they can afford to pay the congestion charge proposed, so would likely be undeterred. If the schools were under pressure to reduce the parents driving in, setting up school buses that run from the park and ride locations, then this would hugely reduce central traffic. I am also aware that many Oxfordshire residents who own work vehicles, fully intend to use these vehicle to transport their children to their various sporting training/matches etc.. fully exempt from the charges. So as a family genuinely trying to reduce our carbon footprint we will be penalised, despite us only using our car to get our children to their extra curricula activies across the week.	We need a fast and efficient public tram system that runs north to south and east to west.
a resident of Oxfordshire living outside Oxford	less than weekly		I don't	Negative	Neutral	There should be no charges at all	No			Very negative	I already visit Oxford as little as possible, mainly the hospitals that I have no choice about. If this is introduced I will visit the centre of Oxford not at all, only the hospitals if it cannot be avoided. This, the LTNs and traffic filters make Oxford a truly horrendous city to visit. We won't be able to visit fiends without being charged for it. For pensioners that is a nightmare. But the County Council will do exactly what they want, regardless of what the voters want. WE ALL KNOW THAT, SO YOU FOOL NOBODY.	It is a disgrace. It is purely a money making scheme. You have no concern for anyone and the adverse effects this will have on people, tourists, and ultimately the City itself. Killing Ofxnt gradually with no care, just trecedelight of the evil. You should all be thoroughly ashamed of yourselves. Maybe when Oxford is finally dead, probably after I have died, you will be brought to book, what goes around comes around. Don't forget that.	This will only shove yet more traffic, and therefore longer delays, onto the ring road, which is already dreadful anyway. The pollution on the outskirts of Oxford, which is strangely where the less well off tend to live, is already really bad and will just get worse. But you lot couldn't care because you all live in expensive areas that will get protected. One world for you, a poorer, smeller, more life reducing world for 'ordinary' people. You disgust me frankly
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice, 25 day passes for residents in the Oxfordshire permit area, on days of your choice, Blue badge holders, Disability benefit claimants, Disabled tax cars, School students with special educational needs, Unpaid carers, Community health or care workers who need to visit multiple locations or travel urgently, Frequent hospital patients, Emergency service vehicles, Firefighters, Taxis and private hire vehicles, Registered car clubs, Business cars used as goods vehicles, Personal cars used as goods vehicles for business purposes, Driving instructors, Hearses and funeral cars	I don't	Very negative	Very negative	There should be no charges at all	No	Other	Do not go ahead. You will are creating, congestion,prisons and ghettos	Very negative	You have created congestion on the ring roads, which are supposed to be free flowing. You have created congestion all over the east of Oxford. I'm puzzled as to why North Oxford is imprisoned with the LTNs making their lives more difficult and miserable. You have created filthy air in East Oxford, when you should be planting out to soak up the CO2, instead Oxford looks scruffy and unkempt. I'm assuming you have run out of money trying to create your dystopian 15 city'	Nah. You fascists will just storm ahead in your jackboots regardless of what the backbone of Oxford would like.	Yes. Get rid of your dystopian nonsense

Survey Response													
I am responding to this survey as	How often do you travel in or around Oxford?	Please tick which of the following free permits and passes you think you may be eligible for	Do you live in, visit a resident by car or commute by car to the proposed central Oxford	Central Oxford residents' permitit is proposed that residents in the central Oxford	Central Oxford permit area commuters' permitit is proposed workers commuting	We are proposing a single charge of £5 to allow cars without a day pass or permit	Do you think that charges should vary, with drivers of larger cars paying more and	Income generated by introducing the proposed temporary congestion charge would be used to cover the set-up and operating costs of the scheme.	If other improvement, please state	Taking into account all the information we have provided about the proposal to	Please explain your answer	Do you have any other comments about the proposal for six temporary congestion charge locations in Oxford that you have not already shared in this survey?	Do you have any suggestions for other ways to reduce traffic and tackle congestion in and around Oxford?
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Positive	Negative	About right	No	Make buses cheaper for all, Make bus services more frequent, Add public cycle parking		Positive	I am hoping it will reduce traffic.	I am concerned this, like the fingers, will increase traffic through Old Marston at peak commuter times.	An aerial egg lift linking Thornhill P&R > Osler Road / JR hospital > Town Centre.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Negative	Too low	Yes	Make Park & Ride buses cheaper, Make buses cheaper for all, Make bus services more frequent		Positive	Could go further, eg restricting hours of access for "other" vehicles (delivery etc) to outside normal peak times		Reduce the amount of parking currently available with a aim to discourage driving into the centre
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Positive	Negative	Too low	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Add new bus routes, Make bus services more frequent, Extend hours of operation for buses, Add public cycle parking		Positive		I think 3 cars for commuting is excessive	restrict larger vehicles such as trucks and vans within certain hours - so not during peak schools hours (7:30-9, and 3:30 to 5). This would make cycling with kids safer and more appealing.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	About right	Not sure	Make buses cheaper for all, Add new bus routes, Add public cycle parking		Very positive	Would expect to see fewer cars crossing the city centre, so buses would be faster/more timely and walking/cycling would be safer and more pleasant	Seems like a good way to test out the traffic filter ideas before going into the trial proper	School term times seem to produce the heaviest traffic, finding better ways for children to get to schools (rather than being driven in and out individually) could make a big difference. A shift away from the near-universal 9-5 working hours could also help soread out "rush hours".
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on daws of vour choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	Yes			Very negative	I'm an NHS manager, working almost 24/7, working every day after job planned hours from hime, additional commuting time will have neoative imoact on my service		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	Too low	Yes	Add new bus routes, Make bus services more frequent, Add public cycle parking		Very positive	It is currently quicker to cycle in and around the city than to go by bus. The roads should be clearer for people who *need* to use their cars and permit the free flow of traffic. Buses will be quicker, and therefore more appealing to use, and cycling will be safer.	Owing to the timing of sessions, there needs to be provision for access to the ice rink, whether that is by improving bus services or adjusting the congestion charge for users. Otherwise, training would be affected to such an extent that competitive skaters will need to move to other rinks, such as Swindon, which are further away, which will affect the rink's ability to operate and remain competitive	Look to other medieval cities abroad that have put cycling first and see what measures we can adopt. A good example is Uppsala, in Sweden, which is also a medieval university town and is almost entirely car-free in the centre. Cars should be used for getting out of Oxford, and not necessary for getting into or around Oxford.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	There should be no charges at all	Yes	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Negative	I will have to leave my job at the school where I work part time because the most direct route includes one of the charging zones and going the long way would take too long and will use too much petrol. Going there by bus would take ages as there is not a good direct service available.	They are not a good idea because the rich can afford to pay and will continue congesting the road, but those on lower income will struggle.	Removing the LTNs in East Oxford would be a good start. Have more bus routes that cover the entire city and better connection services to the surrounding villages.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	Too high	No	Make buses cheaper for all		Negative	Push traffic onto already busy alternate routes already impacted by LTNs		Use the river to provide alternative transportation into Oxford
an Oxford resident	daily	Taxis and private hire vehicles	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Make BUSES FREE FOR LOCAL PEOPLE BETWEEN WORKING HOURS AND SEE WHAT IMPACT THAT HAS ON TRAFFIC AND SCHOOL RUNS	Very negative	Will hurt people that come to Oxford to work and who live locally .. turning Oxford into a Prison	All the surrounding roads will be impacted massively, there wasn't a congestion problem before that LTNS went in.. SUMMERTOWN IS THE WORST FOR PEOPLE THAT DON'T LIVE LOCALLY	Free bus passes, council has the ability now to run its own bus services due to changes in the law, also bus ticket prices are extortionate for such small journeys and cause issues financially, Park and Ride should be free and buses to and from them should be one pound no more, if you want people to use Oxford and use it services make it cheaper for them to access them.
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Fix the badly managed roads and roundabouts	Very negative	It's literally a money making scheme. Not everyone falls into the same category of 'they should walk, get a bus or cycle' I now live in Abingdon, but I grew up in Cowley, I work in Cowley, my partner works in Cowley, my daughter goes to nursery in Rose Hill, I still have a lot of friends and family in Cowley that I see regularly, usually after work. You have already made that difficult with LTNs, I have to sit in a lot more traffic now than I ever did before. People will not stop driving! We pay for our cars, our insurance, our tax, and you want to charge us more just for the privilege of driving in our own city! There is no bus route that will allow me to go to drop off my daughter at nursery, go to work, then to pick up my daughter, and then to visit my family! And if there was it would probably double my journey time! I cycle to work when I can, but not if I have to do the nursery run. I have never ever had a problem cycling round Oxford! The majority of families and households rely on these cars to go about their daily business! Stop trying to penalise them!	You never spoke about this pre election as you knew you would struggle to get voted in! You have ruined Cowley with your LTNs already! You as a council are not listening to residents. Just look at the petition with over 10,000 signatures against! Look at the comments! Put your congestion charge in areas where you were voted in! Leave Cowley alone! Majority of residents do not want your greedy schemes! You seem to be targeting the poorer areas! If you really want it, then open up some of the LTNs so that the traffic can flow freely!	Open up the LTNs! Simple!
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Neutral	Neutral	There should be no charges at all	No	Make buses cheaper for all, Make bus services more frequent, Other	Fix the roads.	Very negative	Charging people for your own incompetence is never okay.	Why don't you focus on getting the roads fixed, useable by both public transportation and private, and instead of trying to force public transportation by making private worse make public better. I commute from Bicester and would 100% take the train if it wasn't more expensive than driving. It makes no sense that including all costs of running my car (fuel, insurance, maintenance, tax) it's cheaper than me taking the train, so ignoring the trains being late and dirty I cannot justify using them because of cost.	Again stop trying to make private transport worse focus on making public, efficient, cheap, clean f for one would rather take the train than drive but not to the point I will pay extra for the privilege of taking a dirty late train.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Neutral	Negative	Too low	No	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Positive	Reducing traffic is an important goal - and if this proposal achieves a measure of reduction it will be a 'positive' for me and most of the other people who live near me.	The permit proposal for workplace parking is absurdly generous - I can't imagine why you'd do this, unless it's to reduce political opposition from staff at city centre employers. (Affluent people commuting by car to city centre workplaces are a sisnificant part of the problem ... thev'll droo their children off at school 'on the wav'!)	Build Cowley Light Rail asap ...
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice, Personal cars used as goods vehicles for business purposes					Yes	Make buses cheaper for all, Add new bus routes		Neutral	What we really need is a reduction of traffic along the main routes into Oxford. Parents of children attending one of the numerous private schools should be obliged to drop their children off at their nearest park&ride, for the kids to be transported to school by a shuttle bus, which could be financed by the parents. During holidays at the private schools the traffic into Oxford is very manageable (as experienced on my walks to work along the Woodstock Road). This is not anecdotal evidence but a pattern repeating itself over and over again. The level of air pollution in our area is very bad! Also, why are the council proposing traffic filters during school times along the Marston Ferry Road, i.e. impacting a large local state school, but no attention is given to the traffic created by the private schools, particularly in north Oxford.		See 11., which I consider to be a very serious issue.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice								Very negative	The ring road will become much more congested and since COVID traffic is much less as more people work from home - also more and more cars are electric reducing pollution - THIS POLICY IS NOT HELPFUL TO ANYONE		THE SCHEME IS A VERY BAD IDEA
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	About right	No	Add new bus routes, Extend hours of operation for buses, Add public cycle parking		Very positive	I'm hoping that this will reduce the numbers of cars and in return increase the average speed of the buses. It's often faster to walk than to take the bus due to connestion.	I'd like to see this initiative combine in a global review of transport i across oxford. More buses, different lines, frequencies,...	It's very dangerous to walk / cycle / drive in Oxford due to the density of traffic. A separation by mode of transport ? Introduction of dedicated cycling route and dedicated oedestrian lane.
a resident of Oxfordshire living outside Oxford	less than weekly	25 day passes for residents in the Oxfordshire permit area, on daws of vour choice	I don't	Neutral	Neutral	Too high	Not sure	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Extend hours of operation for buses		Neutral	If I have a 25 day pass that would be sufficient for the times I travel into the city centre in one year. If I had to pay the £5 connestion charge I would not come into the city centre	Park and ride buses need to be cheaper, more frequent and operate more during the evenings so that it is a viable alternative to drivino	More out of town facilities
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Positive	Neutral	There should be no charges at all	Not sure	Make buses cheaper for all		Very negative	I live on St Mary's Road in East Oxford. When making journeys into central Oxford I always use public transport. However I regularly have to travel by car to the Oxford University hospitals in Headington for treatment, and to Summertown and Kidlington for other health matters. I will need to make more than 100 car journeys per year, the allowance for residents (which is just 2 journeys per week). This requires me to drive onto the Cowley Road, go round the St Clements roundabout, and drive in and out of Oxford past the proposed St.Clements charging point in order to reach the hospitals or the A40. The alternative is to go through central Oxford which defeats the objective of reducing traffic congestion in central Oxford and reducing emissions. The proposed scheme will add a significant extra cost to my journeys. I am therefore penalised for living in Oxford. Residents in East Oxford should be exempt from charges.	Adjust the LTN at East Oxford to allow residents in the triangle between Iffley Road and Cowley Road to drive out of their homes onto both Iffley Road and Cowley Road (along James Street) in the same way that taxis can (using number plate recognition). This would make a contribution to reducing traffic at St Clements roundabout. This is because, since the introduction of LTNs in East Oxford every single journey I take, requires me to drive from St Mary's Road onto the already congested Cowley Road. I am adding to the traffic congestion unnecessarily. It also adds about 15 minutes to every journey I take.
a resident of Oxfordshire living outside Oxford	less than weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	No impact	No impact	About right	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all		Negative	The closure of the Botley Road put us off visiting Oxford for over 12 months. We did eventually find a way into Oxford but still visit less frequently. Expensive parking is also an issue. The introduction of the congestion charge will reduce our number of visits and hence spend in Oxford	Confidence in the competence of Oxford Planning is low and hence this is seen as a citizen and business negative project that will undoubtedly cost more and not deliver benefits predicted, will be late, will never be removed and disincentivise visitors. The botched Botley Road project being an example of an inability to manage projects and or contractors together with the constant and reoeated multitude of unco-ordinated road works around Oxford.	
an Oxford resident	daily	Blue badge holders	I commute to the central permit area by car	Very negative	Neutral	There should be no charges at all	Not sure	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Very negative	People will not be able to commute to work effectively. The bus prices are too high for people to get to work 5 days a week. There is already a charge that you cannot drive to the centre of oxford, and now people can even get around the edge of the centre. This is a ridiculous proposal for the people to work in Oxford and is going to negatively affect them and the economy of oxford, and I don't think this has been considered. We live in a democratic country, this should be voted on, not made by the council	It is ridiculous	Stop blocking off every side road, and making all your roads 20mph THAT is what is causing traffic, because you have filtered it so that everyone has to go the same way to get anywhere. It is worse to drive in oxford than in london
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on daws of vour choice		Negative	Negative	There should be no charges at all	Yes	Make buses cheaper for all		Very negative	I commute yo JR hospital from Didcot so this will not help me as i have to do odd hours	No	No
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Negative	Negative	There should be no charges at all	No	Make buses cheaper for all		Very negative	Oxford cannot operate as an island, we want to encourage people from surrounding areas to visit. We need people to be able to drive in to sustain businesses and schools. It is not always practical to do park and ride or use public transport. Firing people for driving into Oxford will make it more difficult to get service providers to come into Oxford. Oxford should be a hub for the surrounding villages and countryside.	Residents do not feel listened to as there is such a top down agenda from Oxfordshire council. 1. I do not want bus gates (forcing all traffic up and down the Woodstock Road will create mayhem (the closure of the Botley Road has already shown this to be the case) 2. I do not want a a temporary £5 congestion charge 3. I do not want Summertown parking to be taken away/pedestrianised	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice		Very negative	Very negative	There should be no charges at all	No	Other	I oppose the scheme	Very negative	I object to barriers to travel on major roads actually built for the purpose of communication between areas of the city. People should be free to use them. I object to the inevitable increase of congestion on the ring road that making other roads less accessible will cause; it will undoubtedly increase traffic on Banbury Road too, which directly affects my air quality. I object to intrusive surveillance of private journeys within Oxford. I object to having to seek permission to travel in my home town.		I do not think residents' cars should be the focus of your schemes unless and until you grasp the nettle of the dangerous increase in cycle and scooter traffic. These forms of transport are unregulated and one sees the rules of the road broken every day, risking lives. You should start by banning scooters entirely; motorised bicycles should be licensed; and could somebody please police cycling on the pavement - I've been nearly knocked over more than once. And please for goodness' sake ban tourist coaches.
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Negative	Negative	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all		Negative			
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Very positive	Very positive	About right	Yes	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all		Very positive			
an Oxford resident	less than weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Negative	Positive	Too high	Yes	Make Park & Ride parking cheaper, Make buses cheaper for all, Make bus services more frequent		Negative	Introduction of this charge, whilst rail station bridge is blocked is nonsensical. I have been an Oxford resident all my live, & this proposal gives the impression Oxford City is closed.		
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice, Emergency service vehicles	I don't	No impact	Very negative	Too low	Yes	Make Park & Ride buses cheaper, Make bus services more frequent, Add public cycle parking		Very positive	It is important to reduce the use of cars in central Oxford for health, safety, and environmental regulations. This will also make buses and cycling faster and safer		Extend 3/3A bus route to Oxford station. Make cycling safer with cycle lanes and junction improvement
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Positive	Negative	About right	Yes	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all		Positive	Central Oxford is too congested with cars and coaches. It's a beautiful city and we should make the most of that by limiting motorised traffic. The congestion charge seems like a good way to do this while also getting an income to fund better public transport. Public transport infrastructure is key to making this all work.	Please also apply a charge to tourist coaches. Tourists are good for the city, but their transportation should have to wait outside the city, not on St Giles, or wherever else they randomly choose to park. Ideally coaches should park at the park and ride and oecide should be shuffled in. The city would then be much nicer for everyone.	You have my support! Go for it. Broad Street is much better now. More of these kind of experiments please. Oxford should lead the way. The benefits would be huge.
a resident of Oxfordshire living outside Oxford	less than weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Add new bus routes, Make bus services more frequent, Extend hours of operation for buses, Other	Remove restrictions like LTNs, ditch proposed bus gates and recognise that people in rural areas particularly need their cars. Incentivise motorcycle use by allowing bikes in bus lanes and relaxina motorcycle parkina	Very negative	It will add cost and, if people choose alternatives, they'll be slower, less reliable, more expensive and less flexible than private cars or motorcycles. You're asking people to choose a poorer alternatives to the car.	Don't do it. People need their cars - they offer a level of flexibility and control that alternatives don't match, particularly in market towns, villages and rural areas outside the city.	Reduce council-created obstructions like LTNs and other roadblocks such as the High St bus gate and Broad St closure (more free roadspace = less congestion), reduce parking costs (less time spent searching for a space = less congestion), allow motorcycles in bus lanes (less congestion) and relax parking restrictions on them. Acknowledge that the harder, more expensive and more comolex vou make access to the city, the fewer people will use it.
an Oxford resident	daily		I don't	Negative	Negative	Too low	Yes	Add new bus routes, Make bus services more frequent, Extend hours of operation for buses		Very positive	Hopefully this would greatly cut traffic in central Oxford.	I hope the Shire keeps open the possibility of making the charge permanent.	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I commute to the central permit area by car	Very positive	Positive	Too low	No	Make buses cheaper for all		Very positive	Cleaner air . People bike and bus more		More cycling is needed to anything that can increase cycling is good. Reducing cars forces people to cycle which is healthy and less polluting which will help this too. Poeple just take car out of lazyness, i do this too so i'm not perfect! Old habits of iumoina in the car need to be reduced so new rules will help and new habits can be good for everyone.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	There should be no charges at all	No	Make buses cheaper for all, Make bus services more frequent		Negative	So a resident of the central zone gets an unlimited pass for all of the charging points, but residents of other parts of the city don't. Why is this?	Yes, don't let it be forgotten that this congestion of which you speak only exists as a direct consequence of your previous LTN policy	Yes, reopen key roads between different parts of the city to reduce the traffic funneled to The Plain, e.g. Divinity Road, Rectory Road. Madness to force someone going from Cowley Road to Iffley Road to drive all the way down to The Plain then all the way round the roundabout.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	About right	Yes	Make buses cheaper for all, Make bus services more frequent, Extend hours of operation for buses		Neutral	It is not certain what causes Oxford city congestion. What proportion is due to Oxford residents all travelling at peak times, and households with multiple residents with multiple cars? Factor in other cars that are eligible for permits, e.g., work vehicles and taxis, and considering that trucks, vans, and lorries are exempt, it becomes uncertain what proportion of car drivers this congestion charge will affect. For the St Clements traffic filter, this would presumably dissuade car drivers to not use that road. Traffic is usually bad going into town, so this would suggest that cars would likely go via Rectory road and join Cowley road to enter The Plain. I would imagine that congestion would just start there and continue to affect traffic from Marston road, Headington road, and Morrell Avenue. Non-permit holders will try and turn onto Rectory road while permit holders go through, but all will try to enter The Plain.	Unlike the London congestion charge zones, it seems that drivers just need to pass through a traffic filter - is that correct? For example, the Marston Ferry filter would, therefore, trigger a congestion charge for anyone driving along the length of that road in any direction. This implies that drivers should avoid this road entirely if they want to travel between the Banbury road side and Cherwell Drive. Presumably, this would encourage drivers to go via the A40 and then through Old Marston or Marsh Lane?	Don't allow coaches to drop-off/pick-up at The Plain. Children will just have to walk from further out (up Iffley Road). Perform surveys to get information on percentage vehicle types passing the traffic gates at peak times (e.g., 7am-9am, 4pm-6pm) and find out when drivers reside (use ANPR?). This will provide the necessary information to assess suitability of the permit system. Be clear with expectations. This congestion charge will push traffic elsewhere. Permit holders will be locals/workers who will continue to drive as they do. Commuters/visitors are the ones who will be charged - they can and will pay it. In the end you will still get congestion but just more complaints from the middle class car drivers. That section of society are unlikely to change their mode of transport - they are too entitled.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Very negative	Very negative	There should be no charges at all	No	Make Park & Ride buses cheaper, Make buses cheaper for all, Other	Extend bus routes to the railway station to make it easier to get on a train - and in this way reduce need to drive to the station - have an integrated transport scheme	Very negative	Rather than trying to raise money for the council effectively through more taxes efforts should be made to actually improve and integrate the public transport systems that exist.	Can't see the point if you are able to avoid the charging points by taking different routes - this will surely cause unexpected congestion in places (or is this the actual intention?)	Improve the buses (through better routes linking to the station) and more reasonable pricing - this would get people out of the car
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Positive	Very negative	Too low	Yes	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Add new bus routes		Very positive	Oxford is a medieval city with narrow streets. It is CARS that create congestion. People need to be encouraged to use alternative transport as much as possible. The congestion charge in London has had a positive impact on overall health, reduced pollution and has been good for business - together with good public transport. Footfall in business areas is also good for local businesses.	Add a Park and Ride route from Thornhill down Cowley Road eg alternate the London Rd route with a new route along Cowley Rd -	Retain LTNs
a resident of Oxfordshire living outside Oxford	daily	Frequent hospital patients	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	No impact	There should be no charges at all	No	Make Park & Ride buses cheaper, Make bus services more frequent, Extend hours of operation for buses		Very negative	I visit elderly family almost daily in the permit area and have to attend the JR & Nuffield on a regular basis, at the moment Marsh lane is at a stand still now, and as I have previously advised IF the link road is closed marsh lane will be permanently grud locked stopping Ambulances attending emergency access to the JR. Marsh Lane is already IT thought out with the cycle lane squeezed in. I hope when rather than if someone dies as a result of this unwelcome scheme you will be able to sleep at night.	Yes block Oxford city but leave Marston ferry for hospital access	Remove all tins make the Banbury Road into Oxford & the woodstock road out. Occ has already ruined the business community with a reduction in foot traffic Bicester, Banbury & witney get my business as they understand the reality most people are dependant and do not wish to carry the weekley food shop on the park and ride.
a resident of Oxfordshire living outside Oxford	daily	Registered car clubs	I commute to the central permit area by car	Very negative	Very negative	Too high	Not sure	Make buses cheaper for all, Add new bus routes, Make bus services more frequent, Extend hours of operation for buses		Very negative	Re Hollow that asain is not centre of town and should not be interfered with,		
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Very positive	Very positive	There should be no charges at all	No	Make buses cheaper for all		Very negative	You have completely ignored the cohort of owners of classic vehicles wishing to drive inside one of UK's most major car-producing cities with all the attendant heritage benefits that affords I travel round the ring road everyday to take my children to school in Littlemore. I live in Wheatley. The scheme will push traffic onto the ring road, increasing congestion.	Make cars over25 years old exempt from the charge	You need to use accurate flow/pressure modelling (as you would find in those who study gases) to create data-driven, rather than knee-jerk or political. solutions Work with private schools to set up scheme to bus children into school. Get rid of LTNs. Make park and ride free
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice, Unpaid carers, Community health or care workers who need to visit multiple locations or travel urgently, Frequent hospital patients, Emergency service vehicles, Taxis and private hire vehicles, Business cars used as goods vehicles	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Improve the states of the roads.	Very negative	It's an absolute joke.		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I commute to the central permit area by car	Neutral	Very positive	There should be no charges at all	No	Other	Make the roads more usable for card	Very negative	We all work in the city or Botley Road area all this is going to do is clog the ring road up more We need a better way to get around Oxford when we live and work in Oxford I finish work at 7.15 in the mornings and have to queue in traffic trying to get up headley way if I can't use the marston ferry link road it will take between 20 to 30 minutes more time to get home Is that realistic ??	Scrap them and start charging the coaches and cyclists to come into our city as well	Take away a lot of the traffic light as they are delaying traffic during rush hours
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice, 25 day passes for residents in the Oxfordshire permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Positive	Positive	There should be no charges at all	No	Make buses cheaper for all		Very negative	Incredibly insensitive during the cost of living crisis and possible impact on disability benefits from the government. Very tone deaf.	I do not want six temprorary congestion charges. I know of people who already do not leave the house due to the LTNs and how expensive buses and cost of living is - this is a punishment that no one has asked for.	Yes - make LTNs activate and deactivate according to peak hours / off peak hours. Make the LTNs in more affluent areas too so everyone can experience how challenging it is - not just the working class.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Very negative	Very negative	There should be no charges at all	No	Make Park & Ride parking cheaper, Add new bus routes, Make bus services more frequent, Other	Removal of all LTN's as they are the major cause of congestion and bus route delay	Very negative	It will impact severly on people needing to commute into Oxford and trades people having to drive around the city as part of their buiness. It will also impact severly on membership of Oxford golf club as a car is need to transport clubs and trollies to and from the club. I suspect other sporting clubs will also be affected	The war on the motorist as a cash cow has to stop. I only go into the centre if required to do so by work other than that it is easier and cheaper to go to London or Bicester for shopping and leisure	Remove all LTN's and dont even bother with bus filters you are killing Oxford as a place to work and enjoy for leisure activities.
a resident of Oxfordshire living outside Oxford	weekly		I don't	No impact	No impact	About right	Yes	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all		No impact	I don't live in Oxford therefore no impact on me. As a cyclist I can only welcome this move.	I understand this is a temporary measure, but why limit it to just a handful of streets? Those motorists seeking to avoid the charge will find alternative routes and take traffic problems elsewhere.	Significantly improved cycle paths - Leiden should be your model!!
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	No impact	No impact	About right	No	Make Park & Ride buses cheaper, Make buses cheaper for all, Add new bus routes		Positive	I travel on the bus. Reduced congestion will improve my journey times.		
other	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice, Personal cars used as goods vehicles for business purposes	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Positive	Very positive	About right	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all		Positive	on reading the detail it seems fairer than the headlines that I have read. i do sometimes need to just nip in to a specific shop to grab someth ing taking less than an hour and i would no longer make these journeys and would go elsewhere.	in theory it is a good idea to reduce the traffic in the city .As will all things those with the money will just pay and it wont bother them whereas those who are on lower incomes who may come to treat their children for a special occasion may now avoid the area and go elsewhere as it is an added cost especially in this day where every penny counts to families who are the middle earners and dont receive any financial support, if the buses were cheaper and the car parking free this may help. There are ther P&R that run a lot cheaper such as Winchester as an example. More effort should be made to restrict the access by car into Oxford for cars registered outside of Oxfordshire. The public transport currently available into Oxford is simply not cheap, regular or reliable enough to tempt the average Oxford resident out of their cars. Particularly when they are older or with children.	Making the buses cheaper and better routes in from outside the city.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	Too high	No	Make Park & Ride parking cheaper, Make bus services more frequent, Extend hours of operation for buses		Very negative	It is ridiculous that an Oxford resident cannot drive into the town they live in more than 100 times a year without having to pay an additional charge. It is only those who live outside of Oxfordshire that should be charged a fees.		
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on daws of vour choice	I don't	Positive	Negative	Too low	Yes	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Very positive			
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	No impact	Negative	There should be no charges at all	No	Add new bus routes, Make bus services more frequent, Extend hours of operation for buses		Very negative	You are going to gridlock all the traffic. If there are limited routes in and out of Oxford for commuters you are going to have a bigger problem with traffic. You are only focussing on people that live in the Oxford area let alone people that need to travel in and out for jobs and other commitments when it already takes a lifetime to get through headington for example. As soon as you put these zones in place everyone without a permit/already used up their permits will be forced to go one route only causing more traffic and even longer for everyone to travel to and from work. You are prioritising the buses again and forgetting that people are forced into driving because the transport network in and around Oxford/Oxfordshire is shocking.	It will be a nightmare and is ignorant to think that this is going to solve any problems at all. All it is going to do is cause more problems.	Stop having the buses for the private school take up the whole bus lane in headington everyday at 4pm.
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't			Too high	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all		Very negative	Most simple shopping trips we can use the Bus from Abingdon. This now includes access to banking facilities considering the closure of Barclays, Nat West and Lloyds in Abingdon. However it is the early evening where this becomes a problem. Coming in to Oxford for entertainment (concerts etc.) often requires arrival well before 7PM so I view the 7am-7pm time frame very unhelpful. In addition with Botley Rd closed the placement of a charging zone on Thames street is a severe imposition. I would strongly recommend that the zone should not commence until Thames street becomes Oxpens Road at the Castle Mill Stream Bridge. This would allow ingress and egress from Westgate carpark without incuring a charge.	Yes I have similar concerns over the anticipated Bus gates planned for when Botley Road re-opens. I note that for the proposed Bus Gate scheme there was a proposal for residents of Nearby towns and villages to have a number of (25?) day passes for use at their diaspression. It is very disappointing to see that this proposal is not being offered in respect of the Temp Congestion charging. Further, in either scheme, how will a driver know that they have incurred a charge? Will there be a public web site where they can check and if not why not? Failing to provide adequate information to drivers (in either scheme) will lead to drivers incuring unecessary penalty charges. REDACTED.	Free Park and Ride car parking and park and ride buses would be a good start.
a member of the public living outside Oxfordshire	less than weekly		I commute to the central permit area by car	Very negative	Positive	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make bus services more frequent		Very negative	We live outside of Oxfordshire (in Northants) but are under the Oxford Hospitals. We don't come in that regularly but at least 6 times a year. This financial penalty when you already pay a substantial amount for hospital parking seems excessive. When going to hospital with very young children public transport is not an appealing option. We don't have a blute badge either.	It isn't necessary.	

Survey Response													
I am responding to this survey as	How often do you travel in or around Oxford?	Please tick which of the following free permits and passes you think you may be eligible for	Do you live in, visit a resident by car or commute by car to the proposed central Oxford	Central Oxford residents' permitit is proposed that residents in the central Oxford	Central Oxford permit area commuters' permitit is proposed workers commuting	We are proposing a single charge of £5 to allow cars without a day pass or permit	Do you think that charges should vary, with drivers of larger cars paying more and	Income generated by introducing the proposed temporary congestion charge would be used to cover the set-up and operating costs of the scheme.	If other improvement, please state	Taking into account all the information we have provided about the proposal to	Please explain your answer	Do you have any other comments about the proposal for six temporary congestion charge locations in Oxford that you have not already shared in this survey?	Do you have any suggestions for other ways to reduce traffic and tackle congestion in and around Oxford?
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Positive	Negative	About right	No	Make Buses cheaper for all, Make bus services more frequent, Add public cycle parking		Positive	I am hoping it will reduce traffic.	I am concerned this, like the fingers, will increase traffic through Old Marston at peak commuter times.	An aerial egg lift linking Thornhill P&R > Osler Road / JR hospital > Town Centre.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Negative	Too low	Yes	Make Park & Ride buses cheaper, Make buses cheaper for all, Make bus services more frequent		Positive	Could go further, eg restricting hours of access for "other" vehicles (delivery etc) to outside normal peak times		Reduce the amount of parking currently available with a aim to discourage driving into the centre
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Positive	Negative	Too low	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Add new bus routes, Make bus services more frequent, Extend hours of operation for buses, Add public cycle parking		Positive		I think 3 cars for commuting is excessive	restrict larger vehicles such as trucks and vans within certain hours - so not during peak schools hours (7:30-9, and 3:30 to 5). This would make cycling with kids safer and more appealing.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	About right	Not sure	Make buses cheaper for all, Add new bus routes, Add public cycle parking		Very positive	Would expect to see fewer cars crossing the city centre, so buses would be faster/more timely and walking/cycling would be safer and more pleasant	Seems like a good way to test out the traffic filter ideas before going into the trial proper	School term times seem to produce the heaviest traffic, finding better ways for children to get to schools (rather than being driven in and out individually) could make a big difference. A shift away from the near-universal 9-5 working hours could also help soread out "rush hours".
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on daws of vour choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	Yes			Very negative	I'm an NHS manager, working almost 24/7, working every day after job planned hours from hime, additional commuting time will have neoative imoact on my service		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	Too low	Yes	Add new bus routes, Make bus services more frequent, Add public cycle parking		Very positive	It is currently quicker to cycle in and around the city than to go by bus. The roads should be clearer for people who *need* to use their cars and permit the free flow of traffic. Buses will be quicker, and therefore more appealing to use, and cycling will be safer.	Owing to the timing of sessions, there needs to be provision for access to the ice rink, whether that is by improving bus services or adjusting the congestion charge for users. Otherwise, training would be affected to such an extent that competitive skaters will need to move to other rinks, such as Swindon, which are further away, which will affect the rink's ability to operate and remain competitive.	Look to other medieval cities abroad that have put cycling first and see what measures we can adopt. A good example is Uppsala, in Sweden, which is also a medieval university town and is almost entirely car-free in the centre. Cars should be used for getting out of Oxford, and not necessary for getting into or around Oxford.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	There should be no charges at all	Yes	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Negative	I will have to leave my job at the school where I work part time because the most direct route includes one of the charging zones and going the long way would take too long and will use too much petrol. Going there by bus would take ages as there is not a good direct service available.	They are not a good idea because the rich can afford to pay and will continue congesting the road, but those on lower income will struggle.	Removing the LTNs in East Oxford would be a good start. Have more bus routes that cover the entire city and better connection services to the surrounding villages.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	Too high	No	Make buses cheaper for all		Negative	Push traffic onto already busy alternate routes already impacted by LTNs		Use the river to provide alternative transportation into Oxford
an Oxford resident	daily	Taxis and private hire vehicles	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Make BUSES FREE FOR LOCAL PEOPLE BETWEEN WORKING HOURS AND SEE WHAT IMPACT THAT HAS ON TRAFFIC AND SCHOOL RUNS	Very negative	Will hurt people that come to Oxford to work and who live locally .. turning Oxford into a Prison	All the surrounding roads will be impacted massively, there wasn't a congestion problem before that LTNS went in.. SUMMERTOWN IS THE WORST FOR PEOPLE THAT DON'T LIVE LOCALLY	Free bus passes, council has the ability now to run its own bus services due to changes in the law, also bus ticket prices are extortionate for such small journeys and cause issues financially, Park and Ride should be free and buses to and from them should be one pound no more, if you want people to use Oxford and use it services make it cheaper for them to access them.
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Fix the badly managed roads and roundabouts	Very negative	It's literally a money making scheme. Not everyone falls into the same category of 'they should walk, get a bus or cycle' I now live in Abingdon, but I grew up in Cowley, I work in Cowley, my partner works in Cowley, my daughter goes to nursery in Rose Hill, I still have a lot of friends and family in Cowley that I see regularly, usually after work. You have already made that difficult with LTNs, I have to sit in a lot more traffic now than I ever did before. People will not stop driving! We pay for our cars, our insurance, our tax, and you want to charge us more just for the privilege of driving in our own city! There is no bus route that will allow me to go to drop off my daughter at nursery, go to work, then to pick up my daughter, and then to visit my family! And if there was it would probably double my journey time! I cycle to work when I can, but not if I have to do the nursery run. I have never ever had a problem cycling round Oxford! The majority of families and households rely on there cars to go about their daily business! Stop trying to penalise them!	You never spoke about this pre election as you knew you would struggle to get voted in! You have ruined Cowley with your LTNs already! You as a council are not listening to residents. Just look at the petition with over 10,000 signatures against! Look at the comments! Put your congestion charge in areas where you were voted in! Leave Cowley alone! Majority of residents do not want your greedy schemes! You seem to be targeting the poorer areas! If you really want it, then open up some of the LTNs so that the traffic can flow freely!	Open up the LTNs! Simple!
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very positive	No impact	Too low	Yes	Make Park & Ride parking cheaper		Very positive	Oxford is overrun by commuting cars carrying a single person. Many of these could use public transport but choose not to do so as they are able to park in Oxford and are willing to put up with congestion and pollution. Residents object to this. Any scheme to cet the unnecessary commuter out of the city centre is to be welcomed.		
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	About right	No	Add new bus routes, Make bus services more frequent, Add public cycle parking		Very negative	It introduces additional bureaucracy and cost to simple family visits, sports and events, recreation and shopping trips around Oxford, especially when travelling with young children or older people who can't walk far. If each journey has to be paid individually, it will be a very horrible scheme	The charging scheme should be simple and automatic, camera based, and include accounting for the 100 days. TfL's congestion charging system is a good model. You set up a direct debit and it is done automatically. It should not be necessary to apply or pay for each trip, this would be very onerous and impactful.	You are greatly exaggerating the extent of congestion around Oxford for political motives. We can move quite freely at the moment and without any great problem.
an Oxford resident	daily		I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	improve cycle paths	Very negative	Your consultation states: The objectives of the scheme are the same as for tramc reiem. It is clear that the aim of this scheme is to bring in traffic filters by the back door, side stepping and once again trampling over the views of Oxford's residents and road users. In the council's previous consultation about traffic filters, it was apparent that the majority of residents were demonstrably against the scheme. I support the residents of Oxford in their views. These are the views that they last provided: Ref Table 32, Traffic filters: pre-ETRO survey, Nov 22 17% Disagree with Proposals 6% concern for local businesses 6% concern over access 5% doesn't seem planned out 5% Disagree with restrictions 3% traffic will move to other areas 3% concern for elderly 3% negative opinion of LTNs 2% don't think it will work 2% difficulty entering oxford from rural areas 2% cars are sometimes necessary 1% will cause class division 1% negative impact on quality of life 1% waste of time and resources 1% concern for tourism 1% poorly timed 1% this isn't necessary Total: 60% opposed Compare with: 5% - supportive of proposals 6% - other	Strongly oppose. As with traffic filters, it will create even greater traffic congestion in other areas. Already the A34 section of the ring road is often at a standstill. Forcing traffic out of the city, around the city and then back in again will increase traffic congestion, global warming and cost residents time and money. Forcing cars to go into and out of the John Leaks shopping centre only by the Abingdon road will cause even worse gridlock in the Oxpens, Abingdon Road, and Head of the River locations on a daily basis.	Build a proper cycle network throughout the city.
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Very negative	Very negative	There should be no charges at all	No	Other	Restore 30mph speed limits on main roads, don't just penalise car drivers, which what your Council has been trying to for years	Very negative	I have frequent visits to central Oxford for dental reasons (not counted as hospital) & don't feel getting buses or park & ride is appropriate when taking diazepam on those occasions. In fact it would be dangerous. I want to be able to visit central Oxford, take visitors in, shop if I want to & don't feel I should be disadvantaged by driving there.		No - I'm not a professional in traffic management & neither would it seem are you!
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all		Very negative	This is another attack on the motorist within Oxford. As a housing officer i am reliant on my car to visit those most vulnerable within the community. By placing these charges you are alienating from the support that is required as i simply cannot justify visiting the areas within the congestion charge as often. Please just leave Oxford's roads alone. We have had enough schemes and alternatives. Please think of those who enjoy driving as well as other methods of transport. Not everyone enjoys riding a bike taking a bus or walking.	We already pay road tax, parking fees now you are going to impose more financial penalties. If you build more cycle paths, get a law passed that cyclists MUST use them! Half cyclists still use main roads when cycle paths are available & have been constructed for them. What a waste of tax payers' money! You just font like cars - full stopsind of & you'll do anything you stop them comnii into the city.	Scrap the Hamburger Roundabouts, as these added congestion. Scrap the over the top levels of traffic lights on roundabouts that make congestion worse. Build a more suitble ringroad that supports the level of people now residing in the city. Reduce the nonsensical Active Travel Scheme and realise the roads are majoritly for cars. This is the case or the rest of the country. Maybe look at other cities traffic plans, as Oxford in comparison to everyother city is a nightmare to drive around.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	Too low	Yes	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all		Positive	If the congestion charge succeeds in encouraging some drivers to leave their cars at home, that should reduce congestion and make my bus journeys quicker, and my bike rides less hazardous.		Make bus travel FREE. So buses don't spend a long time at each stop while passengers buy tickets. So the traffic isn't stuck behind the stationary bus any longer than it takes for people to get on and off. Make Park and Ride, and P&R buses FREE. Set the concestion charge high enouah to pay for this.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Very negative	About right	Not sure	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all		Negative	I will have to think about whether I can afford to drive into Oxford or not		Get Botley Road open - this is an absolute joke for local residents. Why aren't there tougher penalties for British Rail (or similar) to sav for a scheme to reduce the traffic problems on Abindon road
a resident of Oxfordshire living outside Oxford	less than weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	No impact	There should be no charges at all	No	Make Park & Ride parking cheaper, Make buses cheaper for all, Make bus services more frequent		Very negative	Cannot routinely arrange for a pass. Do not use a mobile phone. Adds cost and difficulty to any journey to Oxford.	These charges and future bus gate proposals simply make life difficult for people and discourage those of us who live in the shires from visiting. They lead to further congestion on link roads and the by pass as other routes are closed.	Free P&R, Free parking at P&R, REcognise link roads such as Marston Ferry Road, Botley Road, Abingdon Road etc are critical routes to allow the city to function with the ring road. Currently moving more traffic to the ring road / A34 / A40 is contributing to the daily accidents on the network as it was not built for the volume of traffic. A34 needs to be made wider and A40 westbound should be made into an alternating 2 / 1 lane using the original width of the 3 lane road. Bus lanes are not the answer as they get blocked at the Wolvercote Roundabout. Traffic coming off the A34 is now confined to one line down to Wolvercote, causing build up around the Peartree roundabout. If people start returning more to the office to do 3/4/5 day weeks, the situation will be deadlock
an Oxford resident	daily		I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other		Very negative	Position Submission: Opposition to the Proposed Temporary Congestion Charge Scheme To: Oxfordshire County Council Subject: Objection to the Introduction of the Temporary Congestion Charge (Autumn 2025) I, the undersigned, oppose the proposed congestion charge scheme for the following reasons: 1. Unfair Financial Burden on Local Residents and Workers The scheme imposes a flat 5 daily charge on private vehicle users without adequately considering the realities of working-class families, carers, shift workers, and others who rely on personal transport. Many cannot access viable public transport options due to location, cost, or scheduling. Penalising them for essential travel is unjust and regressive. 2. Inadequate Public Transport Infrastructure Oxfords public transport system is not yet equipped to absorb the modal shift this scheme assumes. There are long-standing issues with service reliability, frequency, and affordability. Implementing charges before meaningful improvements risks isolating communities and reducing access to employment, healthcare, and education. 3. Temporary Problem Should Not Lead to Permanent Enforcement Infrastructure This congestion charge is being introduced as a temporary measure while Botley Road is closed. However, it involves permanent infrastructure like ANPR surveillance and enforcement mechanisms. This sets a precedent for longer-term restrictions under the guise of short-term traffic management. 4. Traffic Displacement, Not Reduction Rather than reducing congestion, this scheme risks displacing it. Drivers are likely to reroute through. residential areas and outer ring roads, increasing congestion, pollution, and road danger where infrastructure is not designed to handle itnegatively impacting families and children in those communities. 5. No Incentive for Cleaner Vehicles By charging electric and hybrid vehicle drivers equally, the scheme undermines sustainable transport adoption. This shows that the scheme is more revenue–driven than environmentally motivated. 6. Negative Economic Impact on Local Businesses City centre businesses, particularly independents, are already under pressure. A daily access fee	Absurd idea I've given my arguments against it above. This is purely a money making schemes and bullying drivers absolutely disgrace this is even being considered. You are making people's love a misery in this city.	Get rid of LTNs that would solve all the traffic problems. Not all LTNs as I believe some are necessary. The LTNs between Cowley and Iffley road needs to be revised. A one way system is far better for traffic flow and safety. For example you would make circus street one way then temple street one way similar to mainly streets in London this allows vehicles to flow and if they miss a turn they are able to take the next road. Keeping the Cowley LTN is fine.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very positive	Very negative	There should be no charges at all	No	Other	To much money is being wasted on this scheme.should be grass cutting and cleanliness of grass verges and rubbish on side of road and able to see road signs not through long grass	Very negative	To much money from this scheme for cyclists and cycle roots.you do not stop cyclists from cycling down cormarket .	The link road has a very good cycle track and a subway at either end. There is no danger for cyclists or pedestrians on this route. Queues only happen for 40 minutes. No need whatsoever for apnr cameras.	Shutting roads has not stopped congestion.people are not cycling anymore than before Covid.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I commute to the central permit area by car	Very negative	No impact	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all		Very negative	I routinely commute to see friends in and around central oxford and the proposed congestion charge route will make this inappropriately expensive. Public transport, considering that I am 69, and not a blue badge holder, is difficult to use, and near impossible for me when I am carrying anything	There should be no congestion charges in oxford or any other form of traffic management such as LTN's. The ring road is unable to handle further increases in traffic and I routinely spend time stationary there. As I live close to and have good visibility of the ring road I can see that this is a very common occurrence. The congestion charge and LTN's are also hugely damaaina to tradina for oxford stores and shops.	Fix public transport first! Do not impose congestion charging and LTN's until the required public transport services are in place.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice, 25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Make buses cheaper for young people, Add new bus routes, Make bus services more frequent, Extend hours of operation for buses, Add public cycle parkina		Very negative	This will make congestion in Oxford higher. Shame on the council for placing more financial burden on the Oxfordshire people	Should not be approved	Open up the LTNs
a resident of Oxfordshire living outside Oxford	daily		I live in the central Oxford permit area, or visit a resident of the central permit area by car	Negative	Negative	There should be no charges at all	No	Make Park & Ride parking cheaper		Very negative	I am going to be moving to oxford - we have children who need driving about and we will end up crossing those areas frequently. We will not be eligible for the permit to have full access. in a city which is entirely inconvenient at the best of times, the Botley road closure has had a huge impact on my current commute. I think this makes the world even harder.	it's temporary, what a waste of time and effort.	trams would be best but failing that, keep the bus fare low. My whole family used the bus when it was £2. Park and ride shouldn't cost to park, it doesn't in other cities such as Bath. Make it feel less about money and more about environment and de-consenting Oxford
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Add public cycle parking		Very negative	I simply will not go into Oxford for business meetings, evening in town or to shop.	I rarely go into Oxford during the day, but I would attend evening events. Unfortunately that is now going to not happen. The loss will be economic to the city. If hours were 9 - 5 that would change everything. It will also lead to massive backlogs on the A40 if there are any traffic accidents. Marsten Ferry road is key to getting people out of Oxford in the evening particularly if there is an accident on A40. It will be a total nightmare.	Park and ride is free to park, then people will use them. Travel from Park and Ride is free (and busses inside the ring road). That would actually reduce traffic considerably. Look at Cambridge that have free Park and Rides. It works.
a resident of Oxfordshire living outside Oxford	daily		I commute to the central permit area by car	Very negative	Negative	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make bus services more frequent		Very negative	There is no need to waste time on applying for permits. How will this be monitored?	Congestion is hardly there in school holidays	
an Oxford resident	daily		I live in the central Oxford permit area, or visit a resident of the central permit area by car	Neutral	Positive	About right	Yes	Make bus services more frequent, Extend hours of operation for buses, Other	Build actual infrastructure for protected cycle lanes along main roads.	Very positive	It will reduce traffic which is a good thing.	It will only work if public transport and protected cycle infrastructure is improved substantially alongside it. Otherwise people, especially those less well-off, will have no option to get into Oxford and everyone will lose out.	Protected cycle lanes along main roads. It's absolutely essential. This especially includes the entire length of Botley Road, Park End Street, Blenbury and Woodstock Roads, and the High Street. Side streets, bus lanes, and parks are not suitable alternatives to this in the lono term.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	Negative	About right	No	Make Park & Ride parking cheaper, Add new bus routes, Add public cycle parking		Neutral	There are so many exemptions I'm not sure it will be effective. Marginal gains only.	We need a bus west of Woodstock Road to serve hospitals, station, Kidlington, and central Oxford if you want us to reduce driving within Oxford.	1. 'Priority groups' should include elderly drivers who are no longer able to cycle or walk more than a short distance (eg. arthritic knees/hips) but have to drive due to lack of useful buses or distance from nearest bus stop - i.e. ME! 2. High chances for emplovers providina parkina spaces in Central Oxford.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I commute to the central permit area by car			There should be no charges at all	No	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Very negative		WE DO NOT WANT CONGESTION CHARGES AT ALL. RMI ARE VIVE DO NOT WANT "PLIC OATES" or whatever euphemism you choose to label them with	STOP THE UNIVERSITY AND HOSPITAL BUILDING MORE AND MORE BUILDINGS WHICH MUST INCREASE TRAFFIC EVEN MORE!
an Oxford resident	less than weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	Too high	Yes	Make buses cheaper for all, Other	Add additional EV chargers	Very negative	The congestion has been created due the LTNs so common sense would dictate to remove the LTNs and not penalise the the members of the public for improper implementation of projects.	I don't think it should be implemented.	I do not use my car much. I drive less than 3000 miles a year and usually walk and cycle around Oxford. But due to poor planning of LTNs and public EV chargers I do not have an option other than to cross over to the other side of the LTN to charge my car. This at times can take up to 25 minutes to get a charger when it is only a 7 mins walk from my house or a 3 mins drive through the LTN. Most of my driving is done in the summer usually to play away cricket games. Due the congestion caused by LTNs I have now stopped playing mid week cricket as I can't get to a game on time. This has changed my way of life.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Very negative	Very negative	There should be no charges at all	No	Add new bus routes, Make bus services more frequent, Extend hours of operation for buses		Very negative	It's too expensive and gives no consideration to residents and businesses within Oxford. If cars divert to the ring road then it will become even more congested that it is. Often it is at a standstill as it is. I am an NHS worker and this will impact on my commute, via my childrens school and on to my workplace- I will not qualify for a working permit, but need my car do do home visits outside of Oxford city. I know that a large number of hospital workers are very concerned about this proposal and OUH will lose a lot of valuable staff. The bus services to the hospitals are terrible, indeed the bus from the station to the John Radcliffe was cut With suspension bus services, you must allow people their right to drive freely where they live	I do NOT support this proposal.	Incentivise people to drive environmentally kinder vehicles. Allow electric vehicles to drive through traffic filters and this congestion charge locations (if it goes ahead)
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Very positive	Neutral	Too low	Yes	Make Park & Ride parking cheaper, Make bus services more frequent, Extend hours of operation for buses		Positive			Make more restrictions on access by private car provide better commuter bus access from 'dormitory towns' and all the new housing developments outside the ring road
an Oxford resident	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Negative	Neutral	There should be no charges at all	Not sure	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper		Very negative	I am 79 and have lived in Oxford and nearby all my life, but it just seems increasingly difficult and very expensive to get into Oxford to see the doctor and dentist that I have long standing relationships with, not to mention shopping in Oxford. It will be ok for carers etc who will get passes, but there is a large number of people like me who do not have a pass and who seem to be constantly overlooked.		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Neutral	Positive	Too low	Yes	Make buses cheaper for all, Make bus services more frequent, Add public cycle parking		No impact	I use a car in Oxford only occasionally, so charging would have little or no impact	Congestion is much lower during the school holidays, suggesting that many children are being brought into school by car. Although I have no statistics to prove it, I suspect that such families would not be deterred by a £5 daily congestion charge. The charge would only impact upon poorer families who, perhaps due to location, find themselves unable to use public transport.	For busses to run, the main roads need to be free of congestion. Unfortunately, znd certainly in East Oxford, the LTNs have resulted in increased congestion on those main roads, impacting upon busses as well as cars. Opening the LTNs, if only during busy times, might ameliorate the problem. Another idea might be a punative congestion charge for those who neither work nor live in Central Oxford (specifically targeting school drop-offs), together with an additional Park and Ride located in the Blackbird Leys area. This would encourase either car sharina or the use of a conveniently located Park and Ride service.
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Very negative	No impact	There should be no charges at all	No	Make buses cheaper for all, Add new bus routes		Very negative	As people living on Oxfordshire/Bucks border with elderly parents and children at school in Oxford, and his is yet another unwelcome policy being imposed by OCC against the general will of Oxford's residents. It will make our lives very difficult in many ways.	This is likely a fake consultation like all the others you run and will just ride roughshod over what people want, which is to stop this anti-car campaign and let people choose to do what they want and stop ruining Oxford's reputation and economy	Give people an option to purchase a family countywide annual bus pass with their council tax at a discount. This would encourage people to use buses far more often. Also include in it more A to B transport options like cheaper e-bikes around the city.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice, Blue badge holders, Disability benefit claimants, Disabled tax cars, School students with special educational needs, Unpaid carers, Community health or care workers who need to visit multiple locations or travel urgently, Frequent hospital patients, Emergency service vehicles, Firefighters, Driving instructors, Hearses and funeral cars	I don't	Neutral	Very negative	About right	Yes	Make Park & Ride parking cheaper, Make buses cheaper for all, Add new bus routes		Positive	I support anything that will make buses more reliable and frequent, as someone who is unable to drive.		Joining up protected cycling routes to help people undertake the full length of their journey safe from cars.

Survey Response													
I am responding to this survey as	How often do you travel in or around Oxford?	Please tick which of the following free permits and passes you think you may be eligible for	Do you live in, visit a resident by car or commute by car to the proposed central Oxford	Central Oxford residents' permitit is proposed that residents in the central Oxford	Central Oxford permit area commuters' permitit is proposed workers commuting	We are proposing a single charge of £5 to allow cars without a day pass or permit	Do you think that charges should vary, with drivers of larger cars paying more and	Income generated by introducing the proposed temporary congestion charge would be used to cover the set-up and operating costs of the scheme.	If other improvement, please state	Taking into account all the information we have provided about the proposal to	Please explain your answer	Do you have any other comments about the proposal for six temporary congestion charge locations in Oxford that you have not already shared in this survey?	Do you have any suggestions for other ways to reduce traffic and tackle congestion in and around Oxford?
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Positive	Negative	About right	No	Make buses cheaper for all, Make bus services more frequent, Add public cycle parking		Positive	I am hoping it will reduce traffic.	I am concerned this, like the fingers, will increase traffic through Old Marston at peak commuter times.	An aerial egg lift linking Thornhill P&R > Osler Road / JR hospital > Town Centre.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Negative	Too low	Yes	Make Park & Ride buses cheaper, Make buses cheaper for all, Make bus services more frequent		Positive	Could go further, eg restricting hours of access for "other" vehicles (delivery etc) to outside normal peak times		Reduce the amount of parking currently available with a aim to discourage driving into the centre
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Positive	Negative	Too low	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Add new bus routes, Make bus services more frequent, Extend hours of operation for buses, Add public cycle parking		Positive		I think 3 cars for commuting is excessive	restrict larger vehicles such as trucks and vans within certain hours - so not during peak schools hours (7:30-9, and 3:30 to 5). This would make cycling with kids safer and more appealing.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	About right	Not sure	Make buses cheaper for all, Add new bus routes, Add public cycle parking		Very positive	Would expect to see fewer cars crossing the city centre, so buses would be faster/more timely and walking/cycling would be safer and more pleasant	Seems like a good way to test out the traffic filter ideas before going into the trial proper	School term times seem to produce the heaviest traffic, finding better ways for children to get to schools (rather than being driven in and out individually) could make a big difference. A shift away from the near-universal 9-5 working hours could also help soread out "rush hours".
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	Yes			Very negative	I'm an NHS manager, working almost 24/7, working every day after job planned hours from hime, additional commuting time will have neoative impact on my service		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	Too low	Yes	Add new bus routes, Make bus services more frequent, Add public cycle parking		Very positive	It is currently quicker to cycle in and around the city than to go by bus. The roads should be clearer for people who *need* to use their cars and permit the free flow of traffic. Buses will be quicker, and therefore more appealing to use, and cycling will be safer.	Owing to the timing of sessions, there needs to be provision for access to the ice rink, whether that is by improving bus services or adjusting the congestion charge for users. Otherwise, training would be affected to such an extent that competitive skaters will need to move to other rinks, such as Swindon, which are further away, which will affect the rink's ability to operate and remain competitive	Look to other medieval cities abroad that have put cycling first and see what measures we can adopt. A good example is Uppsala, in Sweden, which is also a medieval university town and is almost entirely car-free in the centre. Cars should be used for getting out of Oxford, and not necessary for getting into or around Oxford.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	There should be no charges at all	Yes	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Negative	I will have to leave my job at the school where I work part time because the most direct route includes one of the charging zones and going the long way would take too long and will use too much petrol. Going there by bus would take ages as there is not a good direct service available.	They are not a good idea because the rich can afford to pay and will continue congesting the road, but those on lower income will struggle.	Removing the LTNs in East Oxford would be a good start. Have more bus routes that cover the entire city and better connection services to the surrounding villages.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	Too high	No	Make buses cheaper for all		Negative	Push traffic onto already busy alternate routes already impacted by LTNs		Use the river to provide alternative transportation into Oxford
an Oxford resident	daily	Taxis and private hire vehicles	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Make BUSES FREE FOR LOCAL PEOPLE BETWEEN WORKING HOURS AND SEE WHAT IMPACT THAT HAS ON TRAFFIC AND SCHOOL RUNS	Very negative	Will hurt people that come to Oxford to work and who live locally .. turning Oxford into a Prison	All the surrounding roads will be impacted massively, there wasn't a congestion problem before that LTNS went in.. SUMMERTOWN IS THE WORST FOR PEOPLE THAT DON'T LIVE LOCALLY	Free bus passes, council has the ability now to run its own bus services due to changes in the law, also bus ticket prices are extortionate for such small journeys and cause issues financially, Park and Ride should be free and buses to and from them should be one pound no more, if you want people to use Oxford and use it services make it cheaper for them to access them.
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Fix the badly managed roads and roundabouts	Very negative	It's literally a money making scheme. Not everyone falls into the same category of 'they should walk, get a bus or cycle' I now live in Abingdon, but I grew up in Cowley, I work in Cowley, my partner works in Cowley, my daughter goes to nursery in Rose Hill, I still have a lot of friends and family in Cowley that I see regularly, usually after work. You have already made that difficult with LTNs, I have to sit in a lot more traffic now than I ever did before. People will not stop driving! We pay for our cars, our insurance, our tax, and you want to charge us more just for the privilege of driving in our own city! There is no bus route that will allow me to go to drop off my daughter at nursery, go to work, then to pick up my daughter, and then to visit my family! And if there was it would probably double my journey time! I cycle to work when I can, but not if I have to do the nursery run. I have never ever had a problem cycling round Oxford! The majority of families and households rely on these cars to go about their daily business! Stop trying to penalise these	You never spoke about this pre election as you knew you would struggle to get voted in! You have ruined Cowley with your LTNs already! You as a council are not listening to residents. Just look at the petition with over 10,000 signatures against! Look at the comments! Put your congestion charge in areas where you were voted in! Leave Cowley alone! Majority of residents do not want your greedy schemes! You seem to be targeting the poorer areas! If you really want it, then open up some of the LTNs so that the traffic can flow freely!	Open up the LTNs! Simple!
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	Too low	Yes	Make bus services more frequent, Add public cycle parking		Very positive	Anything that reduces traffic in the central Ox area is a good thing. Way too many people using cars when it really isn't necessary.	I don't understand why the filters (other than Botley) couldn't be introduced. Seems silly to work on two similar schemes.	Enforce cycle lanes. So many cars drive along partially in them and force cyclists to overtake by moving into the road. Eg Hythe Bridge st. Marsh Lane. Iffley Rd
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice, Frequent hospital patients	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	No impact	There should be no charges at all	No	Add new bus routes, Make bus services more frequent		Very negative	A lot of people's (particularly poorer people's) lives have already been made miserable, difficult and sometimes impossible by LTN's and other traffic measures. This will add insult to injury. The traffic on the ring road will be impossible. Everyone will be affected - and for no good reason except the council's greed.	Stop!! You people who live in your Oxford eyries and have no clue what ordinary people's lives are like. I know - I've talked to them in proper market research.	Cross-city buses.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice, 25 day passes for residents in the Oxfordshire permit area, on days of your choice, Blue badge holders, Disability benefit claimants, School students with special educational needs, Unpaid carers, Frequent hospital patients	I commute to the central permit area by car	Very negative	Very negative	Too high	No	Make buses cheaper for all, Make buses cheaper for young people, Other	Stop building more homes around Oxford, moving the Oxford United stadium, and widening roads around the city - this would reduce the number of cars driving into the city. Trying to reduce car traffic while also building non-stop are opposite goals!	Very negative	If the reason for this scheme is the delay by Network Rail to reopening Botley, then they should cover the cost and it should not be passed on to residents who are in no way responsible for the delay in their work. Indeed, we have already borne heavy costs from this, including to businesses and individuals, who have to drive further and/or cannot access certain places. The charge is also shocking when the cost of living (especially in Oxford) is already so high. Those with restricted incomes will be hit really hard. It is also generally ablist to suggest that everyone should ride buses or bicycles as much and make disabled access an 'exception' - it makes disabled people feel like second-class citizens. I am indeed in favor of buses and cycles, but the charge will drive people away from the city and make the city an unpleasant and unwelcoming place to live. Traffic in Oxford is absolutely appalling, but this is not the answer. As mentioned, it would be much better to control population and housing growth than to impose costs on long-time residents to move around in their own city.		Stop building everywhere - even if half the new residents ride the bus or cycle, there will still be huge numbers of new cars on the road. That should be priority number 1. Improve cycling infrastructure. It's laughable that the signs around the city proclaim Oxford a cycling city, when it has some of the most dangerous roads, tiny cycle lanes, and pushy bus drivers. The recent solutions seems to be to simply paint cycle symbols in the middle of the road, but that doesn't actually make them any safer! Improve disabled parking - so much of it has disappeared (e.g. Broad street) and enforce them better (we have a blue badge in our family and in Summertown, non-badge-holders occupy the badge spots about 90% of the time, with no penalty most of the time).
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I commute to the central permit area by car	Positive	Negative	There should be no charges at all	Not sure	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Make bus services more frequent, Extend hours of operation for buses		Negative	I commute into Oxford using about 3 of the roads which the bus gates are to be introduced into	I don't believe it will be a good thing, it will create more traffic on other roads as people would need to alter their routes and roads they drive on	
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I commute to the central permit area by car	REDACTED	REDACTED	REDACTED	REDACTED	REDACTED	REDACTED	REDACTED	REDACTED	REDACTED	REDACTED
an Oxford resident	daily		I don't	Neutral	Negative	About right	Yes	Make buses cheaper for all, Make bus services more frequent, Extend hours of operation for buses, Add public cycle parking		Positive			Install slightly elevated lane dividers on the plain roundabout, so that cars are reminded that they should not belatedly swap lanes and endanger cyclists.
a resident of Oxfordshire living outside Oxford	less than weekly	100 day passes for residents in the Oxford permit area, on days of your choice, 25 day passes for residents in the Oxfordshire permit area. on days of your choice.	I don't	Very negative	No impact	There should be no charges at all	No	Other	Repair the potholes in Oxford.	Very negative	I do not see any need for a further imposition on road traffic. I travelled to the rail station on Wed & Thurs of this week, and traffic was minimal. It was like a ghost town. And the removal of the short term car park at the station is also a major step back - essecially since most of the reserved parkino soaces for staff and disable drivers were emptv.		Your policy seems to be based on the assumption that if a person can't drive into Oxford then they will walk, cycle or catch a bus. I would dispute this. I use P&R when I can but it isn't always feasible. Walking and cycling would be impossible given my age and where I live. So, sadly, my default position is now "don't go to Oxford".
a business	daily	Personal cars used as goods vehicles for business purposes	I commute to the central permit area by car	No impact	No impact	About right	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make bus services more frequent		Very negative	I am a mobile vet who drives to people's homes to treat their pets. Very often my clients are house-bound, elderly, disabled or otherwise have limited mobility, restricting their access to vet care. I am a start up business that has only been operating since Jan 2025. The impact on my ability to provide veterinary care in people's own homes has been huge, with all my clients expressing their sincere gratitude that I can visit in their homes. I carry a significant amount of kit, and my work would be impossible without my cars. As a start up business, the introduction of the charge would markedly affect my ability to work. My clients are largely elderly, so passing on the charge to them is an unfair cost. In addition, due to the extended closure of Botley Rd, Beaumont Vets in Botley road is operating markedly reduced hours, meaning residents in that area have no access to a local vet, makino my service even more impactful.	The bus service from my village, Appleton, into Oxford is barely a service. In addition, the cost of taking a family of 4 in on the bus is prohibitive. Banning cars won't help, you've got to improve public transport infrastructure and reduce the costs or people will still just use their cars. Likewise cycle lanes - it is perfectly feasible for me to cycle in to Oxford (not for work but for pleasure) but the lack of protected cycle lanes up Cumnor Hill and extending into villages makes this an unrealistic option, not just for me but for my children as well.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I commute to the central permit area by car	Positive	Positive	There should be no charges at all	No	Other	Don't have congestion charges at all you will kill this city. It's not all about cyclists and students. People need to travel for work, tradesmen and there tools? Carers and hospital staff. Leave this town alone.	Very negative	We don't need this		Stop building in Oxford. All these laboratories and student accommodation is bringing more traffic and dangerous bikes and scooters
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	Yes	Make buses cheaper for all, Add public cycle parking		Very negative	this proposal is an absolute disgrace. I live in oxford, have done so for 30 years. You seem to despise the residents of Oxford, and wish they did not try and travel within their city. Also with a 100 day pass, you will have to keep track of who is travelling how often. this is an invasion of privacy.	why don't set the congestion location as the ring road? Anyone living within the ring road gets a pass to travel freely, anyone outside gets charged. No need to keep tracking how many journeys someone has done.	why don't set the congestion location as the ring road? Anyone living within the ring road gets a pass to travel freely, anyone outside gets charged. No need to keep tracking how many journeys someone has done.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice, Personal cars used as goods vehicles for business purposes	I don't	Positive	Very negative	About right	Yes	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Add new bus routes		Very positive	As a resident of Old Marston, with two children who cycle to school, the flow of traffic in our area at commuter times is crazy. Both my children have had near misses with drivers who are racing through our rat-run of a village to get their own children to school. I can only hope this congestion charge comes in and really has an impact on reducing traffic!		Perhaps introducing 'School Streets' around the private schools might help? I know a lot of parents who have children at North Oxford schools fail to use the bus services provided and instead drive their children to and from school - if they were forced to walk from further away it may discourage them from driving in the first place?
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very positive	Positive	About right	Yes	Make buses cheaper for all, Make bus services more frequent, Add public cycle parking		Very positive	Anything that reduces congestion is beneficial. Any money raised could be also be spent on improving cycle routes.		Perhaps more services similar to what used to be OXBIP for the new schools?
a resident of Oxfordshire living outside Oxford	less than weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	No impact	No impact	About right	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all		Positive	I only travel into Oxford about once a month, so the permit scheme should cover this. There would be less congestion on the Abingdon road (once Botley Road/ Station bridge sorted out)	If we needed to travel more frequently into Oxford to visit hospitals (say), it would be good to know that there would be some allowance for this (so we don't have to pay every time).	Close Longwall St to through traffic during the day. This would reduce traffic in St Clements and the Plain In the afternoon, there is frequently a queue down the Abingdon Road to the ring road. But when you get to the junction with Donnington Bridge Road, there are often few vehicles waiting to join the Abingdon Road. Could the priorities be altered so traffic coming down Abingdon Road from the City is given more priority, allowing this queueing to be reduced? There are also rather a lot of bus stops on the Abingdon Road, this causes some delay, but I guess it would be difficult to rearrange things! A wider bridge over the Thames would also improve things..
an Oxford resident	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Very positive	Very positive	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Add new bus routes, Make bus services more frequent		Very negative	It would worsen the traffic on the ring road that I regularly use to go to work. Also, I wouldn't be able to visit the city centre as often as I wish for shopping, attending events and meeting friends. The 25 passes that I would be entitled are not enough for those trips.		I think that removing most of the LTNs, at least during rush hours, would relief the traffic. Also, limiting the use of temporary traffic lights and timing road works better can help with unnecessary congestion. For weekend traffic to Westgate, you could consider policing the area better, so that queuing cars won't block Abingdon road. Also, consider moving certain facilities, e.g. ice skating ring, outside the ring road. Building big shopping centres with big car parks in the city and then enforcing congestion charges is somehow contrversial
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	There should be no charges at all	No	Make buses cheaper for all, Add new bus routes, Make bus services more frequent, Extend hours of operation for buses, Add public cycle parking		Very negative	I am strongly against the congestion charge and the traffic filters. I expect ring road traffic will become impossible (already very bad in rush hour). Traffic going to and from the hospitals will become worse (e.g. Mill Lane, Windmill Road, London Road). My son will need to attend a nursery 5 days a week that crosses a charge location since no other more local provision is available despite us looking and being on waiting lists for over a year.	Buses must be made much cheaper for everyone in order to encourage more use. You should be incentivising bus use, not penalising car use. Please stop making changes to the city roads that increase danger and actively make accidents more likely - e.g. unclear beige circles around the Train Station area that are not really roundabouts and no one understands how they are to be used, also unnecessarily removing central road markings to widen cycle lanes (e.g. Marston Road) so that cars passina in oppoaite directions have no ootion but to encroach on cvcle lanes.	Make all bus fares
a resident of Oxfordshire living outside Oxford	less than weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Neutral	Neutral	Too high	No	Make Park & Ride parking cheaper, Make buses cheaper for all, Make bus services more frequent		Neutral	Would have little impact on my normal routine, but would make me think twice about considering Oxford as a destination compared to neighbouring Towns and Cities	I do feel that rather than congestion charges, extending the ULEVZ would be a better option, as it would encourage all modes of transport using these routes to shift to greener transport options, though accept that it would have a smaller impact on congestion.	The city as laid out is not fit for purpose for any user group - a radical rethink of transportation is needed. Whilst I appreciate the aims for improved carless transport, all schemes seem to put the most venerable user's (Pedestrians) as the lowest priority group and cyclists elevated to a higher class - with recent decisions to allow cycling in areas creating a larger risk for pedestrians. This does feel to be part of a wider issue across the county - not just in the City - that perhaps needs rebalancing.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice, Personal cars used as goods vehicles for business purposes	I don't	Positive	Very negative	About right	Yes	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Add new bus routes		Very positive	I am hoping that it will reduce congestion while improving alternative means of transport.	I'd like to see some improvements to cycling infrastructure included in the proposed ways of spending any profit.	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Negative	About right	No	Make Park & Ride buses cheaper, Add new bus routes, Add public cycle parking		Very positive	By reducing the number of cars travelling into the city centre, it will make bus travel quicker and make cycling safer on the main roads into the city		Traffic is noticeably lighter when the public schools have holidays. Could the schools do more to reduce the number of cars travelling to them by running park and ride services etc?
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Negative	Negative	There should be no charges at all	No	Make buses cheaper for young people		Negative	this will make Oxford an unliveable city. I live in Marston Ferry Road and I have children whom needs pick and drop school and I work in Cowley and daily commutation will become extremely challenging. I hope you will come up with a better solutions rather than punishina oxford residents with such schemes.		Improve the roads, remove LTNs and make buses cheaper and more frequent.
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Very negative	Very negative	There should be no charges at all	Not sure	Make Park & Ride parking cheaper, Make buses cheaper for all, Add new bus routes		Very negative	As a regular theatre goer this will seriously impact the theatres and the rest of the night time industry. There will be chaos along Thames Street and Abingdon Road if everyone has to leave it until 7.00 pm to access the Westgate Car Park and then rush to the theatre for 7.30. This aspect has not been thought through at all	City Gyms will see a huge drop in participants	all this tinkering is just creating congestion . A prime example is Church Cowley Road . I find it incredible that parking is permitted on both sides .so large vehicles cannot pass, The Double Yellows opposite Templars Square are a joke. You never see any parkinof tickets issued there
a parish, town, district or county councillor	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Positive	There should be no charges at all		Make Park & Ride parking cheaper, Make buses cheaper for all, Add new bus routes		Very negative	Marston residents use the Marston Ferry Road daily to access GPs and shops in Summertown as well as the Ferry Leisure Centre and the bowls club. It will penalise elderly people who use the Leisure Centre to keep fit. The bus service from New Marston to Summertown involves two buses and the service is poor so the car is the only option for many.		1. Make Park and Ride parking free. 2. Create an edge of town delivery consolidation hub to reduce the number of delivery vehicles in the city.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	Not sure	Make buses cheaper for all, Make bus services more frequent, Extend hours of operation for buses		Very negative	no freedom for Oxford residents to get where we need		
a member of the public living outside Oxfordshire	weekly		I commute to the central permit area by car	Neutral	Neutral	There should be no charges at all	No			Very negative	I live in Berkshire. I am an artist often with art stuff in my car so catching the bus is not appropriate. I do not have one place of emnlovment and will not qualify for any permit. I do not earn enough for this not to be an issue.	If this scheme goes ahead I will be avoiding Oxford.Oxford will become just a tourist destination and lose its heart	Run a bus route to connect Red Bridge Park and Ride over Donnington Bridge and up to Headington to reduce all the traffic on the rina road aoina east the car factorv to get to Headinaton
a member of the public living outside Oxfordshire	daily		I commute to the central permit area by car	Negative	Positive	Too high	Not sure	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Make buses cheaper for young people, Add new bus routes, Make bus services more frequent, Extend hours of operation for buses, Add public cycle parking		Negative			
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Negative	Very negative	Too low	Yes	Make Park & Ride parking cheaper, Make buses cheaper for young people, Add public cycle parking		Neutral	1) I don't own a car and rarely drive. 2) The large number of exemptions will mean inadequate reduction in car traffic in Oxford.	Botley Road will re-open in summer 2027. Between now and then the County should consult thoroughly on how to reduce traffic congestion in Oxford. A well thought-out scheme should then be introduced. Introducing a congestion charge for a few months only to replace it quite soon with bus gates will be disruptive and costly. Make one change not two.	1) Bring buses under local authority control as in London and Manchester. 2) Stop cyclists using pavements and create more pedestrian only areas in Oxford. 3) Reduce the number of car exemptions and increase the congestion charge to at least £10 a day.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	There should be no charges at all	Yes	Make buses cheaper for young people, Add new bus routes, Make bus services more frequent		Very negative	we live in Botley and will have to take the car and drive on the A34 all the way through the north on a daily basis to get my child to school. With this new scheme (same as the bus gates), the point you make about "making cycling safer ", is incorrect as you are allowing all the bigger vans/pick ups/handyman vehicles drive freely into town, and those are the worst offenders who don't take care of the cyclists at all! There will be less cars which will allow them to drive faster! They don't care for our kids! If I want to encourage my child to go by bike to her school, then all of that needs to change. And if I wanted to send her with the public bus then the service needs to drastically improve. example; the bus A4 is a nightmare, worse than the remote village bus. there should be a bus service from Botley towards the north straight through , without needing to switch buses in the city. The service frequency must improve also because the Botley area has increased population thanks to the new (and improved!) Westaway development.	Yes, the residents living in the north of the proposed traffic filters/congestion charge points, they shouldn't be allowed to use their big SUV/3or 4X4, for doing chores or taking their children to school if they're in the same 10 block radius. Those people should be encouraged to use their bikes or walk! or use the bus too!! Taking out the big SUV to drive 5 blocks to go to the gym or to take the kids from summertown to park town or to stop at summertown for a quick coffee, does not help the cause!	Yes, create better bus routes that will serve all 4 cardinal points back and forth without the need of switching in the city. Create better cycling lanes. Inforce 20 speed limit on woodstock road and banbury road too. Reduce bus fares for residents and make it free for students. Think of an alleviation route through Port Meadow via Binsey getting to Aristotle lane or area, for when Botley road opens. This shall help a lot! and same from Osney to get to Iffley and then cowley.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice, Community health or care workers who need to visit multiple locations or travel urgently	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Neutral	Positive	Too high	Yes	Make buses cheaper for all, Add new bus routes, Make bus services more frequent, Extend hours of operation for buses		Very positive	Something has to change to make public transport more accessible and cycling safer. Currently standstill traffic is dangerous, annoying, and frustrating. Buses however are too expensive as a day bus pass is the same cost or more than driving in so using a bus needs better incentives. From experience driving, walking/cycling, and getting buses the busiest times are school pick up and drop off and there is a significant drop during school holidays, especially the summer. Access to schools in the city centre needs to be better and more inclusive and part of this is making cycling a safer option.		More bus lanes/gates. Wider and better cycle lanes all around.
a resident of Oxfordshire living outside Oxford	less than weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	No impact	Very positive	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make bus services more frequent		Very negative	I drive an electric car and feel there should be an exclusion for all EVs to encourage the sale and use of EVs to reduce pollution in Oxford.		Opening the Botley Road again would be an enormous help after 3 years of unacceptable closure.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	About right	No	Make bus services more frequent		Negative	Health conditions mean I avoid public transport. Weak immune system.	Divinity rd filter should be part of permit scheme Hollow way should be excluded	School buses maybe p&r and no stopping zones near schools
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Very negative	No impact	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all		Very negative	Oxford is already a nightmare to travel and now you want to charge people for the privilege?! Cycling is more dangerous than ever before because of the cars being forced on the main commuting roads. Drivers are tired and stressed from increasing commute time which is never good for cyclists and pedestrians. Cycle paths are inconsistent and roads are more dangerous than ever before. I cycle over 10,000 miles per year and cycling into Oxford from Cowley is the most risky three miles I pedal. Similarly, buses are slower than ever before because they use these main routes too which have been plagued by the LTNs.. The LTNs benefit the few and overall traffic is slower and we are producing more pollution overall. This congestion charge punishes those who are already struggling making it a class issue. I am at the point of moving out of Oxford, which I never believed would ever happen, because the council is making life and travel too difficult. I go out less and eat out less because travel is so much harder now.		The problem is that the latest "travel system" was employed without putting in the infrastructure for cycling and public transport to flourish. My only thought is that I, like many, will probably leave the area I have loved for 56 years. Oxford has become to hard to live in.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I commute to the central permit area by car	Very positive	Very positive	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all		Very negative	I live off Holloway so it will impact my journeys daily.		
a resident of Oxfordshire living outside Oxford	less than weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all		Very negative			
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	No impact	There should be no charges at all	No	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Very negative	I am not able to use buses easily		Re open the LTN roads
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Neutral	Positive	Too low	Yes	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make bus services more frequent		Very positive			
a resident of Oxfordshire living outside Oxford	less than weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice, Frequent hospital patients	I don't	No impact	No impact	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make bus services more frequent, Add new bus routes, Make bus services more frequent		No impact	I hardly ever drive into Oxford except for hospital appointments if they are early in the day, e.g. before 9.00 a.m.	Nonsense to have a temporary system as people simply won't know where they are or what they're supposed to do. If you must introduce it, wait until the chaos on the Botley Road is finished and you can introduce the system once for all.	No
an Oxford resident	daily	Blue badge holders, School students with special educational needs, Unpaid carers, Frequent hospital patients	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Do not charge in the first place.	Very negative	This is a tax on the poor and limits our basic human right to freedom of movement.	This is a tax on the poor and limits our basic human right to freedom of movement	Abolish the LTN's that have caused all the congestion.
a resident of Oxfordshire living outside Oxford	less than weekly		I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	Yes	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper		Very negative	Political dogma driven proposal. Just let people have freedom of choice again!	They are nonsense!	Restore the railway from Witney to Oxford
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice, Frequent hospital patients	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Neutral	Neutral	There should be no charges at all	No	Other	Get rid of LTNs and allow traffic to flow freely	Negative	This makes Oxford a place visitor want to avoid	Do I do it Invest our taxes in Getting rid of LTNs and allowing traffic to flow freely	Get rid of LTN
an Oxford resident	daily	Blue badge holders, Disability benefit claimants, Disabled tax cars	I commute to the central permit area by car	No impact	No impact	There should be no charges at all	No	Other	Remove ltns and improve the road surfaces!	Very negative	Only the rich benefit, poorer people always suffer, no need for charge, remove unsafe ltns (already ruled unsafe and illegal by high courts)	Fix the road surfaces and fine network rail for botley road, instead of charging the common people!	Remove ltns! Already deemed unsafe and illegal by high courts in another town.. google it!
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Positive	Neutral	There should be no charges at all	Yes	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Make buses cheaper for young people, Add new bus routes, Make bus services more frequent, Extend hours of operation for buses		Very negative	I object to sitting in traffic jams on ring road. Pollution is too high		Better (or any!) public vehicles for west side of city, eg Jericho
a resident of Oxfordshire living outside Oxford	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I commute to the central permit area by car	Negative	Very negative	Too low	No	Other	More parking permits for landlords	Very positive	Because you must get rid of cars and pollution in Oxford.	All cars should absolutely be banned from oxford centre	Close oxford city centre to cars. Stop building more houses. Give people grants to move out of Oxford

Survey Response													
I am responding to this survey as	How often do you travel in or around Oxford?	Please tick which of the following free permits and passes you think you may be eligible for	Do you live in, visit a resident by car or commute by car to the proposed central Oxford	Central Oxford residents' permitIt is proposed that residents in the central Oxford	Central Oxford permit area commuters' permitIt is proposed workers commuting	We are proposing a single charge of £5 to allow cars without a day pass or permit	Do you think that charges should vary, with drivers of larger cars paying more and	Income generated by introducing the proposed temporary congestion charge would be used to cover the set-up and operating costs of the scheme.	If other improvement, please state	Taking into account all the information we have provided about the proposal to	Please explain your answer	Do you have any other comments about the proposal for six temporary congestion charge locations in Oxford that you have not already shared in this survey?	Do you have any suggestions for other ways to reduce traffic and tackle congestion in and around Oxford?
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Positive	Negative	About right	No	Make buses cheaper for all, Make bus services more frequent, Add public cycle parking		Positive	I am hoping it will reduce traffic.	I am concerned this, like the fingers, will increase traffic through Old Marston at peak commuter times.	An aerial egg lift linking Thornhill P&R > Osler Road / JR hospital > Town Centre.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Negative	Too low	Yes	Make Park & Ride buses cheaper, Make buses cheaper for all, Make bus services more frequent		Positive	Could go further, eg restricting hours of access for "other" vehicles (delivery etc) to outside normal peak times		Reduce the amount of parking currently available with a aim to discourage driving into the centre
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Positive	Negative	Too low	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Add new bus routes, Make bus services more frequent, Extend hours of operation for buses, Add public cycle parking		Positive		I think 3 cars for commuting is excessive	restrict larger vehicles such as trucks and vans within certain hours - so not during peak schools hours (7:30-9, and 3:30 to 5). This would make cycling with kids safer and more appealing.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	About right	Not sure	Make buses cheaper for all, Add new bus routes, Add public cycle parking		Very positive	Would expect to see fewer cars crossing the city centre, so buses would be faster/more timely and walking/cycling would be safer and more pleasant	Seems like a good way to test out the traffic filter ideas before going into the trial proper	School term times seem to produce the heaviest traffic, finding better ways for children to get to schools (rather than being driven in and out individually) could make a big difference. A shift away from the near-universal 9-5 working hours could also help soread out "rush hours".
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on davs of vour choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	Yes			Very negative	I'm an NHS manager, working almost 24/7, working every day after job planned hours from hime, additional commuting time will have neoative imoact on my service		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	Too low	Yes	Add new bus routes, Make bus services more frequent, Add public cycle parking		Very positive	It is currently quicker to cycle in and around the city than to go by bus. The roads should be clearer for people who *need* to use their cars and permit the free flow of traffic. Buses will be quicker, and therefore more appealing to use, and cycling will be safer.	Owing to the timing of sessions, there needs to be provision for access to the ice rink, whether that is by improving bus services or adjusting the congestion charge for users. Otherwise, training would be affected to such an extent that competitive skaters will need to move to other rinks, such as Swindon, which are further away, which will affect the rink's ability to operate and remain competitive.	Look to other medieval cities abroad that have put cycling first and see what measures we can adopt. A good example is Uppsala, in Sweden, which is also a medieval university town and is almost entirely car-free in the centre. Cars should be used for getting out of Oxford, and not necessary for getting into or around Oxford.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	There should be no charges at all	Yes	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Negative	I will have to leave my job at the school where I work part time because the most direct route includes one of the charging zones and going the long way would take too long and will use too much petrol. Going there by bus would take ages as there is not a good direct service available.	They are not a good idea because the rich can afford to pay and will continue congesting the road, but those on lower income will struggle.	Removing the LTNs in East Oxford would be a good start. Have more bus routes that cover the entire city and better connection services to the surrounding villages.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	Too high	No	Make buses cheaper for all		Negative	Push traffic onto already busy alternate routes already impacted by LTNs		Use the river to provide alternative transportation into Oxford
an Oxford resident	daily	Taxis and private hire vehicles	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Make BUSES FREE FOR LOCAL PEOPLE BETWEEN WORKING HOURS AND SEE WHAT IMPACT THAT HAS ON TRAFFIC AND SCHOOL RUNS	Very negative	Will hurt people that come to Oxford to work and who live locally .. turning Oxford into a Prison	All the surrounding roads will be impacted massively, there wasn't a congestion problem before that LTNS went in.. SUMMERTOWN IS THE WORST FOR PEOPLE THAT DON'T LIVE LOCALLY	Free bus passes, council has the ability now to run its own bus services due to changes in the law, also bus ticket prices are extortionate for such small journeys and cause issues financially, Park and Ride should be free and buses to and from them should be one pound no more, if you want people to use Oxford and use it services make it cheaper for them to access them.
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Fix the badly managed roads and roundabouts	Very negative	It's literally a money making scheme. Not everyone falls into the same category of 'they should walk, get a bus or cycle' I now live in Abingdon, but I grew up in Cowley, I work in Cowley, my partner works in Cowley, my daughter goes to nursery in Rose Hill, I still have a lot of friends and family in Cowley that I see regularly, usually after work. You have already made that difficult with LTNs, I have to sit in a lot more traffic now than I ever did before. People will not stop driving! We pay for our cars, our insurance, our tax, and you want to charge us more just for the privilege of driving in our own city! There is no bus route that will allow me to go to drop off my daughter at nursery, go to work, then to pick up my daughter, and then to visit my family! And if there was it would probably double my journey time! I cycle to work when I can, but not if I have to do the nursery run. I have never ever had a problem cycling round Oxford! The majority of families and households rely on there cars to go about their daily business! Stop trying to penalise them!	You never spoke about this pre election as you knew you would struggle to get voted in! You have ruined Cowley with your LTNs already! You as a council are not listening to residents. Just look at the petition with over 10,000 signatures against! Look at the comments! Put your congestion charge in areas where you were voted in! Leave Cowley alone! Majority of residents do not want your greedy schemes! You seem to be targeting the poorer areas! If you really want it, then open up some of the LTNs so that the traffic can flow freely!	Open up the LTNs! Simple!
an Oxford resident	less than weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Negative	There should be no charges at all	No	Make buses cheaper for all, Make bus services more frequent		Very negative	I object that counsellors not living in Oxford have the ability to ruin Oxford. Marston link road was built to take traffic off bypass and reach Summertown easier. I can guarantee traffic on the bypass will be back from Marston past Kidlington roundabout and backing up to Green Road. Most people's life is a misery since LTN and made worse by charges.		The link road I think has 4 buses an hour and will get held up at Cherwell Drive lights. Walking and cycling is separate from traffic. To improve traffic in Oxford remove all LTN and the traffic will flow better than now.
a resident of Oxfordshire living outside Oxford	less than weekly		I commute to the central permit area by car	Negative	No impact	There should be no charges at all	No	Make Park & Ride parking cheaper		Very negative	Will lead to a reduction in visits to Oxford retail and cultural locations by Oxfordshire residents	No	No
a resident of Oxfordshire living outside Oxford	less than weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Positive	No impact	About right	Not sure	Make buses cheaper for young people, Make bus services more frequent		Neutral	I would only use Marston Ferry Road, and have an alternative route.	No	Nothing new, thank you
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Negative	Negative	There should be no charges at all	No	Make buses cheaper for all		Negative	It will be a stealth tax penalizing a person's choice to take their car. No consideration being given to people needing frequent access by car because of inability to use bus, carrying or delivering loads such as shopping or just visiting old friends or relatives. This is penalizing the private motorist and as there are so many get out options wont make much difference but cause drivers confusion and more heartache. Pollution might be down in some LTN areas but it us up on the roads where motorists have been diverted. This will not encourage bus use. Cheaper fares will encourage bus use.	Don't do it. Waste of more of our taxes. Businesses are being strangled and closing because car access has been restricted. Oxford City just seems to cater for foreign tourists in town, not local residents.	Insentivise bus travel for all and reduce park and ride parking. Other cities have free parking and lower bus fares.
a resident of Oxfordshire living outside Oxford	less than weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Neutral	Negative	About right	Yes	Make Park & Ride buses cheaper, Make buses cheaper for all, Add public cycle parking		Positive	Congestion is dreadful in Oxford and is a huge public health problem. This will make buses more attractive, and also free up the ssace to keep them on time. Definitely a good thing		Make more and better cycling/active travel infrastructure
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	Yes	Make Park & Ride parking cheaper		Very negative	Its just another tax to take advantage of a problem causes by previous traffic measures. Its manipulative and impractical. Those parts of daytime population already caught up in the congestion, will have no choice but to pay the extra tax	The existing ltn needs to be eased they are nice but creating this problem,	some relief to some ltn, maybe let only local traffic go through ltn so main routes are less congested
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice, Frequent hospital patients	I don't	No impact	No impact	Too high	No	Make Park & Ride parking cheaper, Add new bus routes, Make bus services more frequent, Extend hours of operation for buses		Very negative	. I live in an area with extremely limited bus service—at best, one bus per hour to Oxford. This means I will need to drive, park, and then rely on an infrequent and often unreliable tume journey and bus connection to complete my journey. Travel times to Oxford are unpredictable, making it difficult to plan around bus schedules. This unreliability seriously undermines Oxfordshire's accessibility and appeal. Many people, including myself, may start avoiding Oxford altogether and choose to visit other cities with easier parking solutions. I also attend hospital appointments around five times a year. With the current changes and no availability of late appointments, the uncertainty in travel will make attending necessary medical care far more stressful and impractical. Furthermore, our family will stop visiting Oxford for shopping. Taking public transport with shopping bags, a pram, and two children is simply not practical. As a result, we will be discouraged from visiting the city for leisure or errands and will likely seek alternatives elsewhere. This decision, like the implementation of the LTN, is highly disruptive and counterproductive. It should be reconsidered and reversed as soon as possible. --- Let me know if you'd like a more formal version or a shorter summary version.	It should not be dependable on the size of the car - some people need a bigger car for family reason and can't afford a second car We cannot all afford electric cars As always, the council is aiming at taxing people, making the living standard in Oxfordshire way above the affordable limit of the common population.	Improving bus connection and price should automatically make it attractive to take public transport. I lived in Germany and this was the case. No need to take the car as the public transport were amazing
a resident of Oxfordshire living outside Oxford	weekly	Frequent hospital patients	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all		Very negative	Whole idea is completely ridicules	Not necessary in marston ferry road	
a resident of Oxfordshire living outside Oxford	daily		I commute to the central permit area by car	Positive	Very positive	There should be no charges at all	Not sure	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Make bus services more frequent, Extend hours of operation for buses		Very negative	I work at the ice rink and people aren't going to want to come in and skate so business will go down		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Add public cycle parking		Very negative	impossible for visitors to come by car to my home	Another example of the County Council inflicting things on Central Oxford which are neither wanted or necessary .	Take away the LTNs
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Negative	Very negative	There should be no charges at all	No	Other	There should not be any charges	Very negative	It's an added cost. It will also make the ring road even worse increasing congestion and pollution	It should not happen. It's unfair on the poor in particular	Make buses free
a resident of Oxfordshire living outside Oxford	weekly	Blue badge holders	I don't	Neutral	Neutral	There should be no charges at all	No	Other	Fix potholes	Very negative	Instead of congestion charge, fine network rail for prolonged road closure. Where is the money to implement scheme coming from?	Roads in Oxford and surrounding area are terrible. Stop wasting money on penalising motorists. I try to avoid Oxford and shop etc elsewhere. I do need to reularly visit Oxford hosoitals for treatment.	Build/improve roads! Large charges for companies that want to do roadworks. Charge them by hour road affected.
an Oxford resident	weekly		I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No			Very negative	Less roads to use will result in more congestion and will not help getting anywhere very well just a cash cow for the council it will hit the order and disabled people and also kill Oxford		Yes open all roads it is common sense
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Very negative	Negative	Neutral	No	Other		Very negative	People need to get about the city by car and the ring road is already jammed.		Yes. Get rid of the LTNs.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Neutral	There should be no charges at all	No	Make buses cheaper for all		Very negative	This will just cause longer journeys to get to the location you require. Buses are expensive and if 2 buses are required to get to a destination and 2 back that would cost approx £12 per day. It would force further congestion on the routes without restricted access, similar to the congestion around east oxford. It would also cause vet more businesses to close due to lack of accessibility.	I DO NOT SUPPORT THIS PROPOSAL !!	Open up the LTN's and allow traffic to run freely - this will certainly help congestion and air pollution
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Negative	Negative	Too low	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Make buses cheaper for young people		Negative	These will slice up our city into distinct chunks and dissuade people living in one chunk from visiting and using services in other slices. While the basic needs can often be met within a slice, there are unique local businesses in most that are not available in all. I also believe that these filters do not address the major problem (the raw number of vehicles on the main in- and egress roads). and are only a dilaster, and perhaps a money orab.		Develop an integrated travel plan. Get an honest map of the journeys people take and model how you can get people to their destination both faster and cheaper. The slap-dash approach of the gates does not go nearly far enough towards an integrated travel plan.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Neutral	Neutral	Too high	Not sure	Make buses cheaper for all, Add new bus routes, Add public cycle parking		Positive	Oxford is too congested relieving traffic in the centre may well benefit the flow of the ring road. Making travel around the city better	This survey is really badly written and the public consultation should be re run. There is no good answer for questions 5 or 6. I have been forced to select neutral for these questions but i am not neutral. Will you alert me of my permit count after each visit? 100 permits per year is very low number for a resident i need to be able to move freely about my home city. However how can i out neoetive to this question i am at least for permits if the alternative is no permits.....	Cycling routes should be improved especially on the low paths. There is a patch by florence park with no lighting and the bushes are overgrown!
a member of the public living outside Oxfordshire	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	To further destroy the businesses of Oxford as the City Council is intent on doing. Your proposals are a disgrace and you should be ashamed of even suggesting them. We now do not travel to Oxford unless absolutely necessary.	Very negative	Oxford is now full of tourists and is not "our" County town. You have destroyed the pleasure of travelling into the city with overpriced and complicated parking restrictions, buses which do not run on time and park and rides which are far too expensive. What is the pleasure of visiting our county town....None. Carry one, destroy it and turn it into Harry Potter theme world for the Far Eastern Tourists. but do not exsect the locals to be hapov.	A tax on the already over taxed people of Oxfordshire who receive very poor local services.	SACK THE PEOPLE WHO THOUGHT THIS A GOOD IDEA!
an Oxford resident	less than weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Negative	No impact	There should be no charges at all	Not sure	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Add new bus routes, Make bus services more frequent, Extend hours of operation for buses		Negative	Hollow way is not part of oxgotd city centre and will cause more traffic chaos on ring road	More charges on Oxford residents permit charges in cowley to park outside house! These should be either free fir residents or cheaper prices. Repairs to roads needs more priority	Cars havnt driven through city centre for some years during daytime and allowed after 7pm. Traffic is mainly buses
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice, Unpaid carers	I don't	Very negative	Very negative	There should be no charges at all	Yes	Make buses cheaper for all, Make bus services more frequent, Extend hours of operation for buses		Very negative	I have an elderly mother in law in Headington and a husband who frequently has to travel to Headington from Wol ercote to see her and to attend his own many hospital appointments. 100 passes would not be enough to cover these multiple visits for caring and health responsibilities.	The bus service to Wolvercote from central Oxford is reduced to one bus and hour from 10pm. If you are a good citizen and travel into town by bus to attend a concert or the theatre you cannot get home on public transport unless you wait an hour. Please sort bus timetables out before charging citizens to go onto the city centre to help the local economy by spending money in town. Public transport needs to be sorted out BEFORE making it impossible to drive in, not as an afterthought.	Limit car ownership to one vehicle per household and stop new developments that relay on car travel. Improve the frequency and timings of bus services. Build proper bus lanes and cycle lanes that do not hols up bus lads of people. Improve the flow of traffic around arterial roundabouts by having smart traffic lights. But most importantly make public transport work. Then people will stop using cars in town.
a resident of Oxfordshire living outside Oxford	weekly	Blue badge holders	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Make Oford more accessible to cars and motorcycles	Very negative	This will be a disaster, people will stay away in droves. You are killing this city! Look at the shops empty, Watterston and HMV, big shops, GONE, like Debenhams and many others. We are left with tacky souvenir shops, vape shops and other money laundering scams. The council are blind to this. Look at the covered market, a poor shadow of its precious self as a market. Traffic now funnelled down a few main roads, no escape if there is an incident. You stupid people, GET REAL, or accept you are killing Oxford.		Let traffic use ALL the roads, we do pay ROAD TAX after all!
a resident of Oxfordshire living outside Oxford	less than weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice, Blue badge holders, Unpaid carers, Frequent hospital patients, Firefighters, Hearsees and funeral cars	I don't	Negative	No impact	Too high	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Add new bus routes, Make bus services more frequent		Negative	It will make Oxford a 'no go' area for me		Free buses
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	Very positive	About right	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all		Positive		Tourist buses should be charged. You talk about cars what about vans, small trucks other 4 or more wheeled vehicles from out of area.	One way system around Oxpens and the bus route around John Lewis. Or...
a resident of Oxfordshire living outside Oxford	less than weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice, Blue badge holders	I don't	Negative	Negative	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Add new bus routes, Make bus services more frequent, Extend hours of operation for buses		Negative	It's difficult enough having a disability getting into Oxford. This scheme will make it prohibitive. The park and rides are a nightmare, it's so unclear about payment. Having travelled from Redbridge for years I was always being asked how to use the machines/what they covered etc		Widen Oxpens as it backs us due to peoole turning into Westgate carpark. More buses especially from outside Oxford!
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very positive	No impact	About right	Yes	Make buses cheaper for all, Make bus services more frequent, Extend hours of operation for buses		Positive	Anything that reduces congestion on the main routes into and out of town is to be welcomed.		
a resident of Oxfordshire living outside Oxford	less than weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	No impact	No impact	About right	Yes	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all		Negative	By putting a location check on Thames Road, it is effectively cutting off the Westgate car park. We use this car park when shopping in Oxford and having to pay an additional fee just to travel the few extra yards to the carpark entrance will dissuade us from shoosing in Oxford centre. We will likely use Bicester and/or Aviesbury more..	In every town that I have seen implement traffic restrictions such as this, the result is fewer people visiting, resulting in lower footfall in shops, resulting in the closure of shops and the death of a town centre. Take a look at Salisbury, on a recent visit it was easy to find a car park. there were areas of oedestrianisation, but a multitude of different. active shoos.	
a resident of Oxfordshire living outside Oxford	weekly	Unpaid carers	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make Park & Ride parking cheaper, Make buses cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Add new bus routes, Make bus services more frequent, Other	Do NOT do this scheme	Very negative	It will cause even higher pollution in ltn areas. Rural bus services are not remotely good enough. It will kill trade in Oxford. I will go to Cheltenham, Swindon or Banbury to shop.		REMOVE ltns. Improve 1000% rural business services. My elderly aunty only lives in Woodeaton. There's not even a single bus from there into central Oxford or anywhere come to that.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice, Personal cars used as goods vehicles for business purposes	I don't	Very negative	Very negative	There should be no charges at all	Not sure	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Very negative	oxford city center is dying mostly because of the station work that the concil has somehow authorised to be endless. this will be the nail in the coffin.	idiotic, take example on other city before destroying your own. Witney is fantastically laidout, cars can cpme in and park near all the shops. superb job.	I said bus because the train option wasn't there. more trains to oxford Busses get stuck in the same traffic as cars, and eligdlly less cars will not stop that. People use their cars because they HAVE TO and because public transport is rare, .usually late or cancelled and very very expensive. finish or cet rid of the botlev road manv endless works!
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	No impact	No impact	Too high	No	Make buses cheaper for all, Other	More reliable, cheaper, more pleasant onboard.	Negative	I often need to travel to the other side of Oxford (travelling from south to north). Local buses are poor, and so this will simply mean- I still drive, but I end up on the A34 or ring road. So it simply pushes my traffic somewhere else - as public transport is convenient for this iourney.	If buses were cheaper, more reliable, and had more routes. I'd support this. But you're adding a penalty without a decent public transport infrastructure. Oxford has historically been poor at travel - with poor public transport and accommodation for cyclists.	
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Neutral	Positive	There should be no charges at all	No	Other	Repair the roads, particularly the bus and cycle lanes	Very negative	The measures just target and impact the poor as the rich will simple drive anyway. The endless permits makes the scheme overly complex, difficult to administer and difficult for people to understand and navigate. Having so many permits anyway negates a lot of the point of doing it to reduce traffic. It will catch the unaware and the disadvantaged.	It is really unclear what the point of the changes , what is the benefit and targets? It will simply put pressure on other roads and routes and increase congestion in other places.	There is only one solution.....a form of mass transit from a location outside of Oxford where people can get in quickly and easily. Possibly a cable car given the challenges of the location. The busses do not work, they are too slow and uncomfortable. Getting in the few miles from Kidlington frequently takes 40minutes with all the stops, and it is not the congestion that generally makes it so slow but the stops. The buses have destroyed the road surface (you need to drive around the bus route through Grovelands in Kidlington) and the damage they cause is not assessed making the bus and cycle lanes uncomfortable to drive and cycle over.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	About right	Yes	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all		Very positive	Everyone in Oxford Oxford will benefit from reducing traffic in the City, but especially residents, cyclists, pedestrians, and bus users.	No.	In the short term, increased parking charges at central car parks, especially Westgate. Longer term, a tram service on the main radial routes.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice, Unpaid carers	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	Yes	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Very negative	This scheme is about pandering to cyclists and to help the bus companies. It does nothing for pedestrians - who don't make money. I try and walk everhwere in Oxford, with my son, and I get abused almost every day by cyclists who swear at me while ridno on the pavement. They are the problem. not cars	I live off the Botley Road. I have suffered enough thorugh council incompetence for the last 3 years. I don't trust them at all. I didn't vote Lib Dem. They didn't mention it in their manifesto. It is all lies. Consultation is a joke and even if there was huge occosition to this. it will be implemnetd anvway. as it was in Bicester	Open up the LTNs again. Make it possible to get from one side of Oxford to the other.
a resident of Oxfordshire living outside Oxford	weekly		I don't	No impact	No impact	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Make bus services more frequent, Add public cycle parking		Very negative	Too restrictive. I would rather go to another town to shop as I have to pay a charge in Oxford. It's already too expensive to get parking in Oxford and now we have to pay a congestion charge. I would rather spend my money in a different town rather than Oxford. Much cheaper and less stressful	Bad idea. It will drive away business from Oxford to other towns where shoppers are welcomed rather than penalised and punished for driving. We are not cash cows. You should be offering incentives to encourage people to come to Oxford and spend their money like reduced parking charges or buses.	Synchronise traffic lights better to quicken the flow of traffic. Carry out roadworks quickly and efficiently to avoid extended gridlock. Identify bottlenecks where traffic gets stuck and build roads to divert traffic to where it needs to go. Eg. wolvercote roundabout- open a road before the BP service station to divert traffic from the A40 to the A44 and A34 - away from the roundabout to Oxford.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Neutral	No impact	Too high	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all		Negative	The only congestion charge location that I drive through occasionally is Hollow Way (a few times a week).		Remove the Crowell Road, Cowley LTN which is on a B road and not a residential side street. This would help reduce congestion around Littlemore and Rose Hill and ease access to temples square shopping centre.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Very positive	Very positive	There should be no charges at all	No	Make buses cheaper for all		Very negative	This is an absolutely absurd idea as are the bus gates and LTNs. Restricting traffic movement around a busy city by closing off roads, charging people or restricting access, slows the flow of traffic through and around city thus increasing congestion and increasing pollution in and around the city .	Do not go ahead with the ridiculous ideas. It is pointless just moving traffic from one road to another road just increasing congestion on another rout.	Improve the access to the city, improve roads and cycle paths remove all LTNs and restrictions so that traffic can flow faster through and around the city . remove unnecessary 20 MPH speed limits.
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	No impact	Very negative	There should be no charges at all	No	Other	Fix the roads/pot holes. This should not be an issue, but it is a huge one. I have already had to spend many hundreds on punctures and wheel realignment.	Very negative	If you can move the courts and police station outside of Oxford, then great. When a car is required to go from courts to different police stations/prisons/courts in the day, then a car is imperative and park and ride/buses are impossible to use.	It is shocking that you are considering making people pay to use public rights of way. We have paid already through our taxes to use them. This also goes for bus gates etc.	Yes, remove bus gates, LTNs, traffic lights at roundabouts and reverse the ridiculous lane changes at Woodstock road etc. Make the cycle lanes separate from the existing roads with demarcation fences so cars and cycles cannot cross over lanes.
a resident of Oxfordshire living outside Oxford	weekly	Blue badge holders	I don't	No impact	No impact	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Add new bus routes		Very negative	Disabled relative getting to regular visits to the hospitals. Will never come into Oxford again if we have to pay £5 on top of the already extortionate parkina onces.	It is just a money making scheme, by woke people to support them in the council.	Look PROPERLY at the type of people most causing the congestion. If you admitted it, it would be the type of people you are most hvina to attract into Oxford. vour pavmasters(universities) and people working in the public sector.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Very positive	Very positive	About right	Yes	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for young people		Very positive	Oxford's traffic needs to be reduced and this should help	What about arterial roads into the city, especially those used by parents at private schools who clog up eg the Iffley Road every day?	More park and ride locations? Could there be one in Cowley /Littlemore (eg near the Kassam)?
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Add new bus routes, Make bus services more frequent		Very negative	The only really busy times are School hours and about 45 mins heavier traffic at evening rush hour. Rest of the day the roads are not busy. I live in centre of Oxford.		I have lived in London pre congestion charge and New York. Oxford works fine. School access is hard and in USA every city has fleets of school buses picking up school children. Keeps the cars away.
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Very negative	No impact	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make bus services more frequent		Very negative	Not that you will take any account of negative responses, since your minds are as closed as a road under LTN restrictions, but this is as good and as rapid a way of bankrupting Oxford's shops and restaurants as I can think of. When the city is a ghost town and everyone shops it Witney or Didcot instead, left-wing politicians and their voters may temporarily be happy but no one else will be. And ultimately your ideology will have killed the city for no globally measurable loss of emissions, or improvement in the air quality which is already vastly better than it has been in a century.	Those imposing this should be criminally liable for the damage they will do to the city and its businesses, already ravaged by sky-high rates and wage costs.	Yes. Scrap the LTNs. Congestion is no worse a problem in Oxford than in most cities. Oxford's actual problem is the addiction of its students and academics to infantile leftism.
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Negative	Neutral	There should be no charges at all	No	Make Park & Ride parking cheaper, Add new bus routes, Make bus services more frequent		Very negative	The proposal charges would have a negative affect on using central Oxford car parks. The time and cost of getting from one side of Oxford would be impractical.	The public transport system is not good enough.	Improve public transport and make it more affordable.

Survey Response													
I am responding to this survey as	How often do you travel in or around Oxford?	Please tick which of the following free permits and passes you think you may be eligible for	Do you live in, visit a resident by car or commute by car to the proposed central Oxford	Central Oxford residents' permitit is proposed that residents in the central Oxford	Central Oxford permit area commuters' permitit is proposed workers commuting	We are proposing a single charge of £5 to allow cars without a day pass or permit	Do you think that charges should vary, with drivers of longer cars paying more and	Income generated by introducing the proposed temporary congestion charge would be used to cover the set-up and operating costs of the scheme.	If other improvement, please state	Taking into account all the information we have provided about the proposal to	Please explain your answer	Do you have any other comments about the proposal for six temporary congestion charge locations in Oxford that you have not already shared in this survey?	Do you have any suggestions for other ways to reduce traffic and tackle congestion in and around Oxford?
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Positive	Negative	About right	No	Make buses cheaper for all, Make bus services more frequent, Add public cycle parking		Positive	I am hoping it will reduce traffic.	I am concerned this, like the fingers, will increase traffic through Old Marston at peak commuter times.	An aerial egg lift linking Thornhill P&R > Osler Road / JR hospital > Town Centre.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Negative	Too low	Yes	Make Park & Ride buses cheaper, Make buses cheaper for all, Make bus services more frequent		Positive	Could go further, eg restricting hours of access for "other" vehicles (delivery etc) to outside normal peak times		Reduce the amount of parking currently available with a aim to discourage driving into the centre
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Positive	Negative	Too low	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Add new bus routes, Make bus services more frequent, Extend hours of operation for buses, Add public cycle parking		Positive		I think 3 cars for commuting is excessive	restrict larger vehicles such as trucks and vans within certain hours - so not during peak schools hours (7:30-9, and 3:30 to 5). This would make cycling with kids safer and more appealing.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	About right	Not sure	Make buses cheaper for all, Add new bus routes, Add public cycle parking		Very positive	Would expect to see fewer cars crossing the city centre, so buses would be faster/more timely and walking/cycling would be safer and more pleasant	Seems like a good way to test out the traffic filter ideas before going into the trial proper	School term times seem to produce the heaviest traffic, finding better ways for children to get to schools (rather than being driven in and out individually) could make a big difference. A shift away from the near-universal 9-5 working hours could also help soread out "rush hours".
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on daws of vour choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	Yes			Very negative	I'm an NHS manager, working almost 24/7, working every day after job planned hours from hime, additional commuting time will have neoative imoact on my service		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	Too low	Yes	Add new bus routes, Make bus services more frequent, Add public cycle parking		Very positive	It is currently quicker to cycle in and around the city than to go by bus. The roads should be clearer for people who *need* to use their cars and permit the free flow of traffic. Buses will be quicker, and therefore more appealing to use, and cycling will be safer.	Owing to the timing of sessions, there needs to be provision for access to the ice rink, whether that is by improving bus services or adjusting the congestion charge for users. Otherwise, training would be affected to such an extent that competitive skaters will need to move to other rinks, such as Swindon, which are further away, which will affect the rink's ability to operate and remain competitive.	Look to other medieval cities abroad that have put cycling first and see what measures we can adopt. A good example is Uppsala, in Sweden, which is also a medieval university town and is almost entirely car-free in the centre. Cars should be used for getting out of Oxford, and not necessary for getting into or around Oxford.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	There should be no charges at all	Yes	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Negative	I will have to leave my job at the school where I work part time because the most direct route includes one of the charging zones and going the long way would take too long and will use too much petrol. Going there by bus would take ages as there is not a good direct service available.	They are not a good idea because the rich can afford to pay and will continue congesting the road, but those on lower income will struggle.	Removing the LTNs in East Oxford would be a good start. Have more bus routes that cover the entire city and better connection services to the surrounding villages.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	Too high	No	Make buses cheaper for all		Negative	Push traffic onto already busy alternate routes already impacted by LTNs		Use the river to provide alternative transportation into Oxford
an Oxford resident	daily	Taxis and private hire vehicles	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Make BUSES FREE FOR LOCAL PEOPLE BETWEEN WORKING HOURS AND SEE WHAT IMPACT THAT HAS ON TRAFFIC AND SCHOOL RUNS	Very negative	Will hurt people that come to Oxford to work and who live locally .. turning Oxford into a Prison	All the surrounding roads will be impacted massively, there wasn't a congestion problem before that LTNS went in.. SUMMERTOWN IS THE WORST FOR PEOPLE THAT DON'T LIVE LOCALLY	Free bus passes, council has the ability now to run its own bus services due to changes in the law, also bus ticket prices are extortionate for such small journeys and cause issues financially, Park and Ride should be free and buses to and from them should be one pound no more, if you want people to use Oxford and use it services make it cheaper for them to access them.
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Fix the badly managed roads and roundabouts	Very negative	It's literally a money making scheme. Not everyone falls into the same category of 'they should walk, get a bus or cycle' I now live in Abingdon, but I grew up in Cowley, I work in Cowley, my partner works in Cowley, my daughter goes to nursery in Rose Hill, I still have a lot of friends and family in Cowley that I see regularly, usually after work. You have already made that difficult with LTNs, I have to sit in a lot more traffic now than I ever did before. People will not stop driving! We pay for our cars, our insurance, our tax, and you want to charge us more just for the privilege of driving in our own city! There is no bus route that will allow me to go to drop off my daughter at nursery, go to work, then to pick up my daughter, and then to visit my family! And if there was it would probably double my journey time! I cycle to work when I can, but not if I have to do the nursery run. I have never ever had a problem cycling round Oxford! The majority of families and households rely on these cars to go about their daily business! Stop trying to penalise them!	You never spoke about this pre election as you knew you would struggle to get voted in! You have ruined Cowley with your LTNs already! You as a council are not listening to residents. Just look at the petition with over 10,000 signatures against! Look at the comments! Put your congestion charge in areas where you were voted in! Leave Cowley alone! Majority of residents do not want your greedy schemes! You seem to be targeting the poorer areas! If you really want it, then open up some of the LTNs so that the traffic can flow freely!	Open up the LTNs! Simple!
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	Not sure	Add new bus routes, Make bus services more frequent, Extend hours of operation for buses, Add public cycle parking		Very negative	The biggest problem with the traffic in Oxford is getting over the ring road. Once you pass the ring road the traffic flows fine. This charge will just make getting over the ring road even worse.	It is a money making scheme only.	The Council should look at the traffic caused by private school drop offs as when they are on holiday there is no traffic. I often cycle into the city and there are not nearly enough cycle racks in the town centre, outside covered market, high street, or George street. There is no public transport from my house into town despite living only 6 miles from the city centre. The one bus that runs every half an hour if you're lucky doesn't run into the evenings so if you're working late or going out after work you are stuck. The buses also don't connect through town so you have to get off, walk through town and get on another bus. The public transport in Oxford is shocking and expensive!
an Oxford resident	less than weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Very positive	Very positive	About right	Yes	Make Park & Ride buses cheaper, Make buses cheaper for young people, Add new bus routes		Very positive	Too many cars on the road. This will deter people from making unnecessary journeys and minimise one-person-per-car.	There is a lot of fake information about this scheme. Promote news of the large groups of exemptions to reassure people.	Bring back trams!
an Oxford resident	daily	Blue badge holders	I commute to the central permit area by car	Very positive	Very positive	Too high	Yes	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Add new bus routes		Neutral	I am a Blue Badge holder and carer	Closing the Marston Ferry link road is madness. The cost of administering this scheme must be extremely high. Loss of businesses and livelihood for owners and workers will be detrimental - E.g. a company such as the excellent service and goods provided by Smith & Lowe in Holloway who supply a multitude of goods and give a personal service plus advice which is not available via companies like Amazon.	No
a resident of Oxfordshire living outside Oxford	less than weekly	Frequent hospital patients	I don't	Neutral	Neutral	Too high	Yes	Make Park & Ride parking cheaper, Other	Allow free access into the area for hospital visits	Very negative	I just don't understand if I have to pay to get to the John Radcliffe for regular outpatient appointments	Regular hospital appointments should be a priority group. I am a pensioner and I don't understand how they work, I have to get to the John Radcliffe hospital from the ring road . I have to go to the hospital for regular outpatient appointments . I journey from Chesley and the journey is nearly impossible without a car. How do i know if I am going to pass a camera. Do i have to pay when I pass a camera. I don't go down Hollow Way as I turn down Horspath Driftway from the by pass. Will I still need to pay? I don't have a blue badge I don't want a fine for not paying. I am very worried and confused. How do I pay Do I pass a camera	No i only need access to the hospital. A hospital appointment should provide free access permits
a resident of Oxfordshire living outside Oxford	less than weekly	Unpaid carers, Frequent hospital patients	I don't	Negative	Neutral	There should be no charges at all	Not sure	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Make bus services more frequent, Extend hours of operation for buses		Neutral	I have to travel to JR and sometimes Churchill hospitals quite a lot as my son has various medical conditions. I hope I don't have to pay for this. I try to use park and ride. It it is not always possible.	Agree that cheaper and more frequent public transport would help. Also more routes. If it was reliable more people would use it. At the moment park and ride is not very efficient but this may be because of the traffic problem.	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice. Frequent hospital patients	I don't	Very negative	Very negative	There should be no charges at all	No			Very negative	Nightmare for my hospital appointments and to visit family and friends.	You have made the congestion in Oxford worse with the LTNS .ignoring the consultation results as I'm sure you'll ignore this consultation, just tick box exercise and you'll kill off Oxford city centre businesses	Abandon this mad idea and remove the LTNS in East Oxford
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very positive	Very positive	About right	No	Make buses cheaper for all		Very positive	Reduce traffic, pollution needs to happen this is a great initiative	No	More one way traffic and LTNs please
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Very positive	Very positive	Too low	Yes	Make Park & Ride parking cheaper, Make buses cheaper for all, Add new bus routes		Very positive	I drive my car on a weekly basis - the Holloway gate does impact me, but that is ok; particularly for traffic improvements. I commute everyday to Oxford by personal transport (skates) and having less cars will make it more pleasant to go in central Oxford.	I am concerned that the reduction in cars going into Oxford won't decrease as much as expected and that buses will still end up being stuck in traffic with cars (which then defeats the point of me using a bus!)	Have more one way systems, so that the other part of the road will be a bus only route. With this, there can be circular loops going in and out of Oxford (like convection currents). This will help flow of traffic and allow buses to go in and out of Oxford on bus only routes, speeding up the journeys and making car use more redundant (if buses can get there just as fast, if not faster). Tram would be another good solution - from what I understand Oxford cant have a underground tube due to the water table - but if possible, a tube would greatly help transport around Oxford.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	No impact	No impact	There should be no charges at all	No	Other	DO NOT CHARGE PEOPLE!!!	Very negative	THIS IS YET ANOTHER MONEY MAKING SCHEME FROM THE COUNCIL DRESSED UP AS SOMETHING FOR RESIDENTS. RESIDENTS DO NOT WANT THIS!	DO NOT START THIS SCHEME, RESIDENTS DO NOT WANT IT. WE'RE ALL SICK OF SEEING YOU MISREPRESENT THINGS TO PUSH THROUGH YOUR AGENDA.	YOU'VE CAUSED EXCESSIVE CONGENSTION BY BLOCKING ROADS AND CUT THROUGHS. YOU NEED TO START LOOKING AT THE FACTS, REALITIES OF THE CONSEQUENCES OF YOUR ACTIONS, UNDO THE DAMAGE YOU'VE ALREADY DONE. LISTEN TO ALL RESIDENTS, NOT JUST THE TINY FACTION THAT TELL YOU WHAT YOU WANT TO HEAR. DELIVER TRAIN PROJECTS ON TIME AND WITHIN BUDGET. INCREASE THE NUMBER OF SCOOTER STOPS. DECREASE THE COST OF SCOOTERS. INCREASE PARKING SPACES IN OTHER PARTS OF THE CITY. ADD MORE LANES TO THE RING ROAD
a resident of Oxfordshire living outside Oxford	less than weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	Not sure	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper	I attend regular meetings in the centre of Oxford. I also attend hospital appointments for myself and my son at the JR Hospital, as well as the Churchill hospital. The only decent shopping area is Westgate and it's surroundings. This will kill off trade in Westgate and other shops who are struggling to keep afloat. Using public transport from Park and Rides is at least £6.00 per person and the frequency of busses is not often enough. Getting to the hospitals becomes a nightmare on the busses for elderly and infirm patients. With multiple bus changes and the cost increases when accompanied by a family member. The Botley road bridge works are being used as an excuse for these congestion charges. The council has botched the station upgrade and the contractors have not been taken to account for their incompetence. How many businesses have had to close due to the Botley road closure. Stop using excuses for incompetence. Shoppers will abandon Oxford city centre for shopping elsewhere. You have already banned vehicles from the centre of Oxford with the exception of EV vehicles. This is the worst idea that has ever been proposed.	Very negative	No	
an Oxford resident	weekly	Disabled tax cars, Unpaid carers	I don't	No impact	Positive	There should be no charges at all	No	Make Park & Ride parking cheaper, Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Positive	There should be no charge just a fine for violating the terms of the filters	These. Should not be put in place Buses have bus lanes so why they can't run on time ? Cycles should all have lights fitted especially in the darker nights They have there own lanes & we don't need anymore	Take away the fins as this is causing more traffic on to the main roads making it busier If no fins then cars could cut through side streets instead of all being sent the same way causing congestion Make buses cheaper should be on time as have bus lanes & if more buses servering more areas more people would use Example no 14 bus takes too long to go from risinghurst to town or back as it calls at other estates instead of just a simple route
a resident of Oxfordshire living outside Oxford	weekly	Frequent hospital patients	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make buses cheaper for all, Make bus services more frequent, Extend hours of operation for buses		Very negative	We visit an older relatives regularly and also have numerous hospital appointments for myself and my wife it will be unaccestable to cav these fees every time we use these roads	Charge the cyclists and e-scooter riders for the same use they disobeyed all the laws and we the motorists pay as usual.	Ban all cars and buses from Oxford by making a good bus station within the city limits with regular buses into the town hosstials etc.
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Very positive	Very positive	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all		Very positive	I would. Need more than 25 passes G	Gant. Created the congestion with the LTN the six traffic. Filters. are just a money making scheme	One way. System for Cowley road iffley road and the same ideas for north Oxford who seem to get away with everything
a resident of Oxfordshire living outside Oxford	weekly		I don't	Positive	Negative	About right	Yes	Make Park & Ride parking cheaper, Add public cycle parking		Positive	I'm a cyclist and there is too much congestion created by private cars		There isn't any excuse for driving and parking in the centre of Oxford for work. Make the park and ride cheaper and make cycling more accessible to everyone and not last those who are confident to mix with cars
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	About right	Not sure	Add new bus routes, Make bus services more frequent, Add public cycle parking		Very positive	The clogging up of Oxford with car traffic is a longstanding problem, with major effects on public transport (eg bus and taxi journey times) and through increased pollution, on public health. I welcome this proposal to reduce car traffic. It contains sensible flexibilities eg the 100 permits per year for Oxford residents, which will make it easier to adapt to. I would hope that once bus times have speeded up, and the work at the station is complete,it would be possible to adjust bus routes so there are more which do directly to the station.	Those who are against are likely to be vociferous as is typical with schemes of this sort (eg the extension of London congestion, and vehicle pollution charging which has demonstrably led to public health benefits). The Council should of course listen and take account of all reasonable points made, but should not simply cave in if there is a high volume of objection without good foundation.	See above: adjust bus routes so more go directly to the railway station.
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	No impact	No impact	About right	No	Make buses cheaper for all		Negative	We travel into Oxford to go to church - there would not be enough permits for us to make the number of visits to the city centre that we currently make		
a resident of Oxfordshire living outside Oxford	less than weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Very positive	Very positive	Too high	No	Make bus services more frequent		Negative	It's not fair to have to Pay to come into Oxford when trains are unreliable and parking already expensive		Stop building so many extra buildings so there's more cars and more congestion. You planners are letting every new development happen and it's becoming a no go zone for cars which is ridiculous .... all hospitals in centre and buses just not frequent enough or it's not always accessible to get in a bus after a procedure
an Oxford resident	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Negative	Negative	There should be no charges at all	Yes	Make Park & Ride parking cheaper, Make buses cheaper for all, Add new bus routes		Very negative	The cost to set this up as a temporary thing and the inconvenience will far out weigh its value. Protecting the city centre from traffic is also very different from outer areas like marston ferry road. We should not have to be charged for driving as far out as Marston ferry Road	Unnecessary and not cost effective use of time or resources	Widen roads. Sort the traffic on a40 and a34 so people are encouraged to use those more. Make busses cheaper and allow people to park at the park n rides more than 72 hours
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very positive	Very positive	About right	No	Make buses cheaper for all		Positive	Should reduce car numbers during rush hour	They all should be time dependent. Rush hour only weekdays.	Remove on road parking where bus travel is impacted.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very positive	There should be no charges at all	No	Make Park & Ride parking cheaper, Make buses cheaper for all, Make bus services more frequent		Very negative	Due to travelling to work and dropping off grandchildren off at school it's going to be impossible	This is going to impact greatly on the area I live and make air pollution even worse as roads to JR Hospital will be even more impacted by where I live due to amount of traffic comino of bvpass	Open up LTNS
a resident of Oxfordshire living outside Oxford	daily		I commute to the central permit area by car	Very negative	No impact	There should be no charges at all	No	Other	Frankly I do not understand why the park-and-ride scheme has not gone ahead down the A40 a lot of money was spent on it and now it's been abandoned and he's not happening yet you have let people build houses and businesses at Wolvercote roundabout crazy	Very negative	I take my children to Headington Rye School every day down the Marsden Road people should be able to do that unrestricted they would not be able to get a bus from where we live.	Please stop persecuting drivers individuals should be able to get to wherever they need to be without being constantly charged forcing all the traffic onto the Ring road is not the answer this just clogs up the Ring Road and additionally all these low traffic neighbourhoods are also not good if people have a medical emergency how can an ambulance get to where they need to be, individuals are also taking longer to get to their workplace and this is also having an impact on businesses please listen we don't all want to travel on a bus or a pushbike also restricting residents to only being able to have so many permits a year and then having to pay this is will have an impact on peoples mental health as they will feel like they can't afford to leave the house without having to pay a fee particularly if they are on a low income if things carry on the way that they are doing people will end up not leaving their houses the shops will end up closing because nobody can actually get to them without paying a fee it's not user-friendly I think that it's going to totally ruin Oxford and in the end all the good shops will shut down and we will just have a lot of charity shops, coffee shops and Turkish barbers at the moment Witney has at least four Turkish barbers and I am told that Abingdon has about eight I wish the council would do something about that as we all know why this is happening it's a cover-up for other activities that are unlawful!	It would've been fantastic if the council and the decisionmakers had come together properly to ensure that the park-and-ride scheme at Eynsham was delivered correctly rather than waste £47 million on it only to find that there was no access onto the A40 and so it looks like it's been abandoned however you have let businesses and houses be built at the Wolvercote roundabout which is clogging up the A40 heads should be rolling in my opinion it is disgusting there should be better access down the A40 it should be your two lanes dual carriageway all the way down to the roundabout. You could also look at having an improved car park where the ice rink is frankly parking charges are way too high particularly on Saint Giles for an hour is something like £7.50 basically the council does not want cars but maybe it won't have Oxford if it carries on like this because it will all grind to a halt with nobody leaving their house because they're basically charged and shops going bankrupt because they can't continue as nobody is shopping
a resident of Oxfordshire living outside Oxford	less than weekly		I don't	Neutral	Negative	There should be no charges at all	No	Make Park & Ride parking cheaper, Extend hours of operation for buses		Neutral	Think congestion charge is ok for central Oxford but don't think routes to oxford hospitals should fall under the scheme		Make public transport better. Waited nearly an hour for a park and ride bus after the theatre
an Oxford resident	daily		I commute to the central permit area by car	Neutral	Neutral	There should be no charges at all	No	Other	Open roads to normal traffic, stop LTNs and help businesses recover from years of road restrictions. More charges will only kill more businesses and ruin Oxford center. Allow electric or hybrid vehicles to travel everywhere in Oxford. Build trams	Very negative	Oxford allready has too many no go areas for cars from LTNs and closed streets causing chaos as people lap the city, get stuck in traffic and end up driving much further than is necessary. Businesses are going under and the high street is dying. Cars cannot go anywhere near the covered market as insufficient parking so shopping decreasing. The closure of the Botley Road has had a huge impact. Closing more roads will only increase these problems and having multiple congestion charge areas will just be confusing and cause everyone to end up paying fines when simply trying to make a doctors appt.	Please don't do it.	What about mothers of families, chefs who need to buy groceries or large quantities, friends who ferry others around, workmen who have tools and just the ordinary resident who on occassion needs to use a car to pick up someone from the train station who has luggage or from a bus stop etc. Let's stop pretending that Oxford is ready to be completely car-less. Walking and cycling is already very safe. Make Oxford better, put in more parking spaces so less time is driving around searching for a place to park. Open roads to ease traffic and allow flow. Put parking areas near restaurants to encourage more people to dine out as our restaurants are dying. Allow longer parking times, to discourage people from driving simply to move cars to another carkins spot.
a resident of Oxfordshire living outside Oxford	weekly	Blue badge holders, Frequent hospital patients	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	About right	No	Add new bus routes		Very negative	My concern is attending the hospital regularly, my dentist is in Oxford also. I read I can only name 2 vehicles for a permit. My Father has to take me, I also have to drive myself so that's 2 permits. On occasion my sister , son, daughter and even my friends have had to take me . Given these circumstances they would have to pay which obviously I would have to reimburse them for. This is something I could hardly afford to do. Also in bad weather or times of vehicle breakdown I still need to attend my most necessary appointments.	We are all aware of the pollution that these schemes are trying to negate. However, people with health such as myself are unable to afford a new vehicle, or travel safely on public transport given that I need to sit and can't walk far. Given my blue badge status I can drive to my dentist in central Oxford , or at Christmas get someone to take me to Westgate for my bit of shopping. This will impact I'm sure on our health and make us prisoners in our homes only able to order products by internet (even more congestion on roads) . The university's need to take more responsibility for their staff, some get bus passes but not all, this should be a subsidised facility to all members of staff therefore negotiating a lot of the commuting traffic. The public schools need to stagger their start and finish times on a coordinated strategy therefore the vast majority of teachers and pupils could make less congestion on pick up etc. liaison and communication could bring about change, but just putting more traffic on less roads, or charging people to pay for necessary journeys seems highly futile .	Give central Oxford business a rent rebate or incentive for car sharing or even laying on their own staff transport.
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	No impact	Positive	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Make bus services more frequent, Extend hours of operation for buses		Very negative	It just makes everyone's lives more complicated, no one drives through those areas because they want to, they do it because they have to. It won't reduce traffic, because people still have to get places. The LTNs have had a dreadful negative impact on traffic in Oxford. If there is ever an accident or issue on the roads it is now gridlocked because there is no other way to go. Most people's lives are busy and complicated, things are done out of necessity rather than choice. I work on St Clements and live in Didcot. I have worked there for 20 years. I drive in as I have two children in Primary school in Didcot and elderly parents. If I leave work in a hurry it is due to an emergency and the public transport would not be an option. It has also made the pollution so much worse on st Clements, iffley and cowley Road as now there is always standing traffic.	I know what you are trying to do but this is a terrible idea. You will kill local business on st Clements.	Free buses and free park and ride, remove the LTNs, incentive schemes to use the bus with a loyalty card and rewards at local businesses, stop building houses round the ring road (I assume impact studies are done but being ignored) , better bus services from villages, incentives for car share schemes run by employers, a traffic heat map to help people make different route choices, instead of building houses on every scrap of land use the space to create access roads for residents only, improve pavements for better disabled access. The companies building these huge new developments should be financially responsible for other improvements. Some of the Oxford colleges, not all, are very very wealthy...
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice, Taxis and private hire vehicles	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Negative	Neutral	There should be no charges at all	No	Make bus services more frequent		Negative	The only part of this exercise that really affects me is the Marston Ferry Road. I use it often and do not find it very congested. For those trying to get to the JR it is just one more expense and for those driving to the A40 at Headington it will mean more intense traffic at the Wolvercote and Cutteslowe roundabouts. I see this part of the proposal as in excusable and unnecessary.	Why was Marston Ferry Road selected?	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Negative	There should be no charges at all	No	Make buses cheaper for all, Make buses cheaper for young people		Very negative	Too expensive for low paid workers. Doing school run then going to work not possible from all locations. Scheme will be mid understood. Signage will be poor, eg signage for Windmill School school zone misunderstood by drivers and obscured , producing vast income because of misunderstanding. Temporary will eventually become permanent.	Cycling will not be safer until cyclists obey Highway Code. Remove illegal electric bikes from road. Cyclist travelling on pavements through Headington. Food delivery drivers causing hazards for pedestrians and motorist. Stop illegal scooters. Stop multiple riders on scooters. Do not need more buses High St already has too many buses, multiple buses arrive for same location frequently.	While workers cannot afford housing in Oxford there will not be a reduction in traffic movements. Make buses free for school journeys. £1 bus journey.
a resident of Oxfordshire living outside Oxford	weekly	Business cars used as goods vehicles, Personal cars used as goods vehicles for business purposes	I don't	Very negative	Very negative	There should be no charges at all	No	Other	Hate the idea of this scheme, think it's ridiculous and will hurt the city (just look at parking charges in Woodstock) and is absolutely ridiculous.	Very negative	Ridiculous decision that will hurt Oxford like the parking charges in Woodstock	Stupid.	Reopen the botley road that should have only taken a year which has ended up taking 3. You should be compensating us for that!
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Negative	Negative	About right	Yes	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all		Positive	Anything that reduces the traffic flows into the city would be welcome. However I live near Banbury Road/Woodstock Rd and I am uncertain what impact this will have on traffic flows in those roads, especially during school terms when congestion is terrible at the beginning and end of the school day. However [as a scientist] I am keen to try the experiment, and VERY keen to see more money put into the park and ride services.	I think there should be a higher charge for larger cars, since they take up more room on the roads and generate more pollution, and lower for smaller cars and possibly for EV's. I welcome any attempt to reduce traffic congestion in Oxford, but if this experiment fails to do so then we must not continue with it.	Work with the schools of North Oxford to try and develop alternatives to single pupil car journeys - school buses from park and ride? plus school streets. workplace parking levies Get rid of the Wolfson minibus [22 return journeys/day into central Oxford] Make cycling safer with segregated bike lanes and removal of the illegal high speed motorised e-bikes
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	About right	Yes	Add new bus routes, Make bus services more frequent, Extend hours of operation for buses		Positive	I hope that the charge will reduce car traffic volumes within the city.		
an Oxford resident	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	No impact	No impact	Too high	No	Make Park & Ride parking cheaper, Make buses cheaper for all, Make bus services more frequent		Negative	Giving free passes to people who are rich enough to live in central Oxford while charging people who are less well off and therefore have to live further away in cheaper areas seems very unfair. Besides that, unless it is cheaper to get the bus into the centre I don't see how the charge will make any difference. Buses are now £3 for a single. If you cap buses at £1 you might see a difference. Raising the congestion charge so it is more expensive than the buses would punish the people who can afford it the least. Oxford is already a very divided city with pockets of extreme poverty hidden amongst the wealth. i think introducing the charge without first making the buses cheaper will make this worse		Buses have to be cheaper. This is the main thing.
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Negative	Negative	There should be no charges at all	No	Make Park & Ride parking cheaper, Make buses cheaper for all		Negative	I couldn't afford the charge	All a council money making scheme	

Survey Response													
I am responding to this survey as	How often do you travel in or around Oxford?	Please tick which of the following free permits and passes you think you may be eligible for	Do you live in, visit a resident by car or commute by car to the proposed central Oxford	Central Oxford residents' permitit is proposed that residents in the central Oxford	Central Oxford permit area commuters' permitit is proposed workers commuting	We are proposing a single charge of £5 to allow cars without a day pass or permit	Do you think that charges should vary, with drivers of larger cars paying more and	Income generated by introducing the proposed temporary congestion charge would be used to cover the set-up and operating costs of the scheme.	If other improvement, please state	Taking into account all the information we have provided about the proposal to	Please explain your answer	Do you have any other comments about the proposal for six temporary congestion charge locations in Oxford that you have not already shared in this survey?	Do you have any suggestions for other ways to reduce traffic and tackle congestion in and around Oxford?
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Positive	Negative	About right	No	Make buses cheaper for all, Make bus services more frequent, Add public cycle parking		Positive	I am hoping it will reduce traffic.	I am concerned this, like the fingers, will increase traffic through Old Marston at peak commuter times.	An aerial egg lift linking Thornhill P&R > Osler Road / JR hospital > Town Centre.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Negative	Too low	Yes	Make Park & Ride buses cheaper, Make buses cheaper for all, Make bus services more frequent		Positive	Could go further, eg restricting hours of access for "other" vehicles (delivery etc) to outside normal peak times		Reduce the amount of parking currently available with a aim to discourage driving into the centre
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Positive	Negative	Too low	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Add new bus routes, Make bus services more frequent, Extend hours of operation for buses, Add public cycle parking		Positive		I think 3 cars for commuting is excessive	restrict larger vehicles such as trucks and vans within certain hours - so not during peak schools hours (7:30-9, and 3:30 to 5). This would make cycling with kids safer and more appealing.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	About right	Not sure	Make buses cheaper for all, Add new bus routes, Add public cycle parking		Very positive	Would expect to see fewer cars crossing the city centre, so buses would be faster/more timely and walking/cycling would be safer and more pleasant	Seems like a good way to test out the traffic filter ideas before going into the trial proper	School term times seem to produce the heaviest traffic, finding better ways for children to get to schools (rather than being driven in and out individually) could make a big difference. A shift away from the near-universal 9-5 working hours could also help soread out "rush hours".
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	Yes			Very negative	I'm an NHS manager, working almost 24/7, working every day after job planned hours from hime, additional commuting time will have neoative impact on my service		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	Too low	Yes	Add new bus routes, Make bus services more frequent, Add public cycle parking		Very positive	It is currently quicker to cycle in and around the city than to go by bus. The roads should be clearer for people who *need* to use their cars and permit the free flow of traffic. Buses will be quicker, and therefore more appealing to use, and cycling will be safer.	Owing to the timing of sessions, there needs to be provision for access to the ice rink, whether that is by improving bus services or adjusting the congestion charge for users. Otherwise, training would be affected to such an extent that competitive skaters will need to move to other rinks, such as Swindon, which are further away, which will affect the rink's ability to operate and remain competitive	Look to other medieval cities abroad that have put cycling first and see what measures we can adopt. A good example is Uppsala, in Sweden, which is also a medieval university town and is almost entirely car-free in the centre. Cars should be used for getting out of Oxford, and not necessary for getting into or around Oxford.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	There should be no charges at all	Yes	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Negative	I will have to leave my job at the school where I work part time because the most direct route includes one of the charging zones and going the long way would take too long and will use too much petrol. Going there by bus would take ages as there is not a good direct service available.	They are not a good idea because the rich can afford to pay and will continue congesting the road, but those on lower income will struggle.	Removing the LTNs in East Oxford would be a good start. Have more bus routes that cover the entire city and better connection services to the surrounding villages.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	Too high	No	Make buses cheaper for all		Negative	Push traffic onto already busy alternate routes already impacted by LTNs		Use the river to provide alternative transportation into Oxford
an Oxford resident	daily	Taxis and private hire vehicles	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Make BUSES FREE FOR LOCAL PEOPLE BETWEEN WORKING HOURS AND SEE WHAT IMPACT THAT HAS ON TRAFFIC AND SCHOOL RUNS	Very negative	Will hurt people that come to Oxford to work and who live locally .. turning Oxford into a Prison	All the surrounding roads will be impacted massively, there wasn't a congestion problem before that LTNS went in.. SUMMERTOWN IS THE WORST FOR PEOPLE THAT DON'T LIVE LOCALLY	Free bus passes, council has the ability now to run its own bus services due to changes in the law, also bus ticket prices are extortionate for such small journeys and cause issues financially, Park and Ride should be free and buses to and from them should be one pound no more, if you want people to use Oxford and use it services make it cheaper for them to access them.
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Fix the badly managed roads and roundabouts	Very negative	It's literally a money making scheme. Not everyone falls into the same category of 'they should walk, get a bus or cycle' I now live in Abingdon, but I grew up in Cowley, I work in Cowley, my partner works in Cowley, my daughter goes to nursery in Rose Hill, I still have a lot of friends and family in Cowley that I see regularly, usually after work. You have already made that difficult with LTNs, I have to sit in a lot more traffic now than I ever did before. People will not stop driving! We pay for our cars, our insurance, our tax, and you want to charge us more just for the privilege of driving in our own city! There is no bus route that will allow me to go to drop off my daughter at nursery, go to work, then to pick up my daughter, and then to visit my family! And if there was it would probably double my journey time! I cycle to work when I can, but not if I have to do the nursery run. I have never ever had a problem cycling round Oxford! The majority of families and households rely on these cars to go about their daily business! Stop trying to penalise them!	You never spoke about this pre election as you knew you would struggle to get voted in! You have ruined Cowley with your LTNs already! You as a council are not listening to residents. Just look at the petition with over 10,000 signatures against! Look at the comments! Put your congestion charge in areas where you were voted in! Leave Cowley alone! Majority of residents do not want your greedy schemes! You seem to be targeting the poorer areas! If you really want it, then open up some of the LTNs so that the traffic can flow freely!	Open up the LTNs! Simple!
a resident of Oxfordshire living outside Oxford	less than weekly		I don't	No impact	No impact	Too low	Yes	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make bus services more frequent		No impact	In the very highly unlikely event I wanted to get it into the centre of Oxford (it's dirty, smelly, and gridlocked) from Abingdon (where I live) I would take a bus. Quicker, cheaper, and I do not have to worry about my motorcycle being stolen by the residents next to Pear tree park and ride, who steal catalyst on an hourly basis.	If I lived in Oxford I might be opposed to the idea, but the chances of me moving into Oxford are less than zero. Like i said, it's dirty, smelly, and gridlocked. And the reason I do not want to move there, or go there, are 'too much traffic' and the park and ride car parks are 'park here an have your cat stolen.'	Yes, close all the shops, pubs, restaurants, businesses, cinemas, etc, so no one other than residents has any need to visit. Sarcasm, but it would work,
an Oxford resident	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Neutral	Neutral	Too high	No	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Negative			
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Negative	Too low	No	Make Park & Ride parking cheaper, Add new bus routes, Make bus services more frequent		Positive	Generally, I think the proposed scheme may reduce traffic levels in Oxford, but there are so many exemptions that I expect the real impact will be low.	1) The modelling and impact rport is completely unsuitable for a public consultation. It is densely written using technical jargon and there is not plain-English summary showing the expected net reduction in traffic/delays due to the scheme. 2) No alternative options are considered in the proposals (other than Do Minimum/E3/E5), contrary to best practice, and it's presented as all-or-nothing rather than having a proper impact analysis for each individual charge location. 3) While an initial capital cost is stated, there appears to be no mention of ongoing operating costs. Given the extent and complexity of the exemptions scheme, there must be a need for a substantial team and IT systems to administer them. What will be the service levels, e.g. to deregister one car and register a new one if a resident buys a new car? 4) Are the complex and bespoke IT systems which will be needed to administer the scheme procured, developed, tested and ready for the initial volume of requests that will come when the scheme is launched? If so, who has paid for this to happen before a this public consultation? 5) How will the exemptions be policed? Some can surely only be checked by stopping a car and inspecting it, e.g. whether a private hire vehicle is being used to convey passengers or as a private car. Experience from other schemes (20mph zones, LTN barriers, electric bikes etc) shows that regrettably self-policed rules will be ignored by a substantial minority of our community.	1) Alternative configuration of the Marston Ferry Road/Banbury Road/Moreton Road junction to prevent queueing. Making Moreton Road one-way westbound would stop traffic being blocked from turning right out of Marston Ferry Road towards Summertown. 2) Changing the locations of the inbound bus stops in St Clement's, especially for the Oxford Tube & Airline which often have lengthy stops to unload luggage. 3) Working with the schools to prohibit parents from driving to Magdalen College School, Swan School, Cherwell School & Oxford High. It's noteworthy that there are rarely problems in Marston Ferry Road and fewer at The Plain during school holidays.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make bus services more frequent, Extend hours of operation for buses		Very negative	The congestion in Oxford has been introduced by the county council bringing in LTN's we don't have more cars just less roads to use. You create the problem and then punish drivers. We will have no workers in the hospitals, schools and local services as most of these drive in.	Try listening to the people of Oxford. In my local primary school none of the TA's live in Oxford none of the cleaning staff live in Oxford and only a few teachers live in Oxford. The others all drive in as the buses are too expensive. Bringing in a congestion charge will impact their lives and jobs.	Remove the LTN's like the majority of people in the consultation about the LTN's wanted.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice, 25 day passes for residents in the Oxfordshire permit area, on days of your choice, Frequent hospital patients	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Extend hours of operation for buses		Very negative	Using a car in Oxford is already too restrictive with the LTNs. The introduction of a charge would make using a car even more difficult and expensive	Don't do it	Get rid of the LTNs
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Negative	Neutral	There should be no charges at all	No	Other	Should be no charges	Very negative	Already pay too much to the council Rid	Ridiculous idea. Ring road already congested Get rid of LTNs.	Get rid of LTNs
a resident of Oxfordshire living outside Oxford	less than weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	No impact	No impact	There should be no charges at all	No	Extend hours of operation for buses		Very negative	Whilst the scheme will meet all the objectives listed, it will have many negative aspects as well. I believe it will reduce the number of visitors to Oxford and then annoy some of them which will leave people not thinking good of Oxford. We could end up being called "rip-off Oxford" or "ghost town" if the visitor numbers reduce. We do not come into Oxford to shop or use the cinema anymore, instead going to neighbouring towns/cities. Our only visits are to the the theatre and will often eat in the city first - bringing income into city centre businesses. Due to late finishes, the Park & Ride service is less frequent so we use city centre car parks - generating income for the city. As an Oxfordshire resident, we would be ok with the 25 visits per year, but fear for others that live just over the border and have other cities/towns they can visit instead of Oxford. This scheme will make Oxford unattractive and whilst will reduce congestion will take visitors away from Oxford	More frequent bus services outside the working day pattern
a resident of Oxfordshire living outside Oxford	daily	Blue badge holders	I don't	No impact	No impact	There should be no charges at all	No	Other	Road improvements	No impact	This scheme is a waste of public funds and should not proceed.	I am a Blue Badge holder and will not be affected, However, this scheme should not proceed, as it is a waste of money which could be spent elsewhere	Don't take on badly planned projects like the Botley Road bridge.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make buses cheaper for all, Make bus services more frequent, Extend hours of operation for buses		Very negative	This is an unfair levy. Let's get rid of LTN in order to filter the traffic. The council is greedy. This is another tax on the poor and the old. I am totally against it. It is against individual freedom	There is no charge for North Oxford residents to come to the city centre . Why? This is going to destroy the Oxford business community.	Get rid of LTN. They stop the traffic from filtering and cause congestion and pollution
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	No impact	Very negative	About right	No	Add new bus routes, Make bus services more frequent, Extend hours of operation for buses		Positive	Hopefully it will reduce the number of cars travelling into the city centre and make the buses run better		Add more parking on outside of city that links to bus services, eg at top of Iffley Road and / or Cowley Road Provide more segregated cycle ways like on Donnington bridge
a member of the public living outside Oxfordshire	weekly		I don't	Neutral	Neutral	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make bus services more frequent		Very negative	I work in North Oxford which is out of the central zone. I live in a village on the Bucks border (just 15 miles away) but wouldnt be eligible for an OXfordshire pass. I have to drop children at school too as there is no bus service. I would have to pay this charge via Marston Ferry evere day.	I don't think there should be a permit for commuters travelling into the centre. There are plenty of options to travel via park and ride etc., and if they choose to ignore these and continue to drive, they should pay the congestion charge. With a commuter permit, the current situation won't change.	
an Oxford resident	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Neutral	Neutral	About right	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Add public cycle parking		Positive	It's a proportionate response to a serious problem	Marston Ferry to have an AM restriction only to help reduce traffic am at key times. 3-6pm is too broad.	open the botley road up again so that a key artery is available to take traffic!!
a resident of Oxfordshire living outside Oxford	less than weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice, Blue badge holders, Frequent hospital patients	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	Yes	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all		Negative	All these elaborate and expensive permits, rules, machines, staff and enforcement are a massive waste of everybody's time and money. Simply pedestrianise central Oxford during M-F daytimes, with barriers, car parking on meadows, and automatic number plate recognition cameras, and spend all the money on free accessible buses.	The 'Oxford' area for passes is arbitrary. Cumnor hill is included but not Boars Hill where we live with an OX1 postcode. I appreciate there has to be a boundary but I can't see the logic of this one.	Ban daytime private traffic everything except buses/public service vehicles, light cycles/ebikes and mobility buggies. Widen pavements and cycle lanes, limit carriageways to one way. Have conspicuous police traffic officers and automatic cameras
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	No impact	There should be no charges at all	Yes	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Other	Remove some of the LTN barriers so that cars can leave the bus routes along Iffley and Cowley road without having to wait for buses - allowing more efficient journeys.	Very negative	Living in Oxford is already unaffordable for many. We pay exstortionate rent and council tax, we pay road tax, car insurance typically at higher rates due to a lack of driveways, car permits and additional visitors permits. Owning a car is typically a necessity. If we could cycle or walk particular journeys we would but it isn't always possible - when we have dependents or heavy items to transport, for instance. Paying an additional fee for necessary journeys will only negatively affect those who are already at a disadvantage, and won't solve the root cause of congestion - which is that all cars have been routed onto the same roads as buses. Instead of using monetary punishments for driving, consider giving positive reinforcement/incentives for not driving and research why people are using their cars to make certain journeys. One of the reasons I am often driving my car is to drive out of Oxford towards other towns e.g. Abingdon, where the buses run irregularly and stop very early in the evening - meaning that I cannot get home unless I drive there. Having a congestion charge won't make this process easier - as the issue is still there.	I don't see how these congestion charge locations relate to botley road. They are perhaps more congested as people are having to drive to the ring road, which is the only way to get from east Oxford to botley - how does setting a congestion charge deal with this? This journey (e.g., Marston to Botley) is too far for many people to make on foot - especially if they will be getting shopping or will have children with them. Having children there makes the journey too expensive to make by bus - it would actually be cheaper to pay the congestion charge than get the bus if taking multiple journeys (to the city centre + to Botley + return for both journeys) or if having multiple car occupants - so it isn't even an effective way to deter people from using their cars.	Remove a small proportion of the LTN barriers so that people can more efficiently get from A to B and to stop diverging every vehicle towards The Plain. This is a large cause of congestion around South Park in the evening rush hour. Cars should be able to travel from Headington down Divinity Road to get to Cowley Road, and along another road to reach Iffley Road, without having to go down Hollow Way or towards The Plain roundabout. Perhaps these could be opened just at rush hour to allow traffic to flow more freely through different streets and reduce the number of cars on the main roads where bus routes are located. Provide council-run free minibuses to supermarkets so that people can get there without driving or paying for the bus. Provide free city buses along popular routes (e.g. from each town to the train station) to make getting the bus more attractive.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	No impact	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Add new bus routes, Make bus services more frequent, Other	Remove some of the LTN barriers so that cars can leave the bus routes along Iffley and Cowley road without having to wait for buses - allowing more efficient journeys.	Very negative	Many elderly people I know who can only attend meetings by car at St Ebbe's church on a weekly (or more frequent) basis cannot afford the charge when they run out of free permits.	I think the basic premise of taking money from car drivers coming into our city is very wrong. The crossrirtz of the city and local traders will suffer and the economy will take a downturn.	Do away with LTNs which force more traffic into bus routes.
an Oxford resident	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Other	Don't impose a congestion charge.	Very negative	The congestion in Oxford has been introduced by the county council bringing in LTN's we don't have more cars just less roads to use. You create the problem and then punish drivers. We will have no workers in the hospitals, schools and local services as most of these drive in.	Try listening to the people of Oxford. In my local primary school none of the TA's live in Oxford none of the cleaning staff live in Oxford and only a few teachers live in Oxford. The others all drive in as the buses are too expensive. Bringing in a congestion charge will impact their lives and jobs.	Remove the LTN's like the majority of people in the consultation about the LTN's wanted.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice, 25 day passes for residents in the Oxfordshire permit area, on days of your choice, Frequent hospital patients	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Extend hours of operation for buses		Very negative	Using a car in Oxford is already too restrictive with the LTNs. The introduction of a charge would make using a car even more difficult and expensive	Don't do it	Get rid of the LTNs
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Negative	Neutral	There should be no charges at all	No	Other	Should be no charges	Very negative	Already pay too much to the council Rid	Ridiculous idea. Ring road already congested Get rid of LTNs.	Get rid of LTNs
a resident of Oxfordshire living outside Oxford	less than weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	No impact	No impact	There should be no charges at all	No	Extend hours of operation for buses		Very negative	Whilst the scheme will meet all the objectives listed, it will have many negative aspects as well. I believe it will reduce the number of visitors to Oxford and then annoy some of them which will leave people not thinking good of Oxford. We could end up being called "rip-off Oxford" or "ghost town" if the visitor numbers reduce. We do not come into Oxford to shop or use the cinema anymore, instead going to neighbouring towns/cities. Our only visits are to the the theatre and will often eat in the city first - bringing income into city centre businesses. Due to late finishes, the Park & Ride service is less frequent so we use city centre car parks - generating income for the city. As an Oxfordshire resident, we would be ok with the 25 visits per year, but fear for others that live just over the border and have other cities/towns they can visit instead of Oxford. This scheme will make Oxford unattractive and whilst will reduce congestion will take visitors away from Oxford	More frequent bus services outside the working day pattern
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	No impact	There should be no charges at all	No	Other	Removing the 20mph speed restriction on main through roads	Very negative	This is nothing more than an ideological driven attack on car drivers and does nothing to the quality of air in the areas where cars are allowed to go. In fact with the reduction in accessible routes into Oxford and the reduced speed limits in place, local pollution is higher than average and travel speeds are lower than before these mad ideas were circulated. Strangely enough, it is not possible for visitors to travel into or out of Oxford outside of core hours and unless public transport is integrated so that people such as me can get to work on a bus at 0330 or home again after 0200, then cars will be needed for the foreseeable future. This is madness and nothing but a tax on car drivers!	Don't do it. Nothing will be invested in to any other transport projects as the costs will inevitably be more than the income from the fines.	Make it easier for cars to get around Oxford by removing the restrictions currently in place. Guess what 4 into 1 doesn't go so maintaining traffic levels whilst reducing road arteries was never going to be a good option. Taxing the car driver will lead to less business within the city and to include the Westgate in the purple area is surely a folly that will lead to the centre being closed due to lack of use.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	There should be no charges at all	No	Make buses cheaper for all, Add new bus routes, Extend hours of oseration for buses		No impact	I am less affected if the proposal for the congestion charges on Hollow Way is only for rush hour times.	Even if residents get 100 passes a year, they are still being asked to pay for their travel beyond this limit in their place of residence. This will only push the problem of traffic onto other roads in the city.	Better and safer cycle routes, with space on the roads for cycles to pass parked card safely. Reduce the cost of bus travel, make a dav oass for bus travel in the city affordable.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	All of the offered options are useless and a typically rigged question designed to astroturf fake evidence in support of what you already intend to do.	Very negative	Every measure ever taken by the Council in regards to transport is always and invariably stupid and a waste of public funds. I can only assume that the retrieved Councillors are in corrupt cahoots with the various vendors who line their pockets with backhanders - or, at least, one almost hopes that is the case, for the alternative is purblind stupidity.	Every single measure you introduce is awful. The only rational goal of transport strategy is the highest possible volume of journeys, at the fastest possible speed, at the lowest possible price. Throttling access to public roads - in advance of your next scheme to throttle it further - is typical of your low-growth, poverty-mindset eco-nonsense signalling agenda. Nothing that the council has does for transport in the last 20 years has made even the slightest improvement.	Have you, perhaps, considered instead of passing away a fortune on further fiddish ways of making it impossible to get into the town centre without riding a piss-addled bus, maybe filling in the vast plethora of potholes, trenches and cracks that mar almost all the roads in Oxfordshire? We can even point out that these are especially dangerous for cyclists - a transit group that is no doubt vastly favoured in your 'strategy'. Whilst it's irritating having to replace car shocks every few years due to the third world condition of our roads, it's even more alarming to dodge and weave around potentially lethal holes and gouges in the road surface when ridina a bike.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice, 25 day passes for residents in the Oxfordshire permit area, on days of your choice, Frequent hospital patients	I don't	Negative	Negative	There should be no charges at all	No	Make buses cheaper for all, Make bus services more frequent, Extend hours of operation for buses		Very negative	Congestion has been caused by roads being closed off and LTN's put in place a decision made by the council most of which do not live in Oxford and have to deal with the issues caused		Remove the LTN's
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice, Community health or care workers who need to visit multiple locations or travel urgently	I commute to the central permit area by car	Negative	Negative	Too high	Yes	Make buses cheaper for all, Make buses cheaper for young people, Add new bus routes, Make bus services more frequent		Negative	After paying all the various taxes-income tax, council tax, VAT on each and everything, food, housing/mortgage/rent, bills, education fees, transportation and other expenses, there is nothing left to pay extra taxes/congestion charges etc etc. People should rather not go to work than pay all these. We don't even have proper bus services during rush hours to reach to work on time. How much salary do common people earn? No one thinks about it.	I do not think it is fair to add more charges on top of all that we are already paying, also teachers are frontline workers and they have to go to work everyday. They are paid less but not exempt from these charges or any other taxes	More frequent buses and shorter routes. If we take a bus, a 15min journey takes an hour on bus.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice, Reablstered car clubs	I don't	Very positive	No impact	Too low	Yes	Make buses cheaper for all, Make bus services more frequent, Add public cycle parking		No impact	I will be unaffected by this proposal as I only travel by bike or car club car	More emphasis needs to be made to make the point that this is ultimately about getting people out of their cars, not just redirecting them around different routes	More emphasis needs to be made to make the point that this is ultimately about getting people out of their cars, not just redirecting them around different routes
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Very negative	Negative	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Add public cycle parking		Very negative	Dropping and collecting kids from school Very difficult. Seeing friends or going out for a small shop or coffee highly discouraged.	Waste tax payer's money. Car users already pay extortionate tax for yearly tax disc and high taxes from petrol.	
a resident of Oxfordshire living outside Oxford	daily		I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make Park & Ride parking cheaper, Add new bus routes, Make bus services more frequent		Very negative	I am totally opposed to this	I am totally opposed to this	I suggest if all restrictions were removed, traffic would flow freely again!
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	Too low	Yes	Make buses cheaper for all, Make bus services more frequent, Add public cycle parking		Very positive	hopefully less traffic congestion and pollution	Support fully	Improve the bike lanes. The surfaces of many are very uneven and lead to uncomfortable riding. Increase bike parkino areas in the citv centre.
a resident of Oxfordshire living outside Oxford	less than weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Very negative	Very negative	There should be no charges at all	Not sure	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Extend hours of operation for buses		Negative	The main effect of this will be to push traffic to create congestion in different areas. It will not solve the problems of congestion on the ring road. Solving the ring road would reduce problems in the city. In order to allow shoppers and tourists access, park and ride should be provided free of charge.	While the money raised may be used to improve transport infrastructure, one expects sleight of hand with the budgets first reduced and then the money raised replacing some of the reduction. The costs of running the scheme will initially be greater than income raised, and it is not worth running a temporary scheme until the Botley Road is re-opened - after all the road has been closed for years without a scheme.	Free bus services. Give the public a decent alternative
an Oxford resident	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	No impact	No impact	There should be no charges at all	Yes	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Extend hours of operation for buses		Very negative	I travel out of working hours to central Oxford frequently and at the weekends. This will mean that I will no longer go in to central Oxford. It will further reduce people using shops so will also have a negative impact on the retail industry	Poorly thought out excuse to make more money from residents already paying Oxford council tax	More park and ride options with buses to the science park

Survey Response													
I am responding to this survey as	How often do you travel in or around Oxford?	Please tick which of the following free permits and passes you think you may be eligible for	Do you live in, visit a resident by car or commute by car to the proposed central Oxford	Central Oxford residents' permitit is proposed that residents in the central Oxford	Central Oxford permit area commuters' permitit is proposed workers commuting	We are proposing a single charge of £5 to allow cars without a day pass or permit	Do you think that charges should vary, with drivers of larger cars paying more and	Income generated by introducing the proposed temporary congestion charge would be used to cover the set-up and operating costs of the scheme.	If other improvement, please state	Taking into account all the information we have provided about the proposal to	Please explain your answer	Do you have any other comments about the proposal for six temporary congestion charge locations in Oxford that you have not already shared in this survey?	Do you have any suggestions for other ways to reduce traffic and tackle congestion in and around Oxford?
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Positive	Negative	About right	No	Make buses cheaper for all, Make bus services more frequent, Add public cycle parking		Positive	I am hoping it will reduce traffic.	I am concerned this, like the fingers, will increase traffic through Old Marston at peak commuter times.	An aerial egg lift linking Thornhill P&R > Osler Road / JR hospital > Town Centre.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Negative	Too low	Yes	Make Park & Ride buses cheaper, Make buses cheaper for all, Make bus services more frequent		Positive	Could go further, eg restricting hours of access for "other" vehicles (delivery etc) to outside normal peak times		Reduce the amount of parking currently available with a aim to discourage driving into the centre
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Positive	Negative	Too low	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Add new bus routes, Make bus services more frequent, Extend hours of operation for buses, Add public cycle parking		Positive		I think 3 cars for commuting is excessive	restrict larger vehicles such as trucks and vans within certain hours - so not during peak schools hours (7:30-9, and 3:30 to 5). This would make cycling with kids safer and more appealing.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	About right	Not sure	Make buses cheaper for all, Add new bus routes, Add public cycle parking		Very positive	Would expect to see fewer cars crossing the city centre, so buses would be faster/more timely and walking/cycling would be safer and more pleasant	Seems like a good way to test out the traffic filter ideas before going into the trial proper	School term times seem to produce the heaviest traffic, finding better ways for children to get to schools (rather than being driven in and out individually) could make a big difference. A shift away from the near-universal 9-5 working hours could also help soread out "rush hours".
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	Yes			Very negative	I'm an NHS manager, working almost 24/7, working every day after job planned hours from hime, additional commuting time will have neoative impact on my service		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	Too low	Yes	Add new bus routes, Make bus services more frequent, Add public cycle parking		Very positive	It is currently quicker to cycle in and around the city than to go by bus. The roads should be clearer for people who *need* to use their cars and permit the free flow of traffic. Buses will be quicker, and therefore more appealing to use, and cycling will be safer.	Owing to the timing of sessions, there needs to be provision for access to the ice rink, whether that is by improving bus services or adjusting the congestion charge for users. Otherwise, training would be affected to such an extent that competitive skaters will need to move to other rinks, such as Swindon, which are further away, which will affect the rink's ability to operate and remain competitive.	Look to other medieval cities abroad that have put cycling first and see what measures we can adopt. A good example is Uppsala, in Sweden, which is also a medieval university town and is almost entirely car-free in the centre. Cars should be used for getting out of Oxford, and not necessary for getting into or around Oxford.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	There should be no charges at all	Yes	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Negative	I will have to leave my job at the school where I work part time because the most direct route includes one of the charging zones and going the long way would take too long and will use too much petrol. Going there by bus would take ages as there is not a good direct service available.	They are not a good idea because the rich can afford to pay and will continue congesting the road, but those on lower income will struggle.	Removing the LTNs in East Oxford would be a good start. Have more bus routes that cover the entire city and better connection services to the surrounding villages.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	Too high	No	Make buses cheaper for all		Negative	Push traffic onto already busy alternate routes already impacted by LTNs		Use the river to provide alternative transportation into Oxford
an Oxford resident	daily	Taxis and private hire vehicles	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Make BUSES FREE FOR LOCAL PEOPLE BETWEEN WORKING HOURS AND SEE WHAT IMPACT THAT HAS ON TRAFFIC AND SCHOOL RUNS	Very negative	Will hurt people that come to Oxford to work and who live locally .. turning Oxford into a Prison	All the surrounding roads will be impacted massively, there wasn't a congestion problem before that LTNS went in.. SUMMERTOWN IS THE WORST FOR PEOPLE THAT DON'T LIVE LOCALLY	Free bus passes, council has the ability now to run its own bus services due to changes in the law, also bus ticket prices are extortionate for such small journeys and cause issues financially, Park and Ride should be free and buses to and from them should be one pound no more, if you want people to use Oxford and use it services make it cheaper for them to access them.
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Fix the badly managed roads and roundabouts	Very negative	It's literally a money making scheme. Not everyone falls into the same category of 'they should walk, get a bus or cycle' I now live in Abingdon, but I grew up in Cowley, I work in Cowley, my partner works in Cowley, my daughter goes to nursery in Rose Hill, I still have a lot of friends and family in Cowley that I see regularly, usually after work. You have already made that difficult with LTNs, I have to sit in a lot more traffic now than I ever did before. People will not stop driving! We pay for our cars, our insurance, our tax, and you want to charge us more just for the privilege of driving in our own city! There is no bus route that will allow me to go to drop off my daughter at nursery, go to work, then to pick up my daughter, and then to visit my family! And if there was it would probably double my journey time! I cycle to work when I can, but not if I have to do the nursery run. I have never ever had a problem cycling round Oxford! The majority of families and households rely on three cars to go about their daily business! Stop trying to penalise them!	You never spoke about this pre election as you knew you would struggle to get voted in! You have ruined Cowley with your LTNs already! You as a council are not listening to residents. Just look at the petition with over 10,000 signatures against! Look at the comments! Put your congestion charge in areas where you were voted in! Leave Cowley alone! Majority of residents do not want your greedy schemes! You seem to be targeting the poorer areas! If you really want it, then open up some of the LTNs so that the traffic can flow freely!	Open up the LTNs! Simple!
a resident of Oxfordshire living outside Oxford	less than weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	No impact	No impact	There should be no charges at all	No	Make Park & Ride parking cheaper, Make buses cheaper for all, Make bus services more frequent		Very negative	Your goal is to reduce traffic. Businesses will be adversely impacted as a result, especially retail which is already reeling from the current government's mismanagement of the greater economy and the local government's attack on car usage. No one thinks about the unintended consequences of policy beyond the obvious.	Rather than charging residents of Oxfordshire even more to go about their daily lives, please hold Network Rail to account as they are the cause of the majority of traffic problems due to the closure of Botley Road. This proposal will be a further nail in the coffin for retailers and other businesses in Oxford city centre resulting in job losses, empty shopping parades and soles city centre.	Hold Network Rail to account for the repairs to Botley Road. They could assist by making train fares cheaper into Oxford from nearby towns.
an Oxford resident	weekly	Community health or care workers who need to visit multiple locations or travel urgently	I don't	Neutral	Negative	About right	Yes	Make buses cheaper for all		Neutral			
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make buses cheaper for all, Other	Improve the quality of the roads!	Very negative	Mobility is very important in order to save time, the restrictions would severly affect my mobility and that of my family.		Remove LTN's.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice, Blue badge holders	I don't	Very negative	Very negative	There should be no charges at all	No	Make buses cheaper for all, Make bus services more frequent, Extend hours of operation for buses		Very negative	My husband cannot afford to pay £5 on the 265 days that he will have to pay once his 100 free days run out. He cannot cycle or take public transport. Traffic in Oxford is already a disaster. The LTNs have turned our 10 minute drive to the local hospital into a 1 hour+ drive. Ambulances and fire engines cannot get through. Buses sit in the same queues as cars, churning out pollution. LTNs only work well where there are consistent bus lanes. We're moving out - the city has become a horrible place to live if you can't / don't want to cycle.	Buses cannot run more frequently eg down Headington Hill because they're all sitting in the traffic jams at rush hour caused by the LTNs! I genuinely fear that someone will die because an ambulance can't reach them in time. I know some medics at the JR A&E Dept who fear the same thing.	Free park and ride for visitors to the city. Let the locals drive where they need to drive.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Negative	Negative	Too high	Not sure	Add public cycle parking		Negative		Nonsense. Creating more pollution and longer journeys elsewhere. Busses are already frequent enough. Two people on the bus both ways comes to £10 per day. pass in the car isE5 why would I go on the bus?	There is no traffic on half term . Stop one car per child come to Oxford. Get a pick up school bus from park and ride where parents could drop off/pick up their children without driving into the city. You've created a huge car park in the city center hence that's where all cars are going blocking the roads. Why the car park entry and exit are not from speedwell Street it's long enough along Thames Street for ques before joining traffic at Thames Street. The wav it is now all waiting for car park are blocking the road while ouins to get to the car park.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Negative	About right	Yes	Other	fill potholes and improve dreadful state of road which make cycling difficult & force cyclists into centre of road. More parking for private cycles, better spaced to cope with bikes with carriers/child seats	Negative	I would like, on an occasional basis, to be able to transfer one or more of my day pass (granted to me as Oxford resident) to one or more visitors so that they could drive through the filters using my pass, eg to attend an event with me in the centre of town		By forcing people to drive "the long way round", the system (of congestion charge or filter) does not reduce traffic but merely relocates it - & by extending journeys, fuel consumption is increased and pollution increased even if in different places. As someone who has recently spent 2 years house-hunting in Oxford, the traffic control measures are already adversely affecting the housing market. More and cheaper park & ride locations (not susceptible to flooding), bus services not limited to major routes (eg a small bus serving Iffley village - people aren't always physically able to walk to Iffley Road), better surfaces on roads and cycle paths & more places to secure private bikes, would all seem likely to reduce car traffic, without the negative impact on traffic flow attendant on filters and conxestion charges.
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't			Too high	No	Make Park & Ride parking cheaper, Make buses cheaper for all, Make bus services more frequent		Very negative	Often do weekend activities with my children and park at Westgate. The bus service is not only expensive, also unreliable and infrequent - very inconvenient to move an entire family. This charge would mean more cost just to get to the already ridiculously expensive car park.	People use cars because bus services are bad. The solution is not to make car travel just as bad. The solution is to improve bus services: cost, frequency, and reliability. Using money to make car travel harder instead of using it to make bus travel easier is a bio waste.	Make bus services reliable (no more cancelled journeys), punctual, frequent, and affordable. Only then people will choose to use buses and leave their cars at home.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very positive	Very positive	There should be no charges at all	Yes	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Make buses cheaper for young people, Add new bus routes, Make bus services more frequent, Extend hours of operation for buses		Very negative	We are getting old. We would like our children to be visiting us as often as they or we wish. Congestion charge may impact the number of these visits. We would like to babysit our grandchildren and again this would make it difficult.	The congestion must not apply to carers and close family members even when these people are registered outside Oxfordshire! Other people with no direct relations must be made to pay, for example for leaving A40 ring road, drive through old Marston, use Marston Ferry Road to get to Summertown and city centre. They create the traffic jams on Marston ferry road and locals should not be penalised. Barring cars from city centre should lifted after 5:00pm to allow people to use restaurants, go to theatre, etc. Otherwise the local businesses would suffer immensely further.	The congestion must not apply to carers and close family members and even when these people are registered outside Oxfordshire! Other people with no direct relations must be made to pay, for example for leaving A40 ring road, drive through old Marston, use Marston Ferry Road to get to Summertown and city centre. They create the traffic jams on Marston ferry road and locals should not be penalised. Barring cars from city centre should lifted after 5:00pm to allow people to use restaurants, go to theatre, etc. Otherwise the local businesses would suffer immensely further.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I commute to the central permit area by car	Very positive	Very positive	There should be no charges at all	Yes	Add new bus routes, Make bus services more frequent, Extend hours of operation for buses		Very negative	This charges will completely kill local shops and businesses. Westgate will lose most of their customers. Hight street will die	This proposal should be completely scrapped	Improve ring roads, finish quickly Botley Road project.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	Too low	Yes	Make buses cheaper for all		Very positive	Oxford roads cannot handle individual car traffic. Individual cars and vans should be restricted to the maximum extent possible.	Congestion charge should be permanent, and eventually apply to a broader area.	More bus service. Better and safer take routes . Personal cars and vans should be strictly limited to the disabled, with allowances for business deliveries. There should be fewer residents permits, as residents can use bus and cycles easily. Bus transcort to the hosstals needs to be areatly improved.
a resident of Oxfordshire living outside Oxford	less than weekly	Unpaid carers	I don't	Neutral	Neutral	There should be no charges at all	No	Add new bus routes		Neutral	Will not affect me personally as I avoid Oxford whenever possible! Other people will , yet again, have to pay for something for which they have no choice!	If you must "fine" motorist's for driving into Oxford would it not be fair to enable the vastly expensive Eynsham park & ride facility first? Also to orovide cost fioures for the extra fundina required for this shambles?	See one above!!
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice, Unpaid carers	I don't	Very negative	Very negative	There should be no charges at all	No	Other	Keep Oxford open for car drivers	Very negative	You are killing the city. Business have already left due to your hatred of motorists.		Get the Botley Road open. Install cameras to catch cyclists who blatantly ignore traffic signs and are a menace to pedestrians. Create proper crossings around the station. It is too dangerous at times for pedestrians with taxis and buses refusing to give easy to pedestrians in the shared spaces.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Very negative	No impact	There should be no charges at all	No	Make Park & Ride buses cheaper, Make buses cheaper for all, Make bus services more frequent		Negative	Oxford transport infrastructure is not well set up. Buses are too expensive for families and take too long to get anywhere. They are not frequent enough to meet my needs. I cycle regularly to work and would like to cycle more into the city centre with my family but it is not safe! The cycle paths stop and go through bus stops. You have not provided a good enough infrastructure for local families to be able to cycle in an environmentally friendly and SAFE way.		You need a better cycle system which is safe for adults and young people. Oxford is classed as a cycling city but this is a joke. I do not feel safe cycling with my children. Free bus travel - what are we paying all this council tax for?? Other cities can do this for park and ride. There should be benefits for Oxford residents eg subsidised bus travel. Even travel in London is cheaper.. Too i With these tariffs you are penalising people who are lower earners and favouring those who can afford more expensive options. Do you want local people to go elsewhere? Whv are we penalised for a Botley Road botch iob project?
a resident of Oxfordshire living outside Oxford	weekly		I don't	No impact	No impact	There should be no charges at all	No	Extend hours of operation for buses		Very negative	More wasted time and funds		
an Oxford resident	daily	Community health or care workers who need to visit multiple locations or travel urgently	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	You haven't given the respondent the available answer which should be No charge. Your question is duplicitous	Very negative	Your questionnaire is duplicitous and very clever as you don't want a response you are not looking for	Yes I feel very strongly. Do not impose t	
a business	daily	100 day passes for residents in the Oxford permit area, on days of your choice, Personal cars used as goods vehicles for business purooses	I commute to the central permit area by car	Very negative	Positive	Too high	No	Other	Better road in and around Oxford. Repair of pot holes and re spraying of road lines.	Very negative	I will have to avoid the roads introduced in the scheme as the cost will have a negative impact on my business. Therefore my journeys to my customers will take longer and by consequence IT work less hours and slowly-slowly loose income.		Removal of the LTN'S
a resident of Oxfordshire living outside Oxford	less than weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Very negative	Very negative	There should be no charges at all	Not sure	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Extend hours of operation for buses		Very negative	Will avoid travelling to Oxford for shopping and entertainment in fear of incurring a charge. High Wycombe and Reading offer good alternative shopping and entertainment opporunities		Remove the artificial barriers that have been installed in recent years designed to deliberately hamper the free movement of traffic - no one has benefited, trade has suffered and Oxford City has become a place to avoid. Park and Ride isn't the solution, having recently visited Oxford New Theatre to enjoy a show and using the Redbridge Park and Ride facility, we left the theatre after the show to take the bus back only to find with 100's of people waiting for the last bus with the service finishing soon after the show ended. I can only assume many drivers were left stranded in the centre of the city needing to find alternative transport back to collect their cars. We and our friends were lucky but vowed never again!! Wycombe Swan and Reading Hexagon are equally good venues and have superior transport connections for either car or train.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Negative	Very negative	There should be no charges at all	Not sure	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Very negative	You are simultaneously proposing that residents of Oxford can only move around freely for 100 days per year, but also proposing that out of Town residents who work in the city centre have continuous access? Wow. I suppose this is ad hoc for councillors who have a parking space in the city centre*. Have you counted the exceptions you are proposing? Will you really improving traffic? You'll create problems *for residents* while not improving circulation.	You have to understand that blocking and fining without creating alternate viable solutions Will not solve anything. With a proper ring road (without huge residential areas without services), bus routes that cover large areas and "connect" areas, low bus prices for everybody - then traffic would be solid without blocking people.	See above. Do you know that people that "cannot" cycle 15-20 miles for commuting purposes (every day, earlyfate, with equipment) and are not blue badge holders exist?
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Very positive	Very positive	There should be no charges at all	No	Make buses cheaper for all, Make bus services more frequent, Extend hours of operation for buses		Very negative	It will stop people coming into Oxford for shopping , particularly families as it is too expensive on the bus. It will have a negative impact on people who are working in Oxford, who will have to pay to get into work if they don't work in central Oxford, particularly schools.		There should be more buses on bus routes so people do not need to drive as in the Netherlands. Encourage work places to car share; Reintroduce school buses from outer areas of Oxford; create incentives to use park and ride by offering a free refreshment in coffee shops in Oxford. If public transport is cheap and efficient people will use it. Link up cycle oaths and more secure bike parkina in city centre.
a resident of Oxfordshire living outside Oxford	less than weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	No impact	No impact	There should be no charges at all	No	Add new bus routes, Make bus services more frequent, Extend hours of operation for buses		Very negative		Its a disgusting idea. It disproportionally affects those on lower incomes. Higher income peopl can afford to pay the charge. Typical wacky Andrew Gant plan. Lets hit the motorist and magically everyone will walk or leap on to buses. Get rid of the LTN's - thev cause more concestion than anvthina.	Sack Andrew Gant and get someone who actualy understands traffic and why people use cars. Get rid of the LTN's and some of the more stupid junction designs that just slow traffic down. All Gant wants to do is hit the motorist.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Positive	Negative	There should be no charges at all	No	Make bus services more frequent, Other	More roads in and out of the city	Very negative	It's disappointing that Oxford is once again punishing people because they drive, especially given that trains are so expensive. Policies against drivers are elitist and punish families who have school runs and jobs		Get Botley Road Open! Build more connecting roads in and out of oxford! Invest in making trains affordable. Get the Oxford Cambridge train route sorted.
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't			There should be no charges at all	No	Make Park & Ride parking cheaper, Make buses cheaper for all, Make bus services more frequent		Negative	I am concerned that the Marston Ferry Road location and perhaps other locations will impact on access to hospitals		
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	No impact	No impact	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Add new bus routes		Very negative	I live in a village with limited public transport, the only bus goes down the Botley Road, I can't walk far due to mobility issues but don't qualify for a blue badge. I have to travel into Oxford centre to attend court on behalf of my employer. When the Botley Road is open I can get one bus and travel for 30 minutes to get to the centre. With the closure I now have to drive 20-30 minutes and then got a 20-30 minute bus route paying for petrol, parking and bus travel and running the safety risk of ending up on the bus with persons I've taken to court. Whilst the parking is extortionate at the Westgate, driving is faster, safer and more reliable. Previously we for buses to drive because of the Botley Road closure is farcical.	Why are you wasting more money pretending that you're interested in what the public think. You completely ignored the public views for the LTNs, it is well known that this is just a lockbox exercise	Remove the LTNs, start installing financial penalties for the extended closure of the Botley Road. Stop putting in more restrictions to get around Oxford when just forces vehicles all down the same handful of roads. Admit you made mistakes and start making decisions that actually benefit the people of oxford rather than trying for headlines
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice, Frequent hospital patients	I don't	Very negative	Very negative	There should be no charges at all	No	Other	Don't put these measures in place.	Very negative	It will be extremely difficult to get into Oxford from my home. Not everyone can use public transport. If it is available it can take too long to get to a destination depending on how far from Oxford you live and it is not always reliable. To get to hospital appointments would mean getting at least 2 or 3 different buses there and the same back again which takes a bit of time. People need to be able to get to hospital appointments and back again without a long uncomfortable journey on a bus. Not everyone can ride a bicycle and it is too far to walk into Oxford from home. We won't be able to get in to go to the Theatre without a long trip on a bus and it is not convenient so I fear the theatres will suffer from your plan. Try and think about everyone and not just cyclists who seem to have a problem with anyone driving a car.	It is an extremely bad and thoughtless idea. Why are you trying to spoil Oxford? If you want to shut Oxford off from the rest of the country you are going the right way about it. Oxford is not a very welcome place at the moment anyway, it is full of student accommodation and cafes but it is not a very pleasant place to visit any more, these measures will not improve that, they will make it worse. Please stop pandering to cyclists and others who are anti-car. We are all Oxford residents and deserve to be able to get in and out of Oxford using our own transport. We deserve to be treated better than this. Your map showing all the congestion points is too small to read!! You really need to get this right. I don't think you know what you are doing.	Open up the LTNs as they are causing the congestion. It is no good saying use the ring road as that is constantly full and even then we would not be able to get into Oxford without going through one of your congestion points. Please, please stop prioritising cyclists - they are not the only people in this world and they certainly do not abide by the rules of the road.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice, Community health or care workers who need to visit multiple locations or travel urgently	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Positive	Positive	Too high	No	Other		Negative	There is no guarantee that as a cancer surgeon based at the Churchill hospital that I will be able to travel to my place of work to help patients without incurring a charge. This does not seem right to me.		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	No congestion charge and removal of ALL LN's	Very negative	If you start this congestion charge I want YOU to pay my car Road Tax or get us local commuters a car tax refund.	As above. Cars are here and will not go away. You should remove all LTN's and any proposed cameras to ease Oxfords traffic chaos. I was a car technician and idling cars cause more pollution than a moving car. 100% fact. Just faze out diesel cars and make only hybrid or electric cars available from new. Not suddenly get rid of cars. You are bankrupting businesses and killing Oxfords trade.	As above.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	About right	Yes	Add new bus routes		Positive	When I go into town I will feel safer cycling.	Can't come soon enough.	More buses please.
an Oxford resident	daily	Blue badge holders	I commute to the central permit area by car	Very negative	Negative	There should be no charges at all	No	Make buses cheaper for all, Other	Leave our roads alone	Very negative	You are effecting the people who actually live in oxford lives with your crazy ideas. Why dont you actually listen to the people who live here and what impact you are doing to have on them.		
a resident of Oxfordshire living outside Oxford	daily		I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Add new bus routes, Make bus services more frequent, Extend hours of operation for buses		Very negative	The cost would preclude travel throughput the area.	Another cash grab by the council that will effectively impact those on low incomes trying to get around and earn a living.	A second lane on the A40 from west Oxfordshire to Oxford
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Negative	Negative	There should be no charges at all	No	Make buses cheaper for all, Add new bus routes		Negative	I work in Oxford travelling to and from work will be difficult and expensive with a congestion charge	This is being put in place because the bus gates cnnot go ahead whilst botley road is still shut. The works have taken far lonaer than planned and this is bv no fault of those that live in. or commute to. Oxford so who should thev be penalised	Get rid of the ltn's so that traffic is not restricted to two roads going into Oxford
an Oxford resident	less than weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Neutral	Neutral	About right	No	Add new bus routes, Make bus services more frequent, Extend hours of operation for buses		Neutral			
a resident of Oxfordshire living outside Oxford	daily	100 day passes for residents in the Oxford permit area, on days of your choice, 25 day passes for residents in the Oxfordshire permit area, on days of your choice, Personal cars used as ooods vehicles for business purooses	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make Park & Ride parking cheaper, Make buses cheaper for all, Extend hours of operation for buses		Very negative	Negative impact on people trying to commute to work and purchase items from shops. Things generally very expensive in UK and this will put additional pressure on households. Best looking at improving public transport, routes and hours.	N/A	Invest in tram system like Nottingham.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Negative	No impact	Too high	No	Make buses cheaper for all, Make bus services more frequent, Add public cycle parking		Negative	It will cost me an extra £5 to drive down to the Westgate, on top of the already high Westgate parking charges.	It's preferable to the traffic filters: at least you have the option to pay if you need to. You should keep it instead of switching to the traffic filters.	1) Open up the road again on the corner down from Worcester. Forcing people who want to get to New Road over Hythe Bridge just gets them stuck in traffic, increasing congestion for no reason. 2) Avoid doing roadworks on the road going down to the ice rink while the station mess is ongoing. One thing at a time. Otherwise it creates a perfect storm, like happened in the past year. 3) Avoid doing pointless long-running roadworks on main artery roads like the Woodstock Road. It looked the same after as before, and didn't make things any safer for cyclists, but it did clog up the whole city for months for no reason. Please don't do that sort of thing. 4) Marston Ferry Road and St. Cross Road really don't need bus gates, they're pretty quiet most of the time. I get why you'd want to congestion charge Hythe Bridge, that place is a nightmare, and telling people to use it would definitely cut down the congestion.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I commute to the central permit area by car	Negative	Negative	There should be no charges at all	Yes	Make Park & Ride buses cheaper, Add new bus routes, Make bus services more frequent		Negative	I live in Botley, work in Blackbird Leys and my child goes to nursery in Marston. I cannot use public transport and commute within all three locations and reach work on time, pick/drop my child on time, manage to work full hours and preserve my samity! I need my car and with conxestion charges or filters it will make mv life far more difficult.	Perhaps Oxfordshire county council could learn from the strategies introduced in other cities grappling with congestion. Go and visit Delhi post codes 6 &7.	Remove LTNs, make those roads one way. Improve buses and make it more efficient first, traffic will reduce automatically. Look at the example of Zurich.
a resident of Oxfordshire living outside Oxford	less than weekly		I don't	No impact	No impact	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all		Very negative	I visit for shops, eating out, museums and entertainment. I don't want to pay more for the inconvenience of the park & ride than it does to park at Westgate. If I can't drive to Westgate without the congestion charge then I will simply stop visiting Oxford and go to more convenient retail parks with free parking.	There should be a free route to get to Westgate otherwise you are going to harm a lot of retailers there.	Fine Network Rail for keeping Botley Road shut, increasing every month until they reopen the road. Use that money to pay for transport upgrades instead. Make park & ride parking free to encourage more drivers to use it. Reduce congestion on the A34. Even when it's fully congested around Oxford, it's still the quickest route as there's no B roads around it for local traffic.
an Oxford resident	daily		I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all		Make buses cheaper for all		Very negative	I live right next to the ring road which is already much busier, noisy and high pollution dirt and grime on my windows and in my house is black. Since the ltns have been installed also cracks have appeared on my walls and I have lived in my house for 30 years. My health and sleep have been effected due to the pollution and noise already. This will be worse with more traffic on the ring road.	This will kill oxford it will stop visitors and the business will suffer the only people who will gain is the bus companies	The only way to reduce congestion is to remove the ltns and let the traffic run free as it use to there was less congestion then. The only people complaining is the bus companies.
a resident of Oxfordshire living outside Oxford	daily		I don't	Neutral	Neutral	About right	Yes	Add new bus routes, Make bus services more frequent		Positive	It should reduce congestion and so speed buses	The hours of charge for Marston Ferry Road, ending at 9am and starting again at 3pm, make sense. I would object to charging between 9am and 3pm	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I commute to the central permit area by car	Very positive	Very positive	There should be no charges at all	No	Make Park & Ride parking cheaper, Make buses cheaper for all, Make bus services more frequent		Very negative	With cost of living increasing faster than wages you are proposing to add more financial pressure on people. People who have already invested in electric vehicles are being charged when in other cities with charges are exceptional exempt. You are also forcing more people to use the ring road, Banbury road and Wolvercote Road, which are already heavily congested at peak hours.		Make buses more pleasant to travel in hot and cold weather.
an Oxford resident	daily					There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all		Negative	Just means we'll just shop in towns outside oxford.	Won't make much difference to congestion.	Open side streets

Survey Response													
I am responding to this survey as	How often do you travel in or around Oxford?	Please tick which of the following free permits and passes you think you may be eligible for	Do you live in, visit a resident by car or commute by car to the proposed central Oxford	Central Oxford residents' permitit is proposed that residents in the central Oxford	Central Oxford permit area commuters' permitit is proposed workers commuting	We are proposing a single charge of £5 to allow cars without a day pass or permit	Do you think that charges should vary, with drivers of larger cars paying more and	Income generated by introducing the proposed temporary congestion charge would be used to cover the set-up and operating costs of the scheme.	If other improvement, please state	Taking into account all the information we have provided about the proposal to	Please explain your answer	Do you have any other comments about the proposal for six temporary congestion charge locations in Oxford that you have not already shared in this survey?	Do you have any suggestions for other ways to reduce traffic and tackle congestion in and around Oxford?
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Positive	Negative	About right	No	Make buses cheaper for all, Make bus services more frequent, Add public cycle parking		Positive	I am hoping it will reduce traffic.	I am concerned this, like the fingers, will increase traffic through Old Marston at peak commuter times.	An aerial egg lift linking Thornhill P&R > Osler Road / JR hospital > Town Centre.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Negative	Too low	Yes	Make Park & Ride buses cheaper, Make buses cheaper for all, Make bus services more frequent		Positive	Could go further, eg restricting hours of access for "other" vehicles (delivery etc) to outside normal peak times		Reduce the amount of parking currently available with a aim to discourage driving into the centre
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Positive	Negative	Too low	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Add new bus routes, Make bus services more frequent, Extend hours of operation for buses, Add public cycle parking		Positive		I think 3 cars for commuting is excessive	restrict larger vehicles such as trucks and vans within certain hours - so not during peak schools hours (7:30-9, and 3:30 to 5). This would make cycling with kids safer and more appealing.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	About right	Not sure	Make buses cheaper for all, Add new bus routes, Add public cycle parking		Very positive	Would expect to see fewer cars crossing the city centre, so buses would be faster/more timely and walking/cycling would be safer and more pleasant		School term times seem to produce the heaviest traffic, finding better ways for children to get to schools (rather than being driven in and out individually) could make a big difference. A shift away from the near-universal 9-5 working hours could also help soread out "rush hours".
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	Yes			Very negative	I'm an NHS manager, working almost 24/7, working every day after job planned hours from hime, additional commuting time will have neoative imoact on my service		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	Too low	Yes	Add new bus routes, Make bus services more frequent, Add public cycle parking		Very positive	It is currently quicker to cycle in and around the city than to go by bus. The roads should be clearer for people who *need* to use their cars and permit the free flow of traffic. Buses will be quicker, and therefore more appealing to use, and cycling will be safer.	Owing to the timing of sessions, there needs to be provision for access to the ice rink, whether that is by improving bus services or adjusting the congestion charge for users. Otherwise, training would be affected to such an extent that competitive skaters will need to move to other rinks, such as Swindon, which are further away, which will affect the rink's ability to operate and remain competitive	Look to other medieval cities abroad that have put cycling first and see what measures we can adopt. A good example is Uppsala, in Sweden, which is also a medieval university town and is almost entirely car-free in the centre. Cars should be used for getting out of Oxford, and not necessary for getting into or around Oxford.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	There should be no charges at all	Yes	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Negative	I will have to leave my job at the school where I work part time because the most direct route includes one of the charging zones and going the long way would take too long and will use too much petrol. Going there by bus would take ages as there is not a good direct service available.	They are not a good idea because the rich can afford to pay and will continue congesting the road, but those on lower income will struggle.	Removing the LTNs in East Oxford would be a good start. Have more bus routes that cover the entire city and better connection services to the surrounding villages.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	Too high	No	Make buses cheaper for all		Negative	Push traffic onto already busy alternate routes already impacted by LTNs		Use the river to provide alternative transportation into Oxford
an Oxford resident	daily	Taxis and private hire vehicles	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Make BUSES FREE FOR LOCAL PEOPLE BETWEEN WORKING HOURS AND SEE WHAT IMPACT THAT HAS ON TRAFFIC AND SCHOOL RUNS	Very negative	Will hurt people that come to Oxford to work and who live locally .. turning Oxford into a Prison	All the surrounding roads will be impacted massively, there wasn't a congestion problem before that LTNS went in.. SUMMERTOWN IS THE WORST FOR PEOPLE THAT DON'T LIVE LOCALLY	Free bus passes, council has the ability now to run its own bus services due to changes in the law, also bus ticket prices are extortionate for such small journeys and cause issues financially, Park and Ride should be free and buses to and from them should be one pound no more, if you want people to use Oxford and use it services make it cheaper for them to access them.
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Fix the badly managed roads and roundabouts	Very negative	It's literally a money making scheme. Not everyone falls into the same category of 'they should walk, get a bus or cycle' I now live in Abingdon, but I grew up in Cowley, I work in Cowley, my partner works in Cowley, my daughter goes to nursery in Rose Hill, I still have a lot of friends and family in Cowley that I see regularly, usually after work. You have already made that difficult with LTNs, I have to sit in a lot more traffic now than I ever did before. People will not stop driving! We pay for our cars, our insurance, our tax, and you want to charge us more just for the privilege of driving in our own city! There is no bus route that will allow me to go to drop off my daughter at nursery, go to work, then to pick up my daughter, and then to visit my family! And if there was it would probably double my journey time! I cycle to work when I can, but not if I have to do the nursery run. I have never ever had a problem cycling round Oxford! The majority of families and households rely on there cars to go about their daily business! Stop trying to penalise them!	You never spoke about this pre election as you knew you would struggle to get voted in! You have ruined Cowley with your LTNs already! You as a council are not listening to residents. Just look at the petition with over 10,000 signatures against! Look at the comments! Put your congestion charge in areas where you were voted in! Leave Cowley alone! Majority of residents do not want your greedy schemes! You seem to be targeting the poorer areas! If you really want it, then open up some of the LTNs so that the traffic can flow freely!	Open up the LTNs! Simple!
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Very negative	Very negative	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Add new bus routes, Make bus services more frequent, Extend hours of coeration for buses		Very negative	We will stop coming in to Oxford to shop or to bring family visitors from the UK and overseas to see the history of Oxford; I.e. the museums and colleges of The University	It will stop visitors coming into Oxford and retailers will move out of the town as they are doing already with the City and County' policies of wanting to keep cars out of the city. The problems of getting into Oxford have already been exacerbated by the closure for a very long time of the Botley Road access.	Better and more city centre car parks to allow visitors and shoppers proper access.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Negative	Very negative	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all		Negative	It's too complex. People in the central area should not have to account for what they use their cars for. That is state interference to an unacceptable level. People live there, that is the end of it.	People living within the ring road should not be restricted as this is their city. People commuting into Oxford to work, apart from medical staff, should all pay to come into the ring road but park and ride should entitle them to a free bus ticket or a large discount for the inconvenience of taking a bus. Parkins at Westgate should automatically cancel the consestion charge.	Trams on the ring road like in Vienna, stopping at the Park and Rides.
a resident of Oxfordshire living outside Oxford	less than weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Very negative	Very positive	There should be no charges at all	Not sure	Make Park & Ride parking cheaper, Make buses cheaper for all, Make bus services more frequent		Very negative	It will put me off visiting Oxford to shop or for leisure activities	I used to use park and ride but the last 2 times have been unable to get a bus back so have had to walk as buses were suseended so really out off park and ride	Pushing all traffic out of the centre is going to make the periphery more congested
a resident of Oxfordshire living outside Oxford	daily		I commute to the central permit area by car	Positive	No impact	There should be no charges at all	Yes	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all		Very negative	I work for a business which has no workplace parking and workers park in regular council-run car parks (or Westgate). Public transport is not an option for these workers as they often have to go and make sites visits away from the office - for which they have to drive. Adding £5 per day to the already expensive parking, even temporarily, feels unfair. There should be scope to allow commuters who have to park in public car parks to benefit from the exemption.	I'm trying to encourage the use of public transport, I note that to access the car park at the station a car driver will have to pass through the charge zone. Clearly some people who drive to the station do so out of need; eg Oxfordshire residents who cannot use public transport to get to the station. Adding extra costs might discourage train travel	The LTNs, whilst creating cleaner air zones have created most of the congestion in and around Oxford. They have also increased emissions on roads not subject to LTNs. A longer-term unbiased survey and extensive independent modelling should be considered to consider their effectiveness. Pricing car users out is not a solution to the problem.
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Positive	Positive	About right	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Add new bus routes		Negative	I commute into Oxford each day by car and don't know if this will be possible without paying the congestion charge	I would not make any changes until the Botley Rd is open again.	
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Neutral	Negative	Too low	Yes	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Add new bus routes, Add public cycle parking		Positive	There are too many cars in central Oxford and I am pleased that something is being done to address this. I suspect the new measures won't be enough but it's a good start.		Improve cycling infrastructure on the arterial roads and junctions. Work with the independent schools because as far as I can tell, most of the morning traffic in North Oxford is caused by parents travelling from outside Oxford into Summer town.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Positive	Negative	Too low	Yes	Make Park & Ride buses cheaper, Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Very positive	We need to do something, and this is a start. It's way too cheap, with far too many exemptions - but at least it will starts to rebalance our city.	I support at least doing something to reduce traffic and encourage active travel and public transport. Congestion charge seems inferior to traffic filters as it is even smaller disincentive to drive, but it's something!	Need far better cycling infrastructure - proper segregated cycle lanes at least on all main arterial routes, and then people will feel safe to switch from cars to bikes. Build it and they will come! Also more LTNs such as in Headington will reduce traffic in residential areas - but must be combined with action to also reduce traffic on boundary roads.
an Oxford resident	daily		I don't	Very negative	Very negative	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Other	Fix the botley rd railway bridge!!!	Very negative			
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very positive	Neutral	About right	Yes	Make buses cheaper for all		Very positive	I live in the traffic permit area and would welcome a scheme which discourages driving there.	They are well situated.	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Positive	Neutral	About right	Yes	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Positive	Anything to reduce congestion at peak hours would be good for central Oxford. However, we would ask that enough permits should be available for homes within the central area to be able to give to occasional workers who need access to homes to service croperties.	Overall, we would much prefer some workable and severe restriction on the use of cars by school pupil's parents to deliver offspring to the schools in north Oxford. The congestion problem evaporates reliably when the private school holidays begin each vacation!	As above ... please do something to limit the school drop-off problem, and not punish the rest of the Oxford community with restrictions that frequently make the life of those working on construction, service, maintenance and so forth who otherwise get clobbered by the restricted traffic flows.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Very positive	Very negative	About right	Yes	Make Park & Ride parking cheaper, Make buses cheaper for all, Add public cycle parking		Very positive	Reducing congestion should mean faster buses. If bus travel can also be subsidised from revenue from the scheme, there should be a positive shift away from car dependence.		
an Oxford resident	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very positive	Very negative	Too low	Yes	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper		Very positive	It is in essence a less punitive version of the traffic filter. We need to reduce traffic through Oxford.	If the charge applies it should also cover Iffley and Cowley road. As well as other roads in and out of the city (Banbury, Woodstock, Abingdon, Botley). Traffic filters are stopping through traffic, congestion charge makes you think.	Create a congestion charge zone, not just points. Expand the zero emissions zone.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	There should be no charges at all	Not sure	Make buses cheaper for all		Very negative	It will destroy the livelihood of countless shop owners, make it harder of working parents with children and mean that the ringroad becomes a car park because nothing will move on it. E-scooters & e-bikes will multiply with unregistered users increasing risk to pedestrians because they have no knowledge or respect for the Highway Code.	Check how many of the counsellors live in areas where they would be directly affected by this. Bet they all hand themselves fee passes because they have to go to the town hall once a month.	Open more roads to allow natural flow. Show more consideration for those without the mobility to walk or cycle but don't reach the strict criteria for blue badges. And also have child care responsibilities who haven't got time for the extra 15 min walk each end of a bus journey & all the stops the bus makes means it takes 45min to do a journey that takes 15min in the car.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	Too low	Yes	Make buses cheaper for all, Make bus services more frequent, Add public cycle parking		Very positive	I'm very supportive of the proposal. It should reduce traffic for the rare occasion that I have to use my car to travel in the city.	I have children that attend a nursery within the central Oxford permit area, so I travel into this area almost every weekday (but do not live or work there). 99% of the time I do this using a bicycle with a child seat, so the 100 passes I would receive as an Oxford resident would cover the rare occasion I have to use the car for the nursery drop off / pick up. However it's not inconceivable that something could happen that meant we could not cycle (e.g. injury or pregnancy) and had to use the car to do this daily nursery trip. I wonder if a simple solution would be to expand the central Oxford permit area to include not just residents and commuters, but also parents with children at nursery's in the central Oxford permit area? Note, an argument could be made that this is different to school age children because a toddler cannot transport themselves.	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Very positive	Very positive	About right	Yes	Make buses cheaper for all, Make buses cheaper for young people, Add public cycle parking		Very positive	It will hopefully reduce cars on the road which will make it safer for cyclists, therefore increasing the number of cyclists and people. Add public cycle parking	Ensure that robust quantitative and qualitative monitoring of the scheme takes place and that results are widely published	Safer cycling lanes. If Albania can pay for segregated cycling lanes (as enjoyed on a recent holiday there) then so can Oxford!
a resident of Oxfordshire living outside Oxford	less than weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	No impact	No impact	About right	Yes	Make buses cheaper for all, Add new bus routes, Add public cycle parking		No impact	I very rarely travel through any of the points by car, and would always opt to travel into central Oxford by bus , if at all practical.	I think anything that reduces congestion in Oxford is a good idea and the introduction of a limited number of free passes makes sense. as does the abilty for those living in the area to have free permits.	
a resident of Oxfordshire living outside Oxford	daily	Unpaid carers	I don't	Very negative	Very negative	There should be no charges at all	Not sure	Make Park & Ride parking cheaper, Add new bus routes, Make bus services more frequent		Very negative	It will cause more congestion and chaos for the already busy Oxford central area. I cannot see any positive effect this will bring.		Make the roads wider with more car lanes.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	About right	No	Make buses cheaper for all, Add new bus routes, Add public cycle parking		Positive	My family (including two young children) use bikes as our main mode of transport, followed by buses. A reduction in car traffic would make cycling safer, and buses quicker.	I would be in favour of introducing congestion charge locations on the Banbury and Woodstock roads. The Woodstock road in particular is very busy with car traffic at rush hour and school drop-off and pick-up, with often only one or two occupants in each vehicle. This generated substantial traffic and pollution and means buses can often be very slow at these times.	As above regarding additional congestion charge locations. The bus is also incredibly expensive for a family of 4 so a reduction in bus fares would also help.
an Oxford resident	daily		I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Stop this ridiculous idea	Very negative	In case you have not noticed, the biggest employer of the county and the one of the biggest England Hospitals is localised in central of Oxford. You will force the staff to leave, which will result in a even more short staffed healthcare force. Which people are you referring on improving health and wellbeing, definitely not the people that work	This will just make traffic worst!	Closing st clements will make all traffic go through the same roads, making traffic even worst.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice, Blue badge holders	I don't	Very positive	Very positive	About right	Yes	Make buses cheaper for all, Make buses cheaper for young people, Add new bus routes		Very positive	I lived in London for many years and it was very successful. The congestion in Oxford is dreadful and it would be wonderful if this could be improved. I do think massive improvements and reduction in the price of buses is the only way to get people out of cars. Good luck! Be brave!		Take the bus service back under local authority control and make them free. Council Tax reductions for people who don't have cars. 20 mph an hour speed limit for the City and surrounding areas. Build the Botley/Eynsham cycle path so that the road is safe for cyclists
a resident of Oxfordshire living outside Oxford	less than weekly	Frequent hospital patients	I don't	Negative	Negative	Too high	No	Make bus services more frequent		Negative	As a hospital cancer patient, I am very concerned about these proposals. It's already difficult travelling when I'm unwell, and parking is a nightmare. I find it very stressful. In October I'm starting a course of radiotherapy, that will involve travelling to the hospital 5 days a week for a number of weeks. That in itself is stressful enough, but the thought of the journey getting more difficult and potentially expensive because of the number of hospital visits makes it much worse. Please grant an exception for people in my situation.		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Negative	Negative	There should be no charges at all	No	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Very negative	Operating hours of charges are disproportionate. They should operate at peak hours during the week only and not at weekends		Restrict traffic dropping children off at private schools. The reduction in traffic is very noticeable when they are on holiday
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I commute to the central permit area by car	No impact	Very positive	There should be no charges at all	No	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Positive	I am a teacher and I drive to work with my laptop, work etc I will leave next year because of the scheme because of the cost and traffic. Many others are saying the same. We are already struggling to recruit teachers.	This proposal on top of LTNs is terrible news for Oxford people. Traffic is already terrible in the mornings and the cost of living is high. People cannot afford to congestion charge. The seems to be no realistic viewpoint from the Council on the impact on teachers, parents and students trying to 3 to school.	Put in trams!
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	No impact	No impact	About right	Yes	Make buses cheaper for all, Make bus services more frequent, Add public cycle parking		Very positive	80% of all my journeys in Oxford are by bike. Improving the condition of bike lanes, adding additional safe cycle routes, and widespread use of LTNs and 20 mph limits would make a huge difference to my safety and convenience of travel.	Please implement the scheme as soon as possible. I am fed up with both waiting for the traffic filters and an environment totally dominated by the car. In the villages, the car rules; in the city, the car should be the transport choice of last resort. In addition, please add more cycle parking and actively target cycle thieves!!	In my family, we all liked the idea of the pick-me-up bus service, although primarily, it was my children who used the service.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice, Blue badge holders, Disability benefit claimants, Disabled tax cars, School students with special educational needs, Unpaid carers, Community health or care workers who need to visit multiple locations or travel urgently, Frequent hospital patients, Emergency service vehicles, Firefighters, Taxis and private hire vehicles	I commute to the central permit area by car	Neutral	Neutral	There should be no charges at all	Not sure	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all		Very negative	It will affect my route of daily shopping	Delete Hollow way congestion charge. It is not congest at all	Free bus with frequent service
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very positive	Very positive	There should be no charges at all	Not sure	Make buses cheaper for all		Very negative	Oxford is not London, There is no tube network. You are doing your best to drive people out of the city. Thankfully I do live close to the ring road so will just drive to a more convenient town. Incidentally I do cycle to work but thanks to your LTNs forcing traffic by me i now need an inhaler. This consultation is useless. You don't listen to east Oxford residents and will drive this scheme through, regardless of the opinions as legally you just need to "consult" and don't have to listen. I also think your questions are designed to be confusing. Why not just start with a simple one on do you support this scheme, rather than talkino about oasses and money soending first.	You are wrecking this city and putting this in makes me less likely to spend my money inside Oxford and if more people feel similar this harms businesses	Why not put more effort into the cowley branch line to give more of a carrot than stick. I have heard rumours Andrew Gants wife has shares in the escooters. Not sure if this is true but if so surely this is a conflict of interest
a resident of Oxfordshire living outside Oxford	less than weekly	Blue badge holders, Frequent hospital patients	I don't	Positive	Very positive	There should be no charges at all	No	Make bus services more frequent, Extend hours of operation for buses, Other	Free parking for hospital patients/ visitors	Very negative	You will kill your city if people need to pay to enter. Anyone local to Oxford will go elsewhere	You have entirely broken the already bad Oxford traffic with your changes. The city will die, nobody but tourists will visit, the shops will be closing one after the other. An absolute farce	Remove the restrictions, LTN etc that have seriously reduced traffic flow in Oxford ,causing awful traffic, queues, increasing pollution, making it less safe for cyclists. By shoehorning all traffic into one or two route, you are solely responsible for causing the problem
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Very negative	Very negative	There should be no charges at all	No	Other	Sorting potholes and the state of Oxford roads they are a disgrace	Very negative	Making travel to see and look after grand children and family a journey that doubles in mileage. Taking more time and car fumes double	It's been proved the LTNS DON'T WORK. It's taken me some days over 2 hours to travel from summer town to Cowley. I could drive to Manchester in that time nearly. Just don't do it it will destroy more Oxford business. Being a self employed builder travelling to pick up materials has doubled in time so unfortunately clients are having to pay more because Andrew Gant is a clueless idiot.	Remove the LTNs No bus gates. We pay enough to drive so we should be free to use the roads as we need to
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make buses cheaper for all, Add new bus routes, Extend hours of operation for buses		Very negative	I work as a teacher im a congestion charge area and I juggle a school and nursery run for my own two children. Sometime it is simply not feasible to cycle around Oxford due to time constraints, life schedules, weather, children being too small to safely cycle, health, transporting books or other necessary work resources - all kinds of factors. It will massively impact my commute, my school runs and will possibly force me to leave my job based on the location of the implied congestion charge. I	LTNs, bus gates and now congestion charges- it's too much. We are quickly being pushed out of our city based on inconvenience. My partner and I both cycle and agree that it is a brilliant thing to do when possible - but it isn't always possible. Young families often need a car. People expect traffic in a city, that's part of city life. I think these are ridiculously extreme measures.	Re-open LTN routes so cars can travel on more roads.
an Oxford resident	daily	Blue badge holders	I commute to the central permit area by car	Very negative	Negative	There should be no charges at all	No	Make buses cheaper for all		Very negative	I do not agree with a charge that will only affect people who don't have money like the ZEZ. if you have money the city is open for you. Besides why not take LTN which has made a mess of the city and introduce a low emission zone , all better ways to improve traffic. this is why labour lost the council	You need to assess if your measures will affect more the people with lower incomes before trying to implement them. There are better ways to reduce traffic , better and more buses, reduce price of tickits, increase price of parking in the city	read above. Accept that LTNs were a terrible idea - if the government does U turns why can't the council do them? Accept that LTNs increased traffic, not reduce it. Reduction in polution can not be assessed because you are measuring the period when buses became eletric so t is inevitable solution would be reduced last from the bus conversion
a resident of Oxfordshire living outside Oxford	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Very negative	No impact	There should be no charges at all	Not sure	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Make buses cheaper for young people, Add public cycle parking, Other	Ban the St Giles coach park and Beaumont street coach park - I have counted 12 coaches often with engines running on any one day - major cause of pollution. Coaches should stop off only and park out of the city centre	Very negative	I am a cyclist but not everyone is able yo cycle and compared with other cities e.g.Cambridge Brighton London , thr cycle tracks in Oxford are rubbish- poorly maintained surface, not linked , brambles nettles etc (ruined a jacket a few months ago) The only good and safe cycle route in Oxford is yhe Marston Ferry Road and surprise, surprise - this is one of the proposed traffic permit toutes	How much will petrol/diesel coaches have to pay- £500 a permit plus the same for parking - blocking cycle routes and putting pedestrians and cyclists lives in danger. Oxford is the only city I have visited where a beautiful street full of ancient buildings is a coach park	1. As already stated - coaches stop off only 2. Pedestrian areas should be that - buses are not pedestrians so all local buses should follow the route of the Oxford Tube and should be banned from pedestrian areas. Electric cars should be allowed - shouldn't need permits 3. The Marston Ferry road is a ring road. Closing it will only push cars onto the ring road or through villages like Woodeaton, Elsfirld and Islip
an Oxford resident	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	No impact	Positive	There should be no charges at all	No	Other		Very negative			
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Very negative	Very negative	There should be no charges at all	No	Make Park & Ride buses cheaper, Make buses cheaper for all		Very negative	Ridiculous that you think it is okay to dictate when and where we can drive on the roads that we pay for. I work on the road of a proposed ridiculous filter and will have to add 15 minutes to my journey to go around. How is that helping the world?	That it should never go ahead.	Yes, open LTNs.
a member of the public living outside Oxfordshire	less than weekly	Blue badge holders, Disability benefit claimants, Disabled tax cars, Frequent hospital patients	I don't	Very negative	No impact	There should be no charges at all	Not sure			Negative	As an occasional hospital visitor and as a Blue Badge holder it would have a negative impact on my well being.	Will it have any benefits? I don't think so except income generating.	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very positive	Very positive	About right	Yes	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Add public cycle parking		Very positive	We need to reduce the number of cars in oxford to reduce congestion, help bus and cycle travel, reduce pollution and increase safety		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	There should be no charges at all	No	Make buses cheaper for all, Make buses cheaper for young people		Very negative	It's yet another restriction on how and how often you can travel around the city. The LTNs have made the traffic issues in east Oxford unbearable, most car users only drive in these areas out of necessity already. It's unclear why the charge would make a difference. Should we all buy vans?		Remove LTNs or allow traffic through certain roads between Iffley, cowley and headington side of east Oxford at peak rush hours.
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Extend hours of operation for buses		Very negative	I work for the police and it is already a nightmare to park in Oxford. I am also a resident near to Wantage. Oxford is the nearest city and these charges would make visiting the city in my time outside of work even harder than it is now. It is already ridiculously expensive to do so and Oxford's car parking charges are some of the most expensive I have seen. Not all people who live outside of Oxford city centre have a good and reliable bus service. You are doing the knees of those who live locally in rural locations. Shame on you.	Awful idea. Some people have to drive in to Oxford City. This just seems completely money grabbing. How about you introduce a tourist tax instead of punishing local residents.	Introduce a tourist tax for hotels instead. So much traffic is caused by those visiting. Also, arpply more pressure to get the Botley Road reopened
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	No impact	No impact	There should be no charges at all	Not sure	Make Park & Ride parking cheaper, Make buses cheaper for all, Add new bus routes		Very negative	On behalf of numerous friends working in the public sector who commute into work via one of the congestion charge locations, this would be enormously detrimental. Their salary is not high enough to afford living in Oxford, and for many their workplaces are not via a Park & Ride route. This would either add multiple bus journeys and huge amounts of time onto their commute, or force them pay to do vital jobs (e.g. Teaching) that serve the local community. Several are considering quitting due to the proposed changes. I see the benefits of this scheme for some, but the knock on effect on others such as those I've mentioned will be enormous and has not been properly thought through.	For this to work, there need to be more bus services going 'horizontally' so to speak between the different communities within the ring road. It's all well and good having routes into the city centre, but making people get buses in and out again to another Oxford location, or wait ages for buses then that take you all round the houses, just isn't acceptable. I'm all for cycling, but I can think of so many people for whom it's not an option. This will severely impact them in a negative way.	When the LTNs were introduced, my wife's commute on a Friday afternoon went from approximately 15 mins to 1 hour... I'm sure this isn't going to happen, but this suggests to me that if tackling congestion is the goal then opening up other roads for cars to use would reduce the crazily heavy traffic on the main roads. That aside, cheaper bus travel. Once a week my wife & I travel into the city centre with our children. After a bike accident my wife is not confident cycling with our children, so we used to take the bus. But it's now significantly cheaper for us to drive and park in the Westgate so we have been out off bus travel.
a resident of Oxfordshire living outside Oxford	less than weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Negative	Negative	There should be no charges at all	No	Add new bus routes, Make buses cheaper for all, Extend hours of operation for buses		Very negative	Oxford will have no visitors from people living in Oxfordshire and business will suffer.	If you want the already struggling High Street and shops to disappear, this is great way to go about it. Unemployment will rise and it won't helo.	Run more reliable and frequent buses and longer hours.
a resident of Oxfordshire living outside Oxford	weekly		I commute to the central permit area by car	Negative	Negative	There should be no charges at all	No	Make Park & Ride parking cheaper, Add new bus routes, Make bus services more frequent		Very negative	I am a pensioner outside the city but need to go into Oxford regularly. It will be financially devastating for me. This tax is a two tier tax as the wealthy will just cav and drive in.	The Councillors generally do not live in Oxford but no doubt they will be excused from paying when entering the city.	Introduce more one way systems.
an Oxford resident	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Negative	Negative	Too low	No	Make Park & Ride parking cheaper, Add new bus routes, Make bus services more frequent, Extend hours of operation for buses		Very positive	Reduced traffic congestion is the main achievement. Bus travel would be quicker		Introducing bus gates at every corner of the city.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days taking the bus.	I don't	Neutral	Neutral	Too high	Not sure	Make buses cheaper for all, Make bus services more frequent, Extend hours of operation for buses		Negative	We live in Oxford now but may relocate just outside of it in the future. 25 passes per year is not enough. The area including 100 passes per year should expand beyond the ring road.		Public transport should be not only more reliable and frequent, but also cheaper, especially for groups/families. As it is now, as a family of 3, coming to the city centre by car and paying for parking (even though the prices are extortionate) is often cheaper and a lot more convenient than taking the bus. Public transport needs to be so cheap and convenient that it is a no brainer to use it. Right now. it doesn't even compare...
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very positive	Very positive	There should be no charges at all	No	Other	Drop the extortionate parking charges.	Very negative	It already too busy on the only trunk roads that are still open, effectively closing even more of them at busy times will only cause even more stress, noise, pollution and wasted time.	Please for the love of god don't do it.	

Survey Response													
I am responding to this survey as	How often do you travel in or around Oxford?	Please tick which of the following free permits and passes you think you may be eligible for	Do you live in, visit a resident by car or commute by car to the proposed central Oxford	Central Oxford residents' permitit is proposed that residents in the central Oxford	Central Oxford permit area commuters' permitit is proposed workers commuting	We are proposing a single charge of £5 to allow cars without a day pass or permit	Do you think that charges should vary, with drivers of larger cars paying more and	Income generated by introducing the proposed temporary congestion charge would be used to cover the set-up and operating costs of the scheme.	If other improvement, please state	Taking into account all the information we have provided about the proposal to	Please explain your answer	Do you have any other comments about the proposal for six temporary congestion charge locations in Oxford that you have not already shared in this survey?	Do you have any suggestions for other ways to reduce traffic and tackle congestion in and around Oxford?
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Positive	Negative	About right	No	Make buses cheaper for all, Make bus services more frequent, Add public cycle parking		Positive	I am hoping it will reduce traffic.	I am concerned this, like the fingers, will increase traffic through Old Marston at peak commuter times.	An aerial egg lift linking Thornhill P&R > Osler Road / JR hospital > Town Centre.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Negative	Too low	Yes	Make Park & Ride buses cheaper, Make buses cheaper for all, Make bus services more frequent		Positive	Could go further, eg restricting hours of access for "other" vehicles (delivery etc) to outside normal peak times		Reduce the amount of parking currently available with a aim to discourage driving into the centre
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Positive	Negative	Too low	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Add new bus routes, Make bus services more frequent, Extend hours of operation for buses, Add public cycle parking		Positive		I think 3 cars for commuting is excessive	restrict larger vehicles such as trucks and vans within certain hours - so not during peak schools hours (7:30-9, and 3:30 to 5). This would make cycling with kids safer and more appealing.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	About right	Not sure	Make buses cheaper for all, Add new bus routes, Add public cycle parking		Very positive	Would expect to see fewer cars crossing the city centre, so buses would be faster/more timely and walking/cycling would be safer and more pleasant	Seems like a good way to test out the traffic filter ideas before going into the trial proper	School term times seem to produce the heaviest traffic, finding better ways for children to get to schools (rather than being driven in and out individually) could make a big difference. A shift away from the near-universal 9-5 working hours could also help soread out "rush hours".
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	Yes			Very negative	I'm an NHS manager, working almost 24/7, working every day after job planned hours from hime, additional commuting time will have neoative impact on my service		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	Too low	Yes	Add new bus routes, Make bus services more frequent, Add public cycle parking		Very positive	It is currently quicker to cycle in and around the city than to go by bus. The roads should be clearer for people who *need* to use their cars and permit the free flow of traffic. Buses will be quicker, and therefore more appealing to use, and cycling will be safer.	Owing to the timing of sessions, there needs to be provision for access to the ice rink, whether that is by improving bus services or adjusting the congestion charge for users. Otherwise, training would be affected to such an extent that competitive skaters will need to move to other rinks, such as Swindon, which are further away, which will affect the rink's ability to operate and remain competitive	Look to other medieval cities abroad that have put cycling first and see what measures we can adopt. A good example is Uppsala, in Sweden, which is also a medieval university town and is almost entirely car-free in the centre. Cars should be used for getting out of Oxford, and not necessary for getting into or around Oxford.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	There should be no charges at all	Yes	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Negative	I will have to leave my job at the school where I work part time because the most direct route includes one of the charging zones and going the long way would take too long and will use too much petrol. Going there by bus would take ages as there is not a good direct service available.	They are not a good idea because the rich can afford to pay and will continue congesting the road, but those on lower income will struggle.	Removing the LTNs in East Oxford would be a good start. Have more bus routes that cover the entire city and better connection services to the surrounding villages.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	Too high	No	Make buses cheaper for all		Negative	Push traffic onto already busy alternate routes already impacted by LTNs		Use the river to provide alternative transportation into Oxford
an Oxford resident	daily	Taxis and private hire vehicles	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Make BUSES FREE FOR LOCAL PEOPLE BETWEEN WORKING HOURS AND SEE WHAT IMPACT THAT HAS ON TRAFFIC AND SCHOOL RUNS	Very negative	Will hurt people that come to Oxford to work and who live locally .. turning Oxford into a Prison	All the surrounding roads will be impacted massively, there wasn't a congestion problem before that LTNS went in.. SUMMERTOWN IS THE WORST FOR PEOPLE THAT DON'T LIVE LOCALLY	Free bus passes, council has the ability now to run its own bus services due to changes in the law, also bus ticket prices are extortionate for such small journeys and cause issues financially, Park and Ride should be free and buses to and from them should be one pound no more, if you want people to use Oxford and use it services make it cheaper for them to access them.
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Fix the badly managed roads and roundabouts	Very negative	It's literally a money making scheme. Not everyone falls into the same category of 'they should walk, get a bus or cycle' I now live in Abingdon, but I grew up in Cowley, I work in Cowley, my partner works in Cowley, my daughter goes to nursery in Rose Hill, I still have a lot of friends and family in Cowley that I see regularly, usually after work. You have already made that difficult with LTNs, I have to sit in a lot more traffic now than I ever did before. People will not stop driving! We pay for our cars, our insurance, our tax, and you want to charge us more just for the privilege of driving in our own city! There is no bus route that will allow me to go to drop off my daughter at nursery, go to work, then to pick up my daughter, and then to visit my family! And if there was it would probably double my journey time! I cycle to work when I can, but not if I have to do the nursery run. I have never ever had a problem cycling round Oxford! The majority of families and households rely on these cars to go about their daily business! Stop trying to penalise them!	You never spoke about this pre election as you knew you would struggle to get voted in! You have ruined Cowley with your LTNs already! You as a council are not listening to residents. Just look at the petition with over 10,000 signatures against! Look at the comments! Put your congestion charge in areas where you were voted in! Leave Cowley alone! Majority of residents do not want your greedy schemes! You seem to be targeting the poorer areas! If you really want it, then open up some of the LTNs so that the traffic can flow freely!	Open up the LTNs! Simple!
a resident of Oxfordshire living outside Oxford	less than weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Negative	Neutral	There should be no charges at all	No	Other	Please stop trying to implement ill-considered plans that no-one wants. I am over 60. When I travel 12 miles for university work meetings in Oxford, particularly in the rain or in winter. I refuse to get into a bus or cycle.	Negative	The Oxford hatred of the motorist is palpable. There is no consideration for those people for whom it is inconvenient to take buses or ride bicycles.		Simply stop treating law-abiding motorists as public enemy number one. Please?
a resident of Oxfordshire living outside Oxford	less than weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	No impact	No impact	Too low	Yes	Make Park & Ride parking cheaper, Make buses cheaper for all, Make bus services more freeuent		Neutral	As I live outside Oxford and visit occasionally the 25 passes per year may be enough to cover me if I do go into the city.	No	If using bus is far cheaper, more frequent and reliable, people would have less excuse not to use them, even myself.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	No impact	No impact	There should be no charges at all	No	Make bus services more frequent		Very negative	I live in Marston so the proposed charge for driving from my house to Summertown car park and ferry pool leisure centre involves a much longer journey than at present. An attraction to where I live now is that I can easily access Summertown and its amenities the congestion charge will in effect stop me doing that. It feels like there is an attempt to segregate communities which is going to cause social friction and is frankly a draconian measure driven by misguided green policies. I support measures to prevent climate change but what is being proposed is bordering on dictatorial. I am deeply offended that I am being blocked from accessing my local shops by a council that I pay for.	Please think about people who need to go to the shops and carry shopping back with them. It's not practical to do this on a bike. The locations for the charging are going divided oxford's communities up from one another. This division will in time create ghettos and disrupt social cohesion… we are one community in Oxford don't divide us up.	Charge drivers who don't live in Oxford city treat them the same as those in the central area. It makes no sense to differentiate people who may only live a few streets apart. Oxford residents already have to put up with a lot of disruption from tourism and students adding yet another tax to our daily lives is going to disrupt communities and force those on lower incomes out.
a resident of Oxfordshire living outside Oxford	less than weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	No impact	No impact	There should be no charges at all	No			Negative		As an Abingdon resident this seems to have a disproportionate effect on people like me travelling from the South? To get to (for example) Walton Street or indeed anywhere in Oxford Centre without paying the charge I would have to drive all of the way round the ring road and come in from the North. I don't think any other route is available? Whereas someone from say Woodstock is unaffected?	Mass transit! Stick a raised track along the main "spoke" roads. Abingdon Road, Cowley Road, Banbury Road, etc. Perhaps anywhere that a Park and Ride runs, as a starting point. Expensive but would then allow for a complete ban from the centre. Or maybe trams could run along these roads? Getting the bus is at present painful and slow. until we can make it easier to not use a car people will still want to.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice, 25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	Too high	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Add new bus routes, Make bus services more frequent, Extend hours of operation for buses		Very negative	I believe this will be very bad for the local Oxford and wider Oxfordshire economy, limiting movement of residents and visitors to Oxford alike. I feel it is a very nieve and short slighted idea and will be deeply harmful to the majority of residents. Car drivers are not the enemy, they are ordinary people desperately tying to go about their normal lives, going to work, visiting friends and family picking up kids from school, or groceries, hospital or doctors appointments, and many, many more simple tasks which require transport to places not covered by what is a very basic bus service which we have available in and around Oxford. Oxford doors not have the transport network of London or similar places and people personal transport is very often the only realistic alternative.	I can not in all good consciousness support this ludicrous idea and can only assume that the people who thought this up either don't drive, hate motorists or are so far removed from ordinary people and the residents of Oxford and Oxfordshire that they believe they know better than everyone else whether we like it or not.	The bus services for Oxford and Oxfordshire really are very bad and very slow. Unless you're just going into or out of Oxford you'll end up having to treasure 2 buses just to get to were you want to go. The choice of service could be massively increased and more frequently operated so that a simple journey doesn't take you 2 hrs which by car might only treasure 30 minutes. This is essentially the biggest problem with public transport is just not good enough Unless you live somewhere like London with its own underground network (which of course is disgustingly filthy and polluted these days).
a resident of Oxfordshire living outside Oxford	weekly		I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Add new bus routes, Make bus services more frequent, Extend hours of operation for buses		Very negative	Excessive burden on tapayers through poor management of funds	Reduce the inflated costs of local government to increase funding instead of gouging the public further.	
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	About right	Not sure	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all		Neutral			free buses
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice, 25 day passes for residents in the Oxfordshire permit area, on days of your choice, Disability benefit claimants	I don't	Neutral	Positive	There should be no charges at all	Yes	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Make bus services more frequent		Very negative	Driving around Oxford is already hard enough without making it harder by adding congestion charges, without SIGNIFICANT improvements to the public transport system in every way in Oxford none of these schemes will make anything easier or better for people and the environment, it will just cause more congestion as cars divert onto other already busy roads.	Please listen to the residents of Oxford, we don't want LTNs, lowering speed limits to a crawl, bus gates, etc etc. At least not without the significant improvement to public transport I have stated already.	Make traffic lights more efficient with their timings and sequencing, the junction between Marston road, Headley way, Cherwell drive and marsh lane near me has been significantly worse fed by the remodelling undertaken recently, all the traffic lights do is cause more traffic build up and make it take longer to get through the junction. It has also meant that the look of the area has been worsened by the removal of the trees. Not all junctions need traffic lights adding, they generally cause more issues and tailbacks than they solve. It also causes complacency in drivers which then leads to more accidents. I could go on I think the whole strategy for traffic reduction in Oxford is wrong and needs fully rethinking
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Very negative	Very negative	There should be no charges at all	No	Other	I think this scheme is misguided and that this survey is disingenuous as you are not asking the simple question: do I support the scheme. The answer to which would be no.	Very negative	We have our GP, dentist, nursery and both our works on the other side of the congestion zone. As residents, there is no guarantee that 100 permits will be sufficient. As our children are not old enough to ride with them on the back of the bike - and it is too far to walk and make it work on time - this would mean us having to likely move nursery (when this was the only one which we got a place in.)	As with the traffic filters, it is a misguided scheme, The county council, with the help of the city council have done everything in their power to make driving in Oxford as unbearable as possible - and quite happily admits to this. Now, we are told that the traffic filters and congestion zones are the only answer, as opposed to rolling back your unpopular and disruptive policies that have made driving a nightmare.	Stop pushing all the traffic to the ring rode and creating bottlenecks around the city. Your general approach of make things as bad as possible for drivers and then they will start cycling and walking is both demeaning and patronising. Furthermore, it has clearly shown not be working, which is why you are proposing the next half-baked idea. Furthermore, it looks again, like a simple money-grab from the demographic that you clearly can't stand. I hope one day that the county council will put aside their extreme political leanings, and propose policies that both make sense and represent all their constituents.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make buses cheaper for young people, Add new bus routes, Make bus services more frequent		Very negative	It is expensive enough to live in Oxford as it is. Some of us have children in schools across Oxford and as the bus service are expensive, the traffic at a stand still a lots of the time due to LTNs, adding more restrictions across Oxford is just inconvenient and inconsiderate. People also need to visit cheaper supermarkets and food larder across the city as local ones may not exist or have the same offer as others. Getting across the city with bus prices as they are, heavy shopping and sometimes having to walk distances to a bus stop is iast not an ootion.	Remove LTN and stop the congestion charge. It will not deter drivers just make people who are already dealing with disruption and difficulties in life not disillusioned.	
a resident of Oxfordshire living outside Oxford	daily		I commute to the central permit area by car	Negative	Positive	Too high	Yes	Make Park & Ride parking cheaper, Make buses cheaper for all, Add new bus routes		Negative			
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice, Emergency service vehicles	I don't	Negative	Negative	There should be no charges at all	No	Add new bus routes, Extend hours of operation for buses		Very negative	You already charge an extortionate amount for parking in the Westgate however it is convenient and drivers like being able to park in the Westgate!! An additional charge is just ridiculous and will put people off coming into Oxford as I don't fancy sitting on a hot sweaty bus.	Get rid of the LTN's and 20mph zones!	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice, 25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make Park & Ride parking cheaper, Make buses cheaper for all, Make bus services more frequent		Very negative	The traffic is going to be much worse on other routes. There is not enough buses than run in time either.	While I do understand why this is happening, I don't understand why we who live in these areas should suffer because bolley road is not done yet.	Make bues more frequent and on time. The bus drivers won't pick passengers up if they are running late !!
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I commute to the central permit area by car	Neutral	Positive	Too high	Yes	Make bus services more frequent, Extend hours of operation for buses		Negative	a) I live within Oxford but just outside the central permit area. b) by placing a charge location in Thames St users of the Station Car Park in Beckett St are penalised c) I am over 70 and still working full time and commuting to London with often late night return. The late night bus service is prettv acceptna and unsafe. Walkina home at 1am is not a possibilitv.	I would say that six is too many in such a small city.	The long term proposal to divert traffic down the Botley Road due to the new 'gates' system will only cause more problems of congestion on the A34 and Botley Road. I would suggest additional no-charge frequent shuttle buses (like at airports) for those living within the city who for one reason or another need to access the city centre with relative speed.
a resident of Oxfordshire living outside Oxford	weekly	Frequent hospital patients	I don't	Very negative	Very negative	There should be no charges at all	Yes	Other	As a wheelchair carer with limited mobility. My wife and I go the the. Hospital option the only option to driving is taxie from park aver 75	Very negative	Due to wheelchair user unable to use public transport taxie are expensive and not always avable	We would be forced to reduce heating or food	For us congestion iz a part of life and are prepared to accept for essential hospital visit. The bycycle policy is a pain was many are reckless but you can't improve idiots
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Don't impose a charge	Very negative	The solution is to maange Network Rail and get the station project completed		
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Positive	Neutral	Too low	Yes	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Positive	Hopefully, on the occasion I drive from Clifton Hampden into Oxford it won't take so long		Personally I would have a look at the turn into the westgate car park. It's a bottleneck when busy (it's always busy) meaning that many of the cars queuing simply want to travel along Oxpens Road but can't pass the westgate carpark turn. By only allowing cars approaching from Abingdon Road to enter the car park you would greatly reduce the congestion there. In my opinion of course
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Positive	No impact	Too low	Not sure	Make buses cheaper for all, Make bus services more frequent, Add public cycle parking		Positive	Reducing traffic into oxford among the main routes (Woodstock Road for example)		Better safer bike routes that mean bikes do not have to share lanes with buses
a member of the public living outside Oxfordshire	weekly		I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Other	Repair the roads. Remove 20mph limits. Resign	Very negative	I wont bother coming to oxford as you have turned it into a REDACTED I will take my money to one of the other REDACTED you are creating in the county.	Your traffic management is appalling. You are destroying oxfordshires roads and dammaging residents vehicles. Resign	Remove all tfrs. Return free on street parking. Remove pointless cycle racks taking up parking spaces. Restore sensible speed limits. Make park and ride free. Then resign.
an Oxford resident	never	Unpaid carers	I don't	Negative	Very negative	There should be no charges at all	No	Other	Don't agree with any of this. I have an autistic daughter so getting on public transport is a no go for us! We will just go out of Oxford of we need anything.	Very negative	Our doctors is on Holloway, so will now be made impossible to take my autistic child there between certain times . We both work full time and cannot afford anything extra with bills being high! Oxford is ruined!!	Worse place to live. Used to be a lovely place to work and live. Not anymore.	Get rid of this including the tfrs and Oxford will move again.
a representative of a group or organisation	daily	Unpaid carers, Community health or care workers who need to visit multiple locations or travel urgently, Personal cars used as goods vehicles for business purposes	I commute to the central permit area by car	Positive	Positive	Too high	Yes	Make Park & Ride buses cheaper, Make buses cheaper for all, Make bus services more frequent		Neutral	It will be big mess with it . For us support workers it will be another difficulty , not just traffic but charges .	No	No
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Positive	Neutral	About right	Not sure	Make buses cheaper for all, Make buses cheaper for young people, Add public cycle parking		Very positive	this is long overdue. I dont think the measures are tough enough but it is a start.	Needs to be permanent not temporary. Needs to be stricter or it will not have much impact. Allowing multiple cars per address and per commuter is not necessary and encourages too much driving. Number of additional permits is too large all around.	More permanent gates to prevent any traffic at all (except emergency services and buses) Free buses from park and ride and build trams. Just get serious, like Switzerland does. Their cities are great. No-one should ever drive into central Oxford unless they live there. And residents do not realis need visitor permits.
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	No impact	No impact	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Add new bus routes		Very negative	It will worsen congestion on the Oxford ring road which is heavily congested. This will impact journey times around Oxford for people who don't need to travel into Oxford for work. It will also push traffic into quiet villages as cars try to avoid ring road traffic, creating polluting and dangerous rat runs. In my case, I work on Begbroke Science Park, which is 7 miles from my village, and only has a direct bus service to the middle of Oxford. Travelling by bus takes over 1 hour. Congestion charges in Central Oxford will worsen traffic on ring road, worsening A44 traffic, making rural car and bus journeys even worse.	It is a bad idea and a tax on Oxfordshire residents who have been priced out of living in Oxford.	Improve rural bus connections so more people can ditch their car journey to work, and make park & Ride free. Finish building Eynsham park and ride, only a 5 minute drive from my village so would provide a quick and reliable journey into Oxford.
a resident of Oxfordshire living outside Oxford	less than weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Negative	Negative	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Add new bus routes, Make bus services more frequent, Extend hours of operation for buses		Negative	This will put me off driving into Oxford in the future . I will into an alternative city / town for services	N/A	Reduce the age that senior citizens can claim a bus pass to 60 or less
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	About right	Yes	Make buses cheaper for all		Neutral	I don't know what the impact will be. £5 is nothing to wealthy car owners who drive their children to private schools in the city centre.	What about the Cowley and Iffley Roads, basically anyone wanting to drive into the city centre will be pushed onto the Cowley and Iffley Roads which have no proposed filters and already are overloaded with traffic and the plain is EXTREMELY DANGEROUS for CYCLISTS.	Include filters on the Cowley and Iffley roads, make buses cheaper, prevent parents from driving their kids to Magdalen College School in the morning and afternoon. Make buses free, improve cycling safety especially at the Plain. £5.00 fee is still cheaper than a return bus fare to town, especially for a family. The scheme is just going to penalise poor people and anvone livina or travellina in East Oxford.
a resident of Oxfordshire living outside Oxford	weekly	100 day passes for residents in the Oxford permit area, on days of your choice, Blue badge holders, Disability benefit claimants, Disabled tax cars., School students with special educational needs, Unpaid carers, Community health or care workers who need to visit multiple locations or travel urgently, Frequent hospital patients, Emergency service vehicles, Firefighters. Hearses and funeral cars	I commute to the central permit area by car	Negative	Negative	Too high	Yes	Make buses cheaper for all, Make bus services more frequent, Extend hours of operation for buses		Negative			
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Positive	Positive	Too low	Yes	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Very positive	It would result in less traffic in central Oxford where I live, improving congestion and air quality. 100 permits per year is enough for me.		Safe cycle lanes. Electric bikes or scooters should not be on cycle lanes but should be treated as cars. More traffic police to make sure the traffic rules are obeved. e.g. bikes should not reularly go through red lights.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Positive	About right	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper		Positive	Reducing congestion on Holloway will be helpful as I use this from time to time and it can be a pain.	The central oxford vs the oxford vs the wider area concept is confusing	Subsidised scooter hire from voi. I often use these to avoid driving or cycling.
an Oxford resident	daily	Community health or care workers who need to visit multiple locations or travel urgently	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make buses cheaper for all		Very negative	I work as a dementia advisor and have to travel about for work, some clients live in these areas that need support, advice and help along their journey of dementia diagnosis. Meaning I would have to pay a lot out a month just to visit.	The amount of traffic already in Oxford daily is a complete and utter nightmare, especially already with the LTNS that cause havoc. Doing this means more traffic on roads and longer delays.	
a member of the public living outside Oxfordshire	less than weekly		I don't	No impact	No impact	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper		Negative	This is a knee jerk reaction by the council punishing members of the public for a failing by National Rail. National Rail should be funding a reduction in P+R bus and parking charges if the citi crime is to reduce traffic in the area. This won't be temporary. You will leave it in place once established. It unfairly punishes visitors to Oxford. Nobody really wants to drive around there and sit in traffic. but it is on occasions unavoidable.	This won't be temporary. Once established it will become permanent.	Make P+R parking free like it used to be; extend the hours of the P+R buses. Perhaps, in hindsight, don't build a massive car park under the massive new shopping centre and supermarket in the middle of the city and expect people not to park there.
a resident of Oxfordshire living outside Oxford	weekly		I don't	No impact	No impact	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Make bus services more frequent		Very negative	This proposal is a terrible idea and wast of tax payers money.	Dump the scheme.	Make Park&Ride schemes FREE. Reduce time it takes for buses to get into the City Centre by having more PRIORITY bus lanes.
a resident of Oxfordshire living outside Oxford	weekly		I don't	No impact	No impact	About right	Yes	Make Park & Ride parking cheaper		Very positive	We need to cut the traffic inside our historic city therefore more use of our Park & ride system should be enforced	Less traffic in the city centre will make Oxford a more attractive tourist destination	Look at creating more LTN's
a business	daily	Community health or care workers who need to visit multiple locations or travel urgently	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make buses cheaper for all, Make bus services more frequent, Add public cycle parking		Very negative	Far too complicated and time consuming for people. The actual costs of implementing this scheme are not publicised well especially for a so called temporary scheme! The companies doing this making millions from mainly Oxfordshire residents. The costs of initial set up, ongoing maintenance, administration, enforcement are huge. The only time traffic is an issue is rush hours either end of the day where people in Oxford and Oxfordshire residents are going about everyday business to work, school, hospital etc at the same time. Why would a charge be all the day almost everyday. You are implementing a charge that removes freedom or choice and movement. I simply will not work or visit the city anymore! This is in essence a further tax on vour residents!	Complicated for residents and visitors alike. Causing anxiety, extra administration for everybody involved. In my experience most people use the ring road. Only people who go to school, businesses use these internal roads.	Remove LTN' and have multiple route choice rather than one road everyone has to use in and out
a resident of Oxfordshire living outside Oxford	less than weekly	Frequent hospital patients	I don't	Very negative	Very negative	There should be no charges at all	No	Make buses cheaper for young people		Very negative	It's a tax , mismanagement of the road network because of the LTN means you are doing something even more extreme . It's a tax on drivers	Remove the LTN that have caused this to occur ,and change the slow progress on building roads .	Remove LTN
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car			About right	Yes	Make bus services more frequent		Positive	Should reduce traffic.		Charge all vehicles and not just cars
a resident of Oxfordshire living outside Oxford	less than weekly		I don't	No impact	Very positive	There should be no charges at all	Yes	Make buses cheaper for all, Make buses cheaper for young people, Add new bus routes		Very negative	I know why Jeremy Clarkson on Top Gear said many years ago "Oxford Council would rather you stay at home eating babies than drive into Oxford" nothing has changed.		Many people commute to London using the A40 and Oxford ringroad is simply in their way so they should be a to get to the M40 without hitting Pear Tree roundabout. The A40 needs to be dialled and toe A34 needs to be a motorway.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Positive	Very negative	About right	Yes	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper		Positive	As an central Oxford resident, I have to go via Thames Street to get home from the Abingdon Road (no other way) as the regulations do not permit me to drive from the Abingdon road directly on to St Aldates (where I live) - why do residents not have this right - we add to the build up of traffic going to the Westgate all the time. Having access direct to St Aldates from the Abinadon road for residents would save emissions too surely?	As above re Thames Street - many residents tend to go to Butterwick place and use that as a turning point to avoid having to do the circuit via Thames Street and Speedwell street.	Yes, remove coaches from the city centre, why not use a shuttlebuses service like many other cities do in the uk and abroad. I have seen many nearer missed with children exiting coaches on St Aldates on to the road, and do not get me on coaches doing u turns in St Giles.
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Very positive	No impact	About right	Yes	Make Park & Ride parking cheaper, Add new bus routes, Add public cycle parking		Very positive		As a former resident of Oxford I lived for many years with traffic congestion thereby any initiatives which reduce the amount of traffic entering the city can only benefit people living there at present	I think a congestion charge on all the main roads into the city would help, along with reduced parking fees at the Park and Ride. Also dedicated Hosatal buses at the Park and rides.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Negative	Negative	Too high	Yes	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Add new bus routes		Very negative	I feel that the introduction of yet more restrictions on our mobility round Oxford will have a very detrimental effect on social cohesion. I have friends in other parts of the city, and regularly use facilities in other parts of the city, and will have to think carefully before going to visit them. I feel that we will be forced to stay within the area we live in. I use the bus frequently, but this is not always easy as one has to walk through the city centre in order to change busses. Commarket is not easy to negotiate on foot as bicycles and electric scooters seem to be able to use the area without enforced restriction.	In my experience it is commercial vehicles loading and unloading that cause much of the congestion. Could they not be restricted to certain hours as in other cities?	
a resident of Oxfordshire living outside Oxford	daily		I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	Not sure	Other	If you have to do this give permits to employees of essential school staff working in the zone. Most of the teachers and support staff within my school live outside the city. Extra charges will mean dedicated experienced staff leave.	Very negative	A good deal of the staff at my school live outside Oxford but live in Oxfordshire. They will certainly be looking for other employment closer to home meaning our school will lose dedicated experience staff which will only make the lives of our children worse recruitment and in our area for qualified dedicated experienced staff is very difficult. All of our staff have worked in our school for multiple years and this would be a areat shame and at detriment to the community.	If this ridiculous scheme has to go ahead then I propose that you give permits to all staff working within the schools that would be affected by this that St Michael's primary St Nicholas primary and New Marston primary	Remove the LTN's and make each road from the Cowley Road and the Iffley Road into one way so you're not creating bottlenecks in one particular area. Which is what has caused this problem.

Survey Response													
I am responding to this survey as	How often do you travel in or around Oxford?	Please tick which of the following free permits and passes you think you may be eligible for	Do you live in, visit a resident by car or commute by car to the proposed central Oxford	Central Oxford residents' permitIt is proposed that residents in the central Oxford	Central Oxford permit area commuters' permitIt is proposed workers commuting	We are proposing a single charge of £5 to allow cars without a day pass or permit	Do you think that charges should vary, with drivers of larger cars paying more and	Income generated by introducing the proposed temporary congestion charge would be used to cover the set-up and operating costs of the scheme.	If other improvement, please state	Taking into account all the information we have provided about the proposal to	Please explain your answer	Do you have any other comments about the proposal for six temporary congestion charge locations in Oxford that you have not already shared in this survey?	Do you have any suggestions for other ways to reduce traffic and tackle congestion in and around Oxford?
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice, 25 day passes for residents in the Oxfordshire permit area, on days of your choice, Registered car clubs	I don't	Positive	Negative	About right	No	Make buses cheaper for all, Make bus services more frequent, Add public cycle parking		Positive	I am hoping it will reduce traffic.	I am concerned this, like the fingers, will increase traffic through Old Marston at peak commuter times.	An aerial egg lift linking Thornhill P&R > Osler Road/ JR hospital > Town Centre.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Negative	Too low	Yes	Make Park & Ride buses cheaper, Make buses cheaper for all, Make bus services more frequent		Positive	Could go further, eg restricting hours of access for "other" vehicles (delivery etc) to outside normal peak times		Reduce the amount of parking currently available with a aim to discourage driving into the centre
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Positive	Negative	Too low	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Add new bus routes, Make bus services more frequent, Extend hours of operation for buses, Add public cycle parking		Positive		I think 3 cars for commuting is excessive	restrict larger vehicles such as trucks and vans within certain hours - so not during peak schools hours (7:30-9, and 3:30 to 5). This would make cycling with kids safer and more appealing.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	About right	Not sure	Make buses cheaper for all, Add new bus routes, Add public cycle parking		Very positive	Would expect to see fewer cars crossing the city centre, so buses would be faster/more timely and walking/cycling would be safer and more pleasant	Seems like a good way to test out the traffic filter ideas before going into the trial proper	School term times seem to produce the heaviest traffic, finding better ways for children to get to schools (rather than being driven in and out individually) could make a big difference. A shift away from the near-universal 9-5 working hours could also help soread out "rush hours".
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	Yes			Very negative	I'm an NHS manager, working almost 24/7, working every day after job planned hours from hime, additional commuting time will have neoative impact on my service		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	Too low	Yes	Add new bus routes, Make bus services more frequent, Add public cycle parking		Very positive	It is currently quicker to cycle in and around the city than to go by bus. The roads should be cleaner for people who *need* to use their cars and permit the free flow of traffic. Buses will be quicker, and therefore more appealing to use, and cycling will be safer.	Owing to the timing of sessions, there needs to be provision for access to the ice rink, whether that is by improving bus services or adjusting the congestion charge for users. Otherwise, training would be affected to such an extent that competitive skaters will need to move to other rinks, such as Swindon, which are further away, which will affect the rink's ability to operate and remain competitive.	Look to other medieval cities abroad that have put cycling first and see what measures we can adopt. A good example is Uppsala, in Sweden, which is also a medieval university town and is almost entirely car-free in the centre. Cars should be used for getting out of Oxford, and not necessary for getting into or around Oxford.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	There should be no charges at all	Yes	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Negative	I will have to leave my job at the school where I work part time because the most direct route includes one of the charging zones and going the long way would take too long and will use too much petrol. Going there by bus would take ages as there is not a good direct service available.	They are not a good idea because the rich can afford to pay and will continue congesting the road, but those on lower income will struggle.	Removing the LTNs in East Oxford would be a good start. Have more bus routes that cover the entire city and better connection services to the surrounding villages.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	Too high	No	Make buses cheaper for all		Negative	Push traffic onto already busy alternate routes already impacted by LTNs		Use the river to provide alternative transportation into Oxford
an Oxford resident	daily	Taxis and private hire vehicles	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Make BUSES FREE FOR LOCAL PEOPLE BETWEEN WORKING HOURS AND SEE WHAT IMPACT THAT HAS ON TRAFFIC AND SCHOOL RUNS	Very negative	Will hurt people that come to Oxford to work and who live locally .. turning Oxford into a Prison	All the surrounding roads will be impacted massively, there wasn't a congestion problem before that LTNS went in.. SUMMERTOWN IS THE WORST FOR PEOPLE THAT DON'T LIVE LOCALLY	Free bus passes, council has the ability now to run its own bus services due to changes in the law, also bus ticket prices are extortionate for such small journeys and cause issues financially, Park and Ride should be free and buses to and from them should be one pound no more, if you want people to use Oxford and use it services make it cheaper for them to access them.
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Fix the badly managed roads and roundabouts	Very negative	It's literally a money making scheme. Not everyone falls into the same category of 'they should walk, get a bus or cycle' I now live in Abingdon, but I grew up in Cowley, I work in Cowley, my partner works in Cowley, my daughter goes to nursery in Rose Hill, I still have a lot of friends and family in Cowley that I see regularly, usually after work. You have already made that difficult with LTNs, I have to sit in a lot more traffic now than I ever did before. People will not stop driving! We pay for our cars, our insurance, our tax, and you want to charge us more just for the privilege of driving in our own city! There is no bus route that will allow me to go to drop off my daughter at nursery, go to work, then to pick up my daughter, and then to visit my family! And if there was it would probably double my journey time! I cycle to work when I can, but not if I have to do the nursery run. I have never ever had a problem cycling round Oxford! The majority of families and households rely on these cars to go about their daily business! Stop trying to penalise them!	You never spoke about this pre election as you knew you would struggle to get voted in! You have ruined Cowley with your LTNs already! You as a council are not listening to residents. Just look at the petition with over 10,000 signatures against! Look at the comments! Put your congestion charge in areas where you were voted in! Leave Cowley alone! Majority of residents do not want your greedy schemes! You seem to be targeting the poorer areas! If you really want it, then open up some of the LTNs so that the traffic can flow freely!	Open up the LTNs! Simple!
an Oxford resident	daily	Registered car clubs	I don't	Neutral	Neutral	Too low	Yes	Make Park & Ride parking cheaper, Make buses cheaper for all, Add new bus routes		Very positive	Now in our 60s, we gave up our car when the children were young and find that without it we can easily get about. It's great to see bold schemes like these that make things better for the likes of us rather than for car drivers! I think the £5 a day charge is slightly too low. Two people using one car would pay £5 a day to park at the Park and Ride and to take the bus in and out. Or two single bus journeys in one day would cost £6, and an all day bus ticket £6.50. So I think a £6 charge would provide a stronger incentive to switch from car to bus.	I do think it important that those with less income many of whom are working in Oxford but who are forced to live on the edges or outside of Oxford should not be disadvantaged. So funds raised should go to helping these people with travel costs such as park and ride and bus fares (whether or not they would otherwise be driving).	A cross town North Oxford to East Oxford bus down Cross Street would make bus a better option. Appreciate this is tricky as there is nowhere obvious in the centre of town for it to stop.
an Oxford resident	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Neutral	Very positive	About right	Yes	Make Park & Ride parking cheaper, Make buses cheaper for all, Make buses cheaper for young people		Very positive	Reduced private car traffic. Getting people onto buses. Less congestion, less pollution, less noise.	A very good idea. Please don't be deterred.	Please enforce 20mph speed limits and, most importantly, put 20mph signs on the road (as in Burford) so a driver can't but helo see them.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I commute to the central permit area by car	Neutral	Positive	There should be no charges at all	No	Make Park & Ride parking cheaper, Make buses cheaper for all, Add new bus routes, Make bus services more frequent, Extend hours of operation for buses, Add public cycle parking		Very negative	Thank you for creating this survey! The congestion charge scheme doesn't necessarily solve the problem you have highlighted! By introducing the congestion charge all you're trying to do is make money off residents and people who need to travel to the city centre and around. You have excluded women who are pregnant who need to travel for medical appointments/ treatments or need assistance to reach train station , buses! Or senior people who don't have blue badges but need to travel around the city! Parents picking up their kids from play school? Etc etc You're ignoring the most basic aspect which is PUBLIC TRANSPORT! You have not strengthened the public transport nor made it accessible or financially viable for people to trust the system rather following an agenda on congestion charge by making things expensive! You're now forcing people to only commute based on the 100 passes or pay extra to go to church or travel to work by not dealing with rising cost of buses the utter disgusting seats and cleanliness in these buses? How is this going to solve the problem? You're just creating these barriers to earn money which I'm sure is not going to be used for the reasons mentioned! Classic example is the Botley road closure which has been an absolute disaster not to mention ruined public trust in the system	Why hasn't the council taken the existing set up into consideration? What is the use of consultation does this mean council isn't fit to make basic decisions on how to run the city? Or is this just another way to spend hard working taxpayers money due to mismanagement? Why can't the council check if the LTNs were really helpful? Was there a data based study done on its effectiveness? Was there a data based study done on who use public transport what are the pain points how can we first strengthen this and encourage people to use public transport before introducing congestion charges? There's no point following in footsteps of London if you don't have public transport like that city! Please don't make simple things difficult for us! You've not even considered how this is going to affect local businesses. Have you even taken a walk down High street? Covered market seen how many shops are closing down the state of the roads how pubs are struggling and now with expensive parking in the city centre you also want to introduce congestion charge? There is no management of cyclists as well! They don't follow traffic rules! They don't use cycle lanes! They block up most of the roads. The e- bikes have also become a nuisance where people drive at crazy speed and don't stop at public crossings! None of these people are ever held accountable rather the council is aiming families and hard working individuals who need car transport due to the failing public transport system and road works! I'm absolutely in shock that despite public outrage the council has still decided to go ahead with this!	Similar to London, Oxford should introduce a congestion charge for vehicles entering inside the ring road. with waivers for those residing inside. This charge should be proportional to vehicle size and weight, with the usual exceptions for light EVs for deliveries, taxis, and patients accessing hospitals. Radical redesign of the traffic system at St Clements and the Plain is required - with compulsory purchase of property or land as needed to make the roundabout connecting Iffley, Cowley, and St Clements functional and let the buses through.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Very positive	Negative	About right	No	Make Park & Ride buses cheaper, Make buses cheaper for all, Add new bus routes		Very positive			
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Positive	Negative	About right	Yes	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Very positive	This is a well-thought out proposal to shift the balance from cars to public transport.		A free circular minibus in central Oxford. See the 'navettes' in many French cities of a similar size to Oxford.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very positive	Very positive	There should be no charges at all	No	Make buses cheaper for all		Very negative	I u water and they you want to do this in the 4 city centre roads but feel the st Clements and Holloway just make trying to work in cowley so difficult	Oxford has become dangerous not because of cars but because of scooters and e bikes these are not helping.Oxford but making it much more unappealing to visit even as a local	If introducing these then remove some of the Lyn's so people can commute to cowley road
an Oxford resident	daily		I live in the central Oxford permit area, or visit a resident of the central permit area by car	No impact	Very negative	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all		Negative	Yet another stealth tax by the Council	Make all park and ride free issue free parking for residents and charge all visitors/non-residents	Impose a tourist tax on all visitors
a resident of Oxfordshire living outside Oxford	less than weekly	Community health or care workers who need to visit multiple locations or travel urgently	I commute to the central permit area by car	Neutral	No impact	There should be no charges at all	Yes	Make Park & Ride parking cheaper, Make buses cheaper for all, Make bus services more frequent		No impact	It will have no impact if we are allowed a pass.		
an Oxford resident	daily	Registered car clubs	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Positive	Positive	Too low	Yes	Make Park & Ride parking cheaper, Make buses cheaper for all, Add new bus routes		Positive	I mostly cycle in Oxford and any reduction in car traffic will improve my journeys.		Improve the junction at the Westgate car park so that southbound traffic not heading for the car park does not get blocked by traffic queuing for the car park.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Add new bus routes, Make bus services more frequent		Very negative		It's madness that you use the money generated by the scheme to fund the scheme	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice, 25 day passes for residents in the Oxfordshire permit area, on days of your choice, Registered car clubs	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make buses cheaper for all		Very negative	The number one objective, clearly stated is to reduce traffic coming into Oxford. So just stop cars that are likely to look for car parks. Close the car parks. Make it impossible. Cares, hearses and funeral cars will all be fine, so too driving instructors and carers. But Nox generating traffic could be stopped. These schemes are unpopular , pushing all the traffic onto fewer roads because of LTN's. Those fewer roads are now impossible at peak times of the day. Who would want to live on Holloway when it's congested to the point cars and busses can't move. Have you looked? What are the pollution levels in Holloway or Church Cowley road at or around 4pm on any day of the week. Holloway doesn't flow, like a fluid should. Allowing cars to park both sides of the road in Holloway is a restriction to flow. Bus stops - stop flow. Bus stops should be like lay-bys so buses pull off and stop off the carriageway. How to do it? Compulsory purchase properties adjacent to the current bus stops and knock the houses down. Create lay-by bus stops. Do the same on all these few arterial routes. Creating congestion with LTN's was predictable. Then to impose congestion charges leaves a very bitter taste in mouths of Oxford residents. All these new measures and experiments are pussy-footing round your number one objective namely reduce cars coming into Oxford. Close your car parks I say. Stop cars altogether no half measures that just annoy everyone. Take a look at Holloway at 4-4:30 pm any weekday. It took me an hour to get from Headington to Iffley a journey that used to take 12 -15 mins. It is now quicker to walk. So make walking or cycling the no.1 objective, Cut cars out of Oxford. Close your own car parks for starters. Charging people for passes and permits is very disagreeable. Try incentivising people by paying us to demonstrate change rather than charging us. Enough local government charge increases are occurring for less and less freedom. Your traffic systems for auto penalty charging are upsetting when a clear ban on cars would achieve your objective without all these half measures. We all know a ban on cars is coming anyway.	Very negative	I am sorry but if temporary measures have a net cash generating capability then my suspicion is that is what drives the decision to implement a policy. It has nothing to do with banning cars from the city centre. Is it all about monetising the chaos created? I would like to see city centre car parks closed as a measure to reduce cars coming to the centre of Oxford. Show some serious commitment that does not directly charge commuters. Don't want cars, don't want pollution then just stop cars coming. Charging for permission is just monetising an opportunity contrary to the number one objective to reduce, and it is discriminatory on ability to pay all the time.	Yes, close city centre car parks = less traffic in = free up bus average route speeds.
a business	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Neutral	Negative	Too low	Yes	Make Park & Ride parking cheaper, Make buses cheaper for young people, Add public cycle parking		No impact	This has very little impact on my business or my domestic local travel	Yes - Oxford needs a much more radical traffic solution than this tinkering around with 6 traffic filters.	Similar to London, Oxford should introduce a congestion charge for vehicles entering inside the ring road. with waivers for those residing inside. This charge should be proportional to vehicle size and weight, with the usual exceptions for light EVs for deliveries, taxis, and patients accessing hospitals. Radical redesign of the traffic system at St Clements and the Plain is required - with compulsory purchase of property or land as needed to make the roundabout connecting Iffley, Cowley, and St Clements functional and let the buses through.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make Park & Ride buses cheaper		Very negative	The ltns have created the problem - remove the the ltns	The ltns have created the problem - remove the the ltns	The ltns have created the problem - remove the the ltns
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make bus services more frequent		Very negative			
a resident of Oxfordshire living outside Oxford	weekly		I don't	No impact	No impact	There should be no charges at all	No			Very negative	Public transport does not work for people living in outlining villages. Park and ride always full and adds hours to a journey to the JR or central Oxford with no guarantee you will get to appointments on time, Can take a long time to find a parking space. Location of gates ridiculous as they are sometimes on and sometimes off and nowhere to turn around if you forget and see a gate closed to free traffic. We will just stop visiting Oxford completely as it will just be too much hassle to go online and work out times of gates being closed etc. Businesses will suffer and most of the revenue raised will be used managing the scheme and very little will be left to improve sustainable travel.	Previous changes have already made travelling to Oxford much harder and have created much more congestion. Outside rush hour we never experienced bad traffic problems getting in to Oxford in over 40 years of visiting the city but now the 20mph limit and so many bus and cycle lanes have created jams in many locations. If you need funds to improve cycle ways etc just charge businesses for each parking space in the city and this will limit commuting plus charge more to park in the centre. Cheap to administer and collect and will not annoy everyone and catch out people who don't see the signs and get fined. Awful idea all round - you couldn't come up with a worse plan if you tried.	As above. If you could treble the size of the park and ride sites and make parking and bus travel into the centre free then this could work but unfortunately this is not possible. I also know that this is the thin end of the wedge - once implemented more restrictions will be added each year in your constant attack on motorists.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very positive	Neutral	Too high	Yes	Make buses cheaper for all, Make bus services more frequent, Other	Improve cycle lanes. Reduce bike theft.	Negative	I relly on the car to commute to work and do school and nursery drop-offs on the way. Cycling or bus unfortunately is not a reliable option.	residents in central oxford should have permit extended over 100 days. We already pay a premium in council tax which we're not getting value for money.	Free parking in park and ride. Safer cycle lanes. Decrease on street parking and move it to side roads (hollow way is a good example where this would be beneficial)
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Negative	Negative	There should be no charges at all	No	Other	Use the money generated by motorists to improve the situation for motorists by spending it on road improvement schemes.	Very negative	We will stop coming to Oxford as this is yet another squeeze on motorists in the city. Getting in and out of the city is bad enough as it is, but now we will be charged for the displeasure of an waiting in traffic for hours at end.	It's a terrible idea.	Re-evaluate travelling by car as a priority rather than prioritising what is "attractive". By increasing the priority of car users you would need to look at the whole of Oxford in its entirety to use the existing infrastructure to improve the situation. The priority has been to simply make use of the roads by car as painful to bother and that will work but that demoranstic will last oo elsewhere or shoo online instead. which isn't good for Oxford.
an Oxford resident	less than weekly	100 day passes for residents in the Oxford permit area, on days of your choice, Personal cars used as goods vehicles for business purposes	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	No impact	There should be no charges at all	No	Make Park & Ride parking cheaper, Make buses cheaper for all, Add new bus routes		Negative	This is a dishonest way for the council to raise funds. There was not proper and unbiased consultation before these plans were introduced. The questionnaires that were sent out starting from the Walton St closure debacle, throughout the pandemic, to now do a discredit to our democratic process. This is top down rather than bottom up legislation and there has not been an unbiased study that indicates what residents of Oxford (where I live) and those who live elsewhere but work in Oxford think about this idea. There has developed a lack of trust in the consultation process.	I believe this survey is skewed to receive responses the council already plans to implement. I do not have faith in the impartiality of this consultation process.	As an Oxford resident and someone who drives, I do not think that there were not congestion problems before the implementation of the LTNS (with more to come). The congestion now occurs on the ring road. Is this really the desired outcome from the council's planning? How does the council square the 'reduce pollution' argument with the increase in traffic (and pollution) on the ring road?
a resident of Oxfordshire living outside Oxford	weekly	Community health or care workers who need to visit multiple locations or travel urgently, Frequent hospital patients	I don't	No impact	Positive	Too high	Yes	Make Park & Ride parking cheaper, Make buses cheaper for all, Extend hours of operation for buses		Positive	I work in community respiratory care, so I'm aware of the negative impact of pollution on people's health. I'm also concerned about climate change. Because my patients are often poor they live outside the expensive and central parts of Oxford, but might be reliant on public transport to get them to the hospital, or have to travel through the central part of Oxford, so I'm glad to see that frequent hospital patients are exempt, and that's why I would like to see cheaper buses for all.		I became a cancer patient in 2023. For a long period I wasn't able to travel on public transport because of the infection risk. I think a network of electric TukTuk type vehicles (with a driver) that could be booked on an app and at low cost would be a really helpful way of reducing traffic because people would know they could get exactly where they wanted. People have become used to convenience and this would fulfil that need. I'm aware it would need a significant initial input and probably ongoing subsidisation.
a resident of Oxfordshire living outside Oxford	daily		I commute to the central permit area by car	Very negative	Very positive	There should be no charges at all	No	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Very negative	Why always using penalties or additional charge as a solutions? Why not focus on road planning and expand the infrastructure building more roads.	This is ridiculous and wrong decision.	Build more roads. Expanding the central Oxford business & shopping centre to outside such as North Oxford and Eastern Oxford.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice, Business cars used as goods vehicles	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very positive	Very negative	Too low	Yes	Extend hours of operation for buses		Very positive	I want assured journey times when choosing to take the bus. At present it's quicker to walk from Cowley Centre (45 minutes' walk to Carfax) than to take a bus with 80 passengers stuck in a slow-moving one passen in each car queue, all trying to get around the Plain roundabout.	Somehow persuade people to het a bus to the secondary shopping centre at Templar's Retail Park, crom day, Rose Hill or an adjacent park & ride site that side of a Oxford, to elimnate the queues & pollution along Rose Hill and into Church Cowley Road, and make the Cowley Centre pedestrian environment much more pleasant. North Oxford should have ths on side roads beteen Woodstock & Banbury Roads for ianthy with East Oxford.	Could one of Iffley or Cowley Roads ne made a bus only corridor, leaving cars to queue on the other? This would incentivise bus travel.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I commute to the central permit area by car	No impact	Very negative	There should be no charges at all	No	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Very negative	We've multiple cars in the household belonging to the family. Although we're resident in Oxford and work in Central Oxford, we're also resident elsewhere in the country; our cars are not reastered in the Oxford address.	Completely against the proposal.	Cheaper buses, more bus routes, more frequent buses.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Very positive	Positive	About right	Yes	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Make buses cheaper for young people		Positive	There would be easier ways of reducing congestion - such as removing parking spaces in central locations (particularly discounted parking schemed in the Westgate Centre)		Control the use of electric bike (particularly delivery services) along footpaths. These are already hard to share between pedestrians and conventional cyclists. But the speed and size of these not only make walking less pleasant but also dangerous. If you want to encourage people to use alternative routes then you need to consider how these would be used. It is easy to anticipate a shift towards use of towpaths and cycle tracks to avoid the congestion charge and a new form of 'rat run' emerging.
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	No impact	No impact	There should be no charges at all	No	Make Park & Ride buses cheaper, Add new bus routes, Make bus services more frequent		Negative	The scheme will push us to go to other towns and cities for shopping, eating out and entertainment. This is because using a park and ride with young children (pushchairs etc.) is inconvenient. Also, as an entrepreneur with my own small business, this will be an additional cost. I attend networking events in the city which will now be more difficult or expensive to attend after I finish my 9-5	I am concerned that the congestion charge will not be temporary as stated. I also note that there seems to be no promise that the price will not increase from £5 whilst the scheme is in place. Some may be willing to accept a £5 charge but how do we know it won't increase after this consultation?	Provide more options for services, entertainment, restaurants etc. outside of the city. Options for banks, cinemas, theatres, museums, shopping, ice-skating are limited outside of the city. I've seen supporters of this scheme use London as an example of where congestion charging works and is accepted. Aside from the better public transport available in London, another key difference is most Londoners do not need to go into the city centre to do most things. There have sood local options. This isn't the case in Oxfordshire.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice, Frequent hospital patients, Registered car clubs, Personal cars used as goods vehicles for business purposes	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	Yes			Very negative	I am a regular resident that uses local businesses, this will effect them and my self	I don't believe you mean temporary. My life has been significantly affected for the worse by your temporary LTNs. Their are winners and losers to any scheme but it is obvious to locals that oxford is declining in its quality.	Look at how you have clogged up the roads that are seriously congested, with huge queues and resulting pollution.
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't			There should be no charges at all	Not sure	Other	No charge	Very negative	Visits to exhibitions and events in Oxford will have to be limited. I am elderly without a blue badge. I have a car and am willing to pay the hish parkino charges - surely that is enough.	Please allow us to access car parks without having to pay the charge.	Stop holding up traffic and let it flow freely.
a resident of Oxfordshire living outside Oxford	daily		I don't	Very negative	Very negative	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for young people		Very negative	The scheme takes no account of rural deprivation in an Oxford centric county. Local hospitals have closed or been downgraded forcing almost everyone towards the city. The same thing is proposed as regards local government. The buses are struggling to keep to timetable because of excessive 20mph limits and LTNs. You failed to manage the Botley Road fiasco and now seek to put the costs on motorists rather than Network Rail. You are killing commerce in Oxford. I shop elsewhere or via the internet. avoidino Oxford wherever possible.	These will only force more traffic onto an already congested ring road which you have made worse by putting traffic lights on every roundabout as well as allowing housebuilding everywhere, turning what was an incomplete ring road into a collection of urban roads. It seems to cost OCC about £1000 to put up one road sign, so goodness knows how much Councillor Gant's latest hare brained scheme will cost? Eynsham P&R another fiasco!	Yes. Build a westbound slip road off the A34 onto the A40. There was a missed opportunity with the major bridge works some years ago. A link road from the A40 to the Pear Tree interchange would have been a good idea too, but that opportunity has probably gone with all the housebuilding?
a resident of Oxfordshire living outside Oxford	less than weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Positive	Very positive	About right	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all		Neutral	Whilst I have no issue with the proposed charge I do think that the camera on Thames Street should be moved closer to Osipens Road to allow access to the Westgate shopping centre carpark / delivery areas otherwise this could impact the businesses within the shopping centre. It would also save a lot of administration sorting out which are legitimate delivery vehicles.		I live in Appleford in Oxfordshire which has no bus service although we do have a train stop. For me to visit without using my own vehicle I have 2 choices I either walk 2 miles to the nearest bus stop along a busy road with no footpath and then take another 45 minutes for me to get to my destination, if that was a hospital it's over an hour. I can use the train at a cost of £7.70 return but the times might not be convenient and if the trains are running late they have been known not stop at the platform. A lack of viable cheap public transport is the real issue. How many of these vehicles travelling around Oxford have single occupants going to the same work place eg the colleges, could a car share scheme be encouraged?
a resident of Oxfordshire living outside Oxford	less than weekly		I don't	Neutral	Neutral	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all		Neutral	Congestion charge will reduce congestion in affected streets but increase congestion elsewhere	The benefit of congestion charge is for the companies that operate the schemes. Very little of the revenue will benefit the council. The installation infrastructure unlikely to be 'temporary'. Associated NPR eauioment will be used for other ouroposes.	Economic decline and increasing cost of private car ownership will reduce traffic.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make buses cheaper for all, Extend hours of operation for buses		Very negative	Yet again you are trying to cause complete chaos in Oxford. The outer city will become more clogged with this proposal. But will you listen no. Will you even publish the results of this consultation no. You will go ahead regardless. With the power of beina a councillor comes resnonsibility not the arroaance vou exhibit. You should be ashamed.		Yes open up the ltns. Make some roads one way.
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Neutral	Positive	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make bus services more frequent		Negative	This introduces admin tasks that are not required. Congestion has clearly increased over recent years mainly because of 2 things. Introduction of LTNs - not working, not needed, adding to overall pollution and travel time. Prolonged closure of Botley Road due to neolicence on the eart of those surveving the necessary work in the first place.	While theoretically reducing car usage within the city appears to be "the right thing to do", it in fact has huge costs, negative impacts for businesses and increases pollution in other places since there are many longer journeys required. Introducing concestion charges will only exacerbate the situation.	Free park and ride (both parking and the bus journey in) with more buses and running earlier and later.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very positive	Neutral	About right	Yes	Make buses cheaper for all, Make bus services more frequent, Extend hours of operation for buses		Very positive	I cycle to work and use my car rarely for trips out of Oxford generally. Any improvement to reduce the number of cars on the road is great!	no	Safer cycle lanes (ie coned off from traffic) may encourage more cycling
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Very negative	Very negative	Too low	Yes	Make buses cheaper for all, Make bus services more frequent, Add public cycle parking		Positive	the evidence provided is compelling, but time will tell.		lots of smaller buses, like 9 or 13 seater vans. rather than large bus which restricts places it can go.

Survey Response													
I am responding to this survey as	How often do you travel in or around Oxford?	Please tick which of the following free permits and passes you think you may be eligible for	Do you live in, visit a resident by car or commute by car to the proposed central Oxford	Central Oxford residents' permitIt is proposed that residents in the central Oxford	Central Oxford permit area commuters' permitIt is proposed workers commuting	We are proposing a single charge of £5 to allow cars without a day pass or permit	Do you think that charges should vary, with drivers of longer cars paying more and	Income generated by introducing the proposed temporary congestion charge would be used to cover the set-up and operating costs of the scheme.	If other improvement, please state	Taking into account all the information we have provided about the proposal to	Please explain your answer	Do you have any other comments about the proposal for six temporary congestion charge locations in Oxford that you have not already shared in this survey?	Do you have any suggestions for other ways to reduce traffic and tackle congestion in and around Oxford?
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Positive	Negative	About right	No	Make buses cheaper for all, Make bus services more frequent, Add public cycle parking		Positive	I am hoping it will reduce traffic.	I am concerned this, like the fingers, will increase traffic through Old Marston at peak commuter times.	An aerial egg lift linking Thornhill P&R > Osler Road / JR hospital > Town Centre.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Negative	Too low	Yes	Make Park & Ride buses cheaper, Make buses cheaper for all, Make bus services more frequent		Positive	Could go further, eg restricting hours of access for "other" vehicles (delivery etc) to outside normal peak times		Reduce the amount of parking currently available with a aim to discourage driving into the centre
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Positive	Negative	Too low	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Add new bus routes, Make bus services more frequent, Extend hours of operation for buses, Add public cycle parking		Positive		I think 3 cars for commuting is excessive	restrict larger vehicles such as trucks and vans within certain hours - so not during peak schools hours (7:30-9, and 3:30 to 5). This would make cycling with kids safer and more appealing.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	About right	Not sure	Make buses cheaper for all, Add new bus routes, Add public cycle parking		Very positive	Would expect to see fewer cars crossing the city centre, so buses would be faster/more timely and walking/cycling would be safer and more pleasant	Seems like a good way to test out the traffic filter ideas before going into the trial proper	School term times seem to produce the heaviest traffic, finding better ways for children to get to schools (rather than being driven in and out individually) could make a big difference. A shift away from the near-universal 9-5 working hours could also help soread out "rush hours".
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	Yes			Very negative	I'm an NHS manager, working almost 24/7, working every day after job planned hours from hime, additional commuting time will have neoative imoact on my service		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	Too low	Yes	Add new bus routes, Make bus services more frequent, Add public cycle parking		Very positive	It is currently quicker to cycle in and around the city than to go by bus. The roads should be clearer for people who *need* to use their cars and permit the free flow of traffic. Buses will be quicker, and therefore more appealing to use, and cycling will be safer.	Owing to the timing of sessions, there needs to be provision for access to the ice rink, whether that is by improving bus services or adjusting the congestion charge for users. Otherwise, training would be affected to such an extent that competitive skaters will need to move to other rinks, such as Swindon, which are further away, which will affect the rink's ability to operate and remain competitive.	Look to other medieval cities abroad that have put cycling first and see what measures we can adopt. A good example is Uppsala, in Sweden, which is also a medieval university town and is almost entirely car-free in the centre. Cars should be used for getting out of Oxford, and not necessary for getting into or around Oxford.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	There should be no charges at all	Yes	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Negative	I will have to leave my job at the school where I work part time because the most direct route includes one of the charging zones and going the long way would take too long and will use too much petrol. Going there by bus would take ages as there is not a good direct service available.	They are not a good idea because the rich can afford to pay and will continue congesting the road, but those on lower income will struggle.	Removing the LTNs in East Oxford would be a good start. Have more bus routes that cover the entire city and better connection services to the surrounding villages.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	Too high	No	Make buses cheaper for all		Negative	Push traffic onto already busy alternate routes already impacted by LTNs		Use the river to provide alternative transportation into Oxford
an Oxford resident	daily	Taxis and private hire vehicles	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Make BUSES FREE FOR LOCAL PEOPLE BETWEEN WORKING HOURS AND SEE WHAT IMPACT THAT HAS ON TRAFFIC AND SCHOOL RUNS	Very negative	Will hurt people that come to Oxford to work and who live locally .. turning Oxford into a Prison	All the surrounding roads will be impacted massively, there wasn't a congestion problem before that LTNS went in.. SUMMERTOWN IS THE WORST FOR PEOPLE THAT DON'T LIVE LOCALLY	Free bus passes, council has the ability now to run its own bus services due to changes in the law, also bus ticket prices are extortionate for such small journeys and cause issues financially, Park and Ride should be free and buses to and from them should be one pound no more, if you want people to use Oxford and use it services make it cheaper for them to access them.
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Fix the badly managed roads and roundabouts	Very negative	It's literally a money making scheme. Not everyone falls into the same category of 'they should walk, get a bus or cycle' I now live in Abingdon, but I grew up in Cowley, I work in Cowley, my partner works in Cowley, my daughter goes to nursery in Rose Hill, I still have a lot of friends and family in Cowley that I see regularly, usually after work. You have already made that difficult with LTNs, I have to sit in a lot more traffic now than I ever did before. People will not stop driving! We pay for our cars, our insurance, our tax, and you want to charge us more just for the privilege of driving in our own city! There is no bus route that will allow me to go to drop off my daughter at nursery, go to work, then to pick up my daughter, and then to visit my family! And if there was it would probably double my journey time! I cycle to work when I can, but not if I have to do the nursery run. I have never ever had a problem cycling round Oxford! The majority of families and households rely on these cars to go about their daily business! Stop trying to penalise these	You never spoke about this pre election as you knew you would struggle to get voted in! You have ruined Cowley with your LTNs already! You as a council are not listening to residents. Just look at the petition with over 10,000 signatures against! Look at the comments! Put your congestion charge in areas where you were voted in! Leave Cowley alone! Majority of residents do not want your greedy schemes! You seem to be targeting the poorer areas! If you really want it, then open up some of the LTNs so that the traffic can flow freely!	Open up the LTNs! Simple!
a resident of Oxfordshire living outside Oxford	less than weekly		I don't	Neutral	Neutral	There should be no charges at all	No	Other	This survey appears to be worded in favour of charging rather than asking for opinions on the actual charge itself. If I select 3 options above then you will say "the public supported revenue going to x, y & z"	Very negative	We occasionally go into Oxford to visit Westgate. If we have to pay an additional £5 to visit, in addition to the already expensive parking then in all likelihood we simply will not go and instead will just buy more things online. Ultimately your charge will contribute to the further decline of the high street shops which once damaged will not be reversed. Do you really want this to haooen?	It's just not necessary. It will kill the city centre and deter Oxfordshire residents from outside of the city to shop elsewhere.	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Positive	Positive	About right	Yes	Make Park & Ride parking cheaper, Make buses cheaper for all, Make bus services more frequent, Add public cycle parking		Very positive	Something has to be done about Oxford traffic. This worked in London, will work here too. Money talks - by charging people to drive in certain places you will change their behaviour, even if they complain.	No	More protected bike lanes. Sort out the plain roundabout - it is so dangerous.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very positive	Negative	Too low	No	Make buses cheaper for all, Add public cycle parking		Positive	Charges should be significantly higher than the bus fares to provide proper incentive. Also, I don't understand the three-cars-work-parking scheme - people with three cars do not need to be subsidised.		Enforce speed limits on Cowley road around east Oxford. Especially in evenings when it's common to see deliberate excessive speeding.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Very positive	Very positive	There should be no charges at all	Yes	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make bus services more frequent		Very negative	I live in the Marston area. I do not think consideration has been given at all to people who live in these area. We are being cut off from accessing the north, east and south of the city by car. The more worrisome is not being able to access Summertown. We do not have GP services in Marston. My neighbours and I have GPs in the central and Summertown areas. Our closest Leisure Centre is in Summertown. We have no buses from where I live to Summertown. I try to cycle as much as I can, but sometimes I can't due to a heart and lung condition, so my partner needs to take me. I do not qualify for a Blue badge, nor do I think I should have one. You're effectively making life miserable for people who LIVE in Oxford. I do not consider that putting a congestion charge on Marston Ferry rd, a Saturday is achieving anything	I would like for people who live in the Marston area to have the same consideration as those living in the Central area. I strongly believe we need free access to use Marston Ferry Road all year round. Please consider teachers too. They are not being thought about at all. Private schools are a big problem that is not being considered. People are coming all over Oxfordshire to drop their kids off at Oxford Central areas, generally with massive vehicles. But clearly, they are not 'touch' as Banbury Road has no filter.	Put a direct cheap/free bus from the Park and Rides to the hospitals. No stops in between. This will massively help commuters to hospitals and patients. Force Private Schools to have a school transport system (e.g. drop the children at the park and ride and collect from there). Make parents pay a congestion charge if they don't (unless the child needs additional support, eg, age or disability).
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Negative	No impact	About right	Yes	Make bus services more frequent		Neutral	I don't use my car very often in Oxford, usually travelling by bicycle or bus		
a resident of Oxfordshire living outside Oxford	less than weekly	Blue badge holders	I don't	Positive	Positive	There should be no charges at all	No	Make Park & Ride parking cheaper		Positive	I won't come into Oxford	Should be free to visit the hospitals as we don't want to be there but we have to go!!	
an Oxford resident	daily		I don't	Neutral	Neutral	About right	Yes	Make Park & Ride buses cheaper, Make buses cheaper for all, Add public cycle parking		Very positive	Congestion in Oxford is a nightmare and anything that reduces it would be great.	Yes! Surely you need them also on other mains roads in to Oxford - specifically, Woodstock, Banbury and Abingdon - otherwise, people will just switch to using these routes in to Oxford.	You really need to make park and ride an attractive alternative. More of them (if that's possible). Expanding the existing ones and making them free - both parking and getting the bus from them to town. I know that would cost a lot of money, but it can't all be stick and no carrot! Also - and you mentioned this already - charging people in massive, dangerous, polluting SUVs more is an excellent idea. They are totally unnecessary.
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	Not sure	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all		Very negative	I will avoid travelling to Oxford and visiting family in Oxford as a result. I already take the Park&Ride but when I have 3 or more people in the car, I prefer to use my car for ease and financial reasons. This will mean reduced income for businesses in Oxford. The bus services are already excellent, so the extra income to improving transport in Oxford is unnecessary. The timings and locations of the congestion charges are very confusing. When I lived in Oxford previously, a 10min car journey took over 30min due to bollards blocking routes. The bollards which were supposed to reduce congestion, actually increased it! Adding in new constraints will mean that drivers will take alternative, longer and more polluting routes which will only divert congestion rather than reduce it.		Remove the bollards. The aim is wrong. Buses, cycling and walking routes are excellent as is and would still be great if the bollards are removed.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Negative	Neutral	There should be no charges at all	No	Make buses cheaper for all, Add public cycle parking		Negative	The problem of traffic in Oxford is exaggerated by Oxford council, for some political purpose that is hard to fathom. Oxford has issues with traffic typically for about 40 minutes a day during term time only. 20 minutes in the morning at drop-off, 20 minutes in the afternoon at pick up, on weekdays, in term time. To attempt to solve this by installing congestion charging locations, enforced every day of the year (even weekends) is the definition of a sledgehammer cracking a nut. It is entirely disproportionate, as are the LTNs. The collateral damage, especially to businesses and schools, is being ignored. Although I live in Jericho and can walk and cycle most of the places I need to go, LTNs and congestion charging will completely double commuting families with children in schools in Oxford and businesses, who, given the high price of property and ownership of so much housing by Oxford colleges, simply can't afford to live in Oxford. Bus services are woefully inadequate to service these needs, and to pretend modest further investment is going to change that situation in the next 5 to 10 years, is just disingenuous.	The improvements in air quality made by Oxford are important to continue, but it has already been shown that these improvements can be made by moving to electric public transport. As an EV driver, rather than penalise all drivers, I suggest more policies are advanced to encourage adoption of EVs.	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Negative	Very negative	Too low	Yes	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Other	Clamp down on illegal moped/ scooter riders (most are also illegal immigrants apart from anything else) to encourage walking.	Very negative	This will massively increase traffic on the Woodstock Road and through residential roads in Jericho and Walton Manor that are extremely ill-equipped to take more traffic.	The whole idea of bus-gates etc is stupid. Just institute a congestion charge (say £10 for cars, £100 for coaches) for all vehicles entering Oxford from the Ring Road. This would be simple and effective.	The whole idea of bus-gates etc is stupid. Just institute a fixed congestion charge (say £10 for cars, £100 for coaches) for all vehicles entering Oxford past the P&R car parks. This would be simple and effective. One of the biggest problems are coaches. These should be banned from the city centre (it's insane that they are allowed to park on St Giles). This would also have the beneficial side-effects of a) reducing large day-trip groups who clog up the city centre while spending zero money and b) making tourism in Oxford more focused on wealthier people who support nicer shops/ restaurants/ hotels etc.
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	No impact	No impact	About right	No	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Positive	Cleaner air and more pleasant environment	No	No
a resident of Oxfordshire living outside Oxford	less than weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	No impact	No impact	There should be no charges at all	Not sure	Make buses cheaper for all, Make bus services more frequent, Add public cycle parking		Very negative	As residents of rural Oxfordshire, we already feel second class citizens. Public transport into and out of Oxford is poor - unfeasible unless you have endless amounts of time to spend waiting for and progressing slowly on buses. For older and less mobile citizens - those not so handicapped as to require Blue Badge parking but quite sore and slow enough to consider distances walked as a part of planning activities - public transport in its current form is not a feasible alternative to using a car. In the evening, especially the late evening, safety considerations are also a factor. The less easy it is to access those services that are found only in Oxford - theatre, museums, concerts, broader ranges of shops etc - the more Oxford appears to be discriminating against its rural outlying communities, those very communities that have suffered oversptil housing demands with no uplift in supporting infrastructure. A final point is again related to discrimination. Many households in the countryside have two cars and those are, for reasons of economy, often in the name of one registered keeper. For older couples, it is common for the male partner to be the registered keeper and motor insurance policyholder for both vehicles. The scheme as presently designed discriminates against women and the elderly in insisting that passes are available only to the registered keeper of a vehicle, rather than to any person insured to drive that vehicle who is also a resident of Oxfordshire. If a household in Oxfordshire has two vehicles registered to and insured at that address, each should receive the free passes allowance regardless of the status of	I feel that this is an unnecessary and expensive experiment, proposed only because of the delay in the Botley Road project. It is a wasteful use of money that could be better employed in improving bus services.	
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Negative	Positive	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all		Negative	I am visiting my elderly parents in marston sometimes going along the marston ferryboat get home to begbrooke. I'm not even going to oxford why should I ve charged for checking and helping my parent's. I also won't shop in oxford anymore the few times I go	People need to drive as buses and park and ride services are to much bother I think this scheme will have a negative effect on businesses in oxford Too many houses being built in a city that cant cope with the cars Stop building	Well if all the shops shut that will sort it This is probably what will happen Otherwise with all the money you are going to get make travel on buses free in oxford hop on hop off
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Neutral	There should be no charges at all	Not sure	Make buses cheaper for all, Extend hours of operation for buses, Add public cycle parking		Very negative	See below	I am, to be perfectly honest, appalled by this proposal. Why are you making people who have nothing to do with the incompetence of whoever's building the extension to the station pay for what the construction has been causing? You first introduced LTNs, completely disregarding the pleas from the residents to not introduce them/to lift them. Then the cursed station construction started and, surprise surprise, is still going on despite all the promises at the beginning, because nothing ever gets built on time in thus country, and now we have traffic problems caused by these, which you want to help alleviate by charging people who travel to Oxford money, and us residents to go through the hassle of getting a permit! Why should I put in the effort for something I have nothing to do with and pay for others' mistakes? And get stressed out about cameras, bus lanes, etc, when driving around in my hometown? And, on top of all this, we now have Deliveroo and other food delivery guys whizzing around traffic causing immense danger to pedestrians and cyclists AND cars, and nothing is being done to ban the illegal bikes they use! I am really struggling to see why the issues that are in place at the moment are not being solved but the residents and commuters are being punished. This is like taking paracetamol for pain caused by a tumour and it's not ok.	Yes, remove LTNs!
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by bv car	Very negative	Very negative	There should be no charges at all	No			Very negative	This will drive traffic to take longer routes increasing pollution. Pollution does not recognise boundaries - it spreads. The Oxford ring roads and the A34 and A40 are continually gridlocked - this proposal will drive more traffic onto these roads making things worse and again increasing pollution as well as road wear etc.	I have to use more than one car - if this proposal comes into place (which I hope it doesn't) I will need passes that are not related to a single vehicle. Also how do you propose to compensate me for the increased fuel use that this scheme will result in?	Stop being so negative about cars - live with them. Look at other countries for inspiration if you need to.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice, Blue badge holders, Disability benefit claimants. Disabled tax cars	I don't	No impact	No impact	There should be no charges at all	No	Make Park & Ride parking cheaper, Add new bus routes, Make bus services more frequent, Extend hours of operation for buses		Neutral	I have out Neutral because as a Blue Badge holder, I wouldn't be penalised. However I do believe local businesses would suffer, and I'm notvsure how that would affect the local community.	Personally I think the best way to reduce congestion is to remove the LTNs. As foraging cycling safer, bring in enforcement, and tougher sanctions on cycles with out lights at night, and on cycles that go through red lights. I think that would make the roads safer for evervone.	Remove the LTNs, reduce congestion and thus make buses more reliable again. As a blue badge holder I also have a free bus pass, but I rarely use buses since the introduction of LTNs. The reason being the buses have become less reliable.
a resident of Oxfordshire living outside Oxford	less than weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice. Frequent hospital patients	I don't	Negative	Negative	There should be no charges at all	No	Other	Free parking at the park and ride	Very negative	Because once this TAX, after all that is what this is, it will NEVER go away. There is no such thing as a "Temporary Charge" in the minds of local councils.	A terrible idea, and will be the final reason for never visiting Oxford. Why would anyone go there to shop or eat when there is High Wycombe, Reading, and Aylesbury?	Because once this TAX, after all that is what this is, it will NEVER go away. There is no such thing as a "Temporary Charge" in the minds of local councils.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very positive	Very positive	About right	Yes	Make buses cheaper for all, Make buses cheaper for young people, Make bus services more frequent		Very positive	Something urgently needs to be done and the public transport can only improve if there is less congestion and if it's cheaper. By reducing the volume of car traffic and funnelling some of the income to make buses more affordable it should be a win-win. It will also encourage motorists to be more thoughtful to limit unnecessary journeys or to encourage people to car share. Everyone needs to do their bit to make it work.	Pleased to see that action is being taken and we can have a soft launch of the bus gates plan through this scheme. Please be sure to plugh the income back into improving bus affordability as this is key to encouraging people to break their habits.	As above, more affordable bus fares and particularly for young people.
a resident of Oxfordshire living outside Oxford	less than weekly	Personal cars used as goods vehicles for business purposes	I don't	No impact	No impact	There should be no charges at all	No	Make buses cheaper for all		Negative	I will avoid going to the Oxford city area	It is currently difficult enough to travel in and around Oxford, this scheme will only add to this.	I don't think there is a solution to this. What are other countries doing about this issue? There are too many humans and too many cars and that is only going to increase over time.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	No impact	There should be no charges at all	Not sure	Make buses cheaper for all		Negative	Your exemptions don't cover people who are members of sports or community groups that need to travel these routes to participate in team practices. This can include coaches as well as participants. As cost of housing in Oxford is too dear. Many members of clubs and community groups have to commute from neighbouring towns and villages. Taking a bus isn't an option if you have to bring equipment to training sessions. 25 permits won't be enough. These types of groups should be able to claim exemptions too. There is a leisure centre at Ferry Road which is serviced by Marston Ferry Road. Depending on which direction you come from, you'll incur the charge. Just seems like it's just better to close every sports facility that is in the congestion charge and relocate out of Oxford. Again for Residents who qualify for 100 passes, depending on your family commitments this might not be enough either. I know that there are routes that you can use to avoid the charge like Cowley Road. However, your plans do nothing to address the traffic issues on that stretch of road. Cheaper, more frequent buses are the only way to solve this. £5 congestion charge is still cheaper and more convenient than return bus fare for two adults.	\- North Oxford isn't impacted by any of these schemes. Predominantly East Oxford. - Remove weekend restrictions. - The main problem with the City Centre is the Westgate Car Park design. The queueing lane into the car park is too short which results in cars backing up to quickly and blocking Cnpens Road. The car park is too slow to close down and advise cars where else they can park. The previous re-incarnation had a much longer off street lane for cars to queue into the car park. Oxford City Council planning Dept got this aspect of the car park severely wrong. - The tap off tap on doesn't work. I keep getting charged full rate unnecessarily. May be residents should get free bus journeys as well as permits too. - Congestion charge only applies to cars. So if a household has a van or mini-bus they'll be exempt, so can abuse the system when vehicle isn't being used for work. - Volunteers of local community or sports groups should be able to claim exemptions and / or permits too. Especially if they need to bring equipment to training. - 100 passes for residents might not be enough if you have multiple childcare commitments. This penalising working women, who might have to collect young children after work or have multiple children. Not all children are old enough or are confident enough to cycle. - Residents within a certain radius should have unlimited access. Otherwise you are in danger of excluding your own residents from visiting Oxford City facilities and Town Centre. - I now actively avoid going to the Town Centre at the weekend as it's too much hassle and cost. The City is being designed	\- Many taxi drivers going through the LTN areas too fast. As they know there isn't any traffic, they zoom past cyclists too fast (greater than 20mph). This is dangerous to cyclists. - Stop exempt vehicles abusing LTN access, e.g. taxi taking family members on domestic journeys rather than fare paying customers. - Stop having this blinkered view that everyone can cycle, especially in the winter. - Why are you expanding JR Hospital NHS services in Headington, this is contributing to increased patient and staff traffic. - Open a train station in Witney and Cowley. These were old branch stations that could be reopened. Didcot and Radley / Abingdon benefit from having a station. - The University supports bus routes from town to Harwell campus. Maybe look at similar schemes with other organisations? - By introducing this congestion charge, you'll just push cars onto non-congestion roads. This will increase traffic on Cowley Road, Rose Hill / Iffley Road. So will make buses slower not quicker? - As I have family that cycle, the LTN's do make their journey easier. However, there is an issue that most of the public transport routes rely on a spoke wheel model, i.e. go from the outside of town and terminate in the centre. It is very difficult to travel across Oxford if you want to avoid the city centre. E.g. Headington to Kasam stadium, you have to walk to Cowley Road and then get the bus.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Add new bus routes, Make bus services more frequent, Extend hours of operation for buses		Very negative	There will be no improvement to the infrastructure or public transport to mitigate this unfair imposition of yet more financial pressure to people already struggling with the cost of living crisis, shrinkflation, stagnant wages and escalation of everyday charges. It will silo people into neighbourhoods and cut people off which will impact people's mental health. It's an arbitrary way of siphoning off more hard earned income for no good reason. The traffic isn't even bad. Pretending it's anything other than a money making racket is disingenuous.		Lots more buses, running more frequently, that actually arrive on time and at times when people actually need to travel. Routes which make sense and usefully connect different areas of the to each other without the need to change buses constantly and take hours to travel small distances. Not everyone can ride a bike: it's ableist to assume cycling is the solution to everything all the time.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	Too low	Yes	Make buses cheaper for all, Make buses cheaper for young people, Add new bus routes		Positive	Hopefully, increased local funding for alternative transport and reduced congestion on bus routes	The proposed location of the Thames street filter will block access to the Westgate car park while Botley road is closed	Consider the introduction of bus routes around the ring road
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Neutral	There should be no charges at all	No	Make Park & Ride buses cheaper, Add new bus routes, Make bus services more frequent		Very negative	I believe that before you restrict completely free travel around our city you should put in place all of the alternative transport first. That would include, getting the Cowley tram line operating, adding bus services and making all park & ride parking and buses free. Instead, you have slashed bus services around the city (for example, our X13 along the Marston Road to the station) or amalgamated them (the 400 / U5). This does nothing to encourage alternatives to cars. We like to go from Marston to the Summertown shops and restaurants. Nobody is going to do that via the clogged ring road and so the block on Marston Ferry Road will end these trips. If you added a new bus along the Marston Road that went to Summertown, we'd use it instead of the car. Your ideas are always all "stick and no carrot" (unless you are one of the tiny minority of residents who cycle everywhere). I prefer to walk or bus but car journeys are also vital.	I suspect that further restrictions will make it even harder for the hospitals and schools to recruit. Many of our key workers cannot afford to live in the city and so commute from cheaper outlying areas. Shift work and bus time tables don't work. Therefore, many drive for ease and safety. Many employees in other industries have to drive in too. If Oxford becomes even harder to negotiate they will simply work elsewhere. That will be detrimental to hospitals, care homes, schools and so on. Not everyone can work from home.	Open up the Cowley branch line. Offer more bus routes Making all Park & Ride parking and buses free Encourage electric car use by allowing them through the filters free. Lobby the Government to rebuild the train line down the A40 route (that would remove a vast amount of traffic) More Park & Rides a bit further out. Ban cycling in bus lanes next to a cycle path (e.g. the London Road where cyclists constantly slow down the buses). Traffic lights at The Plain.
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Neutral	Very positive	About right	Yes	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Make buses cheaper for young people, Make bus services more frequent, Extend hours of operation for buses		Neutral		Until the railway station road is open, no charges or restrictions should be implemented	
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice, Personal cars used as goods vehicles for business purposes	I don't	No impact	No impact	About right	Yes	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Add public cycle parking		Neutral		Very dubious about this and other consultations	Increase bike parking in city centre. Improve quality of road surface for bikers. Stop parents driving their children to school. Huge degree local congestion. Charge SUVs and other large cars more.
a resident of Oxfordshire living outside Oxford	less than weekly		I don't	No impact	No impact	There should be no charges at all	Not sure	Make buses cheaper for all		Neutral	I am concerned about the Marston Ferry congestion charge.	I am concerned about the Marston Ferry congestion charge. This will impact on patients travelling to the hospitals. It will mean there will be more traffic in Headington so no doubt cause problems there. It is another charge on people attending the hospitals they already pay enough to park! Also using buses when attending hospital is not option for varying reasons. Believe me I know from personal experience.	No
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	About right	No	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Very negative	It will have a negative effect on businesses and make visiting services (GP surgery, Gyms, Pharmacies, Community Centres) much more difficult.	The Marston Ferry Road congestions pointlcamera could be made much better if it were placed at the Banbury Road end of Marston Ferry Road (e.g. by the Ferry Pool Bus Stop). The reason being is that New and Old Marston residents would then be able to use the Ferry Car Park (which is always quiet) and so continue to have access to the two GP practices, the Ferry Pool Leisure Centre, all the shops and business in Summertown, the North Oxford Community Centre, and pharmacies. Residents of Summertown, Cutteslowe & Sunnymead, Walton Manor etc, still have access to the Diamond Place/Summertown carpark so still enjoy all the same facilities. It seems highly discriminatory (and poor business sense) to situate the camera at the Cherwell Drive end of Marston Ferry Road as this prevents Marston residents from easily accessing all the Summertown facilities which don't exist in Marston. It would be far better for the Summertown businesses too!	Make park and ride free, reduce bas fares generally.

Survey Response													
I am responding to this survey as	How often do you travel in or around Oxford?	Please tick which of the following free permits and passes you think you may be eligible for	Do you live in, visit a resident by car or commute by car to the proposed central Oxford	Central Oxford residents' permitit is proposed that residents in the central Oxford	Central Oxford permit area commuters' permitit is proposed workers commuting	We are proposing a single charge of £5 to allow cars without a day pass or permit	Do you think that charges should vary, with drivers of larger cars paying more and	Income generated by introducing the proposed temporary congestion charge would be used to cover the set-up and operating costs of the scheme.	If other improvement, please state	Taking into account all the information we have provided about the proposal to	Please explain your answer	Do you have any other comments about the proposal for six temporary congestion charge locations in Oxford that you have not already shared in this survey?	Do you have any suggestions for other ways to reduce traffic and tackle congestion in and around Oxford?
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Positive	Negative	About right	No	Make buses cheaper for all, Make bus services more frequent, Add public cycle parking		Positive	I am hoping it will reduce traffic.	I am concerned this, like the fingers, will increase traffic through Old Marston at peak commuter times.	An aerial egg lift linking Thornhill P&R > Osler Road / JR hospital > Town Centre.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Negative	Too low	Yes	Make Park & Ride buses cheaper, Make buses cheaper for all, Make bus services more frequent		Positive	Could go further, eg restricting hours of access for "other" vehicles (delivery etc) to outside normal peak times		Reduce the amount of parking currently available with a aim to discourage driving into the centre
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Positive	Negative	Too low	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Add new bus routes, Make bus services more frequent, Extend hours of operation for buses, Add public cycle parking		Positive		I think 3 cars for commuting is excessive	restrict larger vehicles such as trucks and vans within certain hours - so not during peak schools hours (7:30-9, and 3:30 to 5). This would make cycling with kids safer and more appealing.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	About right	Not sure	Make buses cheaper for all, Add new bus routes, Add public cycle parking		Very positive	Would expect to see fewer cars crossing the city centre, so buses would be faster/more timely and walking/cycling would be safer and more pleasant	Seems like a good way to test out the traffic filter ideas before going into the trial proper	School term times seem to produce the heaviest traffic, finding better ways for children to get to schools (rather than being driven in and out individually) could make a big difference. A shift away from the near-universal 9-5 working hours could also help soread out "rush hours".
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	Yes			Very negative	I'm an NHS manager, working almost 24/7, working every day after job planned hours from hime, additional commuting time will have neoative imoact on my service		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	Too low	Yes	Add new bus routes, Make bus services more frequent, Add public cycle parking		Very positive	It is currently quicker to cycle in and around the city than to go by bus. The roads should be clearer for people who *need* to use their cars and permit the free flow of traffic. Buses will be quicker, and therefore more appealing to use, and cycling will be safer.	Owing to the timing of sessions, there needs to be provision for access to the ice rink, whether that is by improving bus services or adjusting the congestion charge for users. Otherwise, training would be affected to such an extent that competitive skaters will need to move to other rinks, such as Swindon, which are further away, which will affect the rink's ability to operate and remain competitive	Look to other medieval cities abroad that have put cycling first and see what measures we can adopt. A good example is Uppsala, in Sweden, which is also a medieval university town and is almost entirely car-free in the centre. Cars should be used for getting out of Oxford, and not necessary for getting into or around Oxford.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	There should be no charges at all	Yes	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Negative	I will have to leave my job at the school where I work part time because the most direct route includes one of the charging zones and going the long way would take too long and will use too much petrol. Going there by bus would take ages as there is not a good direct service available.	They are not a good idea because the rich can afford to pay and will continue congesting the road, but those on lower income will struggle.	Removing the LTNs in East Oxford would be a good start. Have more bus routes that cover the entire city and better connection services to the surrounding villages.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	Too high	No	Make buses cheaper for all		Negative	Push traffic onto already busy alternate routes already impacted by LTNs		Use the river to provide alternative transportation into Oxford
an Oxford resident	daily	Taxis and private hire vehicles	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Make BUSES FREE FOR LOCAL PEOPLE BETWEEN WORKING HOURS AND SEE WHAT IMPACT THAT HAS ON TRAFFIC AND SCHOOL RUNS	Very negative	Will hurt people that come to Oxford to work and who live locally .. turning Oxford into a Prison	All the surrounding roads will be impacted massively, there wasn't a congestion problem before that LTNS went in.. SUMMERTOWN IS THE WORST FOR PEOPLE THAT DON'T LIVE LOCALLY	Free bus passes, council has the ability now to run its own bus services due to changes in the law, also bus ticket prices are extortionate for such small journeys and cause issues financially, Park and Ride should be free and buses to and from them should be one pound no more, if you want people to use Oxford and use it services make it cheaper for them to access them.
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Fix the badly managed roads and roundabouts	Very negative	It's literally a money making scheme. Not everyone falls into the same category of 'they should walk, get a bus or cycle' I now live in Abingdon, but I grew up in Cowley, I work in Cowley, my partner works in Cowley, my daughter goes to nursery in Rose Hill, I still have a lot of friends and family in Cowley that I see regularly, usually after work. You have already made that difficult with LTNs, I have to sit in a lot more traffic now than I ever did before. People will not stop driving! We pay for our cars, our insurance, our tax, and you want to charge us more just for the privilege of driving in our own city! There is no bus route that will allow me to go to drop off my daughter at nursery, go to work, then to pick up my daughter, and then to visit my family! And if there was it would probably double my journey time! I cycle to work when I can, but not if I have to do the nursery run. I have never ever had a problem cycling round Oxford! The majority of families and households rely on there cars to go about their daily business! Stop trying to penalise them!	You never spoke about this pre election as you knew you would struggle to get voted in! You have ruined Cowley with your LTNs already! You as a council are not listening to residents. Just look at the petition with over 10,000 signatures against! Look at the comments! Put your congestion charge in areas where you were voted in! Leave Cowley alone! Majority of residents do not want your greedy schemes! You seem to be targeting the poorer areas! If you really want it, then open up some of the LTNs so that the traffic can flow freely!	Open up the LTNs! Simple!
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I commute to the central permit area by car	No impact	Positive	There should be no charges at all	No	Other	Stop the congestion charge	Very negative	I share school pick up with my daughter who works full time. It would be impossible to do the round trip by public transport. My mum is 83 you have already restricted parking on Hollow way , making visiting her so hard and only one of us at a time can visit. Charsina us to drop her shooping off is ridiculous.	Please reconsider these charges. When you work full time and have family commitments there is not the time to use public transport. How can you charges residents to drive round their own city. Stopping all these vehicles' is going to have a huge financial impact. How is OCC going claw back the loss in fuel and road tax?	Yes we all know the traffic is halved when schools have holidays. Public transport from park and rides to ferry children to schools would be a start.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice, 25 day passes for residents in the Oxfordshire permit area, on days of your choice, Blue badge holders, Disability benefit claimants, Disabled tax cars, School students with special educational needs, Unpaid carers, Community health or care workers who need to visit multiple locations or travel urgently, Frequent hospital patients, Emergency service vehicles, Firefighters, Taxis and private hire vehicles, Business cars used as goods vehicles, Personal cars used as goods vehicles for business purposes, Hearses and funeral cars	I commute to the central permit area by car	Very positive	Very positive	About right	Not sure	Make Park & Ride buses cheaper, Make buses cheaper for all, Make buses cheaper for young people, Make bus services more frequent		Negative	As a resident of Oxford, I feel compelled to speak out against the proposed temporary congestion charge on key roads in our city. I understand the need to address traffic and improve public transport, this plan feels like a rushed and unfair solution that places an extra burden on everyday people — especially those already affected by the Low Traffic Neighbourhoods and the ongoing Botley Road closure. This isn't just about £5 a day. It's about the cumulative impact on families, workers, carers, and small businesses who rely on their cars for essential travel. The city deserves a long-term, inclusive transport strategy — not a stopgap measure that risks deepening inequality and frustration. I urge Oxfordshire County Council to listen to the thousands who've already signed the petition and rethink this approach. Let's find a better way forward — one that works with the community, not against it.	1. Use smart traffic signals to adapt to real-time congestion. 2. Implement Red Routes (no stopping zones) on key roads to ease flow. 3. Offer cheaper or free bus fares during peak hours to reduce car use. 4. Provide frequent, reliable buses into the city centre. 5. Relocating street parking in congestion charge zones like Hollow Way could help ease traffic flow without penalizing residents or essential drivers.
a resident of Oxfordshire living outside Oxford	less than weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	No impact	There should be no charges at all	Yes	Make Park & Ride parking cheaper, Add new bus routes, Add public cycle parking		Very negative	I don't see why there should be any restrictions at all.	It's an appalling idea	Provide lots of secure parking for bikes (particularly electric bikes) in Oxford.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice, Frequent hospital patients	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make buses cheaper for all		Very negative			Fix the roads by using our taxes better and make the workers do their job properly
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice, Registered car clubs	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Neutral	No impact	About right	Yes	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all		Very positive	I live and cycle daily in central Oxford, as does my daughter. Fewer cars mean safer cycling.		
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice, Frequent hospital patients	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Neutral	There should be no charges at all	No	Add new bus routes, Other	Don't introduce this scheme	Very negative	We regularly go through these areas for visiting residents, facilitating community building groups, attend AFOX meetings, shopping, bringing friends from all over the world to see Oxford. Using funds generated to pay for setting up the scheme seems pointless. Don't set it upp and you won't need it. Busses are Ok for days we come to facilitate workshops, attend meetings and with tourists but not for visiting friends who live far from routes. if I want to shop.	Its a very bad ideaReduce prices of busse	Reduce prices of busses to token amounts- say £1/trip or £3 max limitless all day. Introduce minibus taxis that go to all areas, run very frequently and are cheap (as above). This is similar to the minibus taxis you get all over Africa, Asia, South America. Public transport in London is very good and we always park free/cheap in outskirts and get day passes.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper		Very negative	Oxford residents should not be restricted where they can drive around their own city.	I notice that there are no congestion charge locations affecting the wealthy residents of North Oxford or the University dons who live there. Should they wish to drive into Oxford they can do so freely. I wonder why that is? £££££££	Remove the East Oxford LTNs. These have driven all traffic to The Plain, making what was an already congested and polluted junction even worse. Oxford residents living on side streets e.g. Divinity Road/Southfield Road/Magdalen Road etc need to accept that if you live in a city you are going to to have to deal with traffic. Remove two of the pelican crossings on St Clement's. These cause huge congestion when the traffic lights at the St Clement's/Morrell Avenue junction are green but the pelican crossing 100 yards down the road on St Clement's goes red. Adopt traffic policies that get any vehicles that enter Oxford through the city as quickly as possible. The current traffic policies are desinned to create concestion.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice, 25 day passes for residents in the Oxfordshire permit area, on days of your choice, Blue badge holders, Disability benefit claimants, Disabled tax cars, School students with special educational needs, Unpaid carers, Community health or care workers who need to visit multiple locations or travel urgently, Frequent hospital patients, Emergency service vehicles, Firefighters, Taxis and private hire vehicles, Registered car clubs, Business cars used as goods vehicles, Personal cars used as goods vehicles for business purposes, Driving instructors, Hearses and funeral cars	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Neutral	Neutral	There should be no charges at all	Not sure	Other	This is horrendous , cost of living is already too high , and you are going to kill cowley road businesses for sure	Very negative	There are no LTNs in North Oxford when most traffic comes to town from that side ... east side is deprived already after LTNs and this scheme will drive people more in the back of their heads and you should ask about the personality of Mr. GANT as a survey from Oxford people . ☹ His LTNs created the issue of congregation at first place and instead removing LTNs now people are being penalised with this nonsense scheme	Total Nonsense , as Congestion is created by LTNs and people living on Holloway should sue the council for their health issues as pollution created by these LTNs is making people sick... Remove LTNs pleaseeeeee	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice, 25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	Not sure			Very negative			Block entrance of big trucks in Oxford. Fix the roads properly, make better roads. Less bus, more efficient. Create tourist tax.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No			Very negative	This is stupid. You should not have to pay to drive through these roads, the congestion is because of too many buses. Get specifics bus lanes everywhere is what you need to do.	It's idiotic and communistic	SEPERATE BUS LANES TO STOP CONGESTION YOU FOOLS
a resident of Oxfordshire living outside Oxford	less than weekly	Unpaid carers	I don't	Neutral	Very positive	There should be no charges at all	Yes	Make buses cheaper for all		Negative	I do not believe these measures will help solving problems, you are forcing more vehicles into areas causing even more consestion	no	Yes, introduce sensible Car Parking so frustrations do not happen. The Bus schedules are often hard for the Bus drivers to keep to. they then take a lot of stick from passengers
an Oxford resident	weekly		I don't	No impact	Very negative	There should be no charges at all	No	Other	You are forcing people of Oxfordshire there right to free movement. The Ltn are a joke and wont listen to to people or businesses who are suffering this be the same Oxford will be a empty!	Very negative	Stop it now Oxford needs business! Your controlled by the university but your here to look after the people that voted for you this is not what the people want !		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	About right	Not sure	Make buses cheaper for all, Add new bus routes, Add public cycle parking		Positive	I broadly walk and cycle in Oxford and use the bus less frequently. I only drive longer distances away from Oxford and only occasionally. Reducing congestion in the centre would be a net benefit for me personally but also I think for most road users.		More rapid, perimeter bus routes would be a bonus. Having to get two buses from Littlemore/Iffley to the JR for instance is a massive pain.
an Oxford resident	daily		I don't	Very positive	Very positive	About right	Yes	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Very positive	I think Oxford badly needs further traffic controls and this is a good option.		
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Positive	Positive	Too low	No	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Positive			
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very positive	No impact	There should be no charges at all	No	Make buses cheaper for all		Very negative	This is another shambles of a proposal by the anti car brigade on Oxford council who think everyone can ride a bike. We need cars. Get used to it.	Stop councillors like Gant making proposals for Oxford residents when he doesn't even live in the area.	Yes, make Divinity and Southfield roads one way systems and remove Ltns. Penalise parents taking kids to school in cars especially in places like Magdalen College School.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	There should be no charges at all	No	Make buses cheaper for all, Other	Scrap the scheme and there will be no cost.	Very negative	This will limit where I can drive in the city I have called home for 26 years. e.g. dropping off/picking up family at the station, going to Cowley shops, getting to the JR etc. It is just another cynical stealth tax and attack on car drivers.	The congestion charge locations are not needed. Also, this will not impact on the wealthy super rich of Oxford who will pay the charge without noticing.	Better cycle lanes. Whoever redesigned the Woodstock Road cycle lane into the city should resign. That change has been shambolic.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Neutral	Neutral	There should be no charges at all	No	Make buses cheaper for all, Make bus services more frequent, Extend hours of operation for buses		Very negative	It will mean people visiting, that is more than 1 a week will have longer travel. The ring road will be longer to get round and this will cause far more pollution. All you are doing is moving it from a few roads to other roads and with additional waiting in traffic causing more pollution.	This survey is very biased and does not allow people to have the say about how they feel and answer do not want anything change in this way.	Build an underground system, this way public transport will improve no end and people will not need cars around the city. Simple really
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very positive	Neutral	About right	Yes	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Make buses cheaper for young people		Very positive	The choke points in Oxford carry too many cars. . Its a medievil city whose roads are not going to get bigger. Its frustrating for all drivers. Making car owners think twice about whether a car journey is really necessary. They may opt for the bus then which will reduce car usage. And speeding up the bus journeys is a massive plus for bus users. You may be the victim of your own success with Park and Ride if the car parks cannot manage the increase car parking so you may need to increase carkins there. Anything that reduces car usage in Oxford is a bio plus.		I'm sure Im aslo not the only one who notices this but when the private schools are on half term, ahead of when the state schools break up, the traffic issues tend to evaporate in Oxford. Im not anti private school education but maybe focusing on the multitude of parents who drive their kids in and out of Oxford every day for schooling would deal with a lot of the traffic issues in and around Oxford.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Positive	Positive	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all		Negative	we would all love to live in traffic free areas, however this will just push traffic to the ring road, making congestion worse for commuters who go around oxford and for those who leave in those areas. Buses aren't always the option, especially if you have a lot to carry. It feels like lots of permits will be issued, to everyone except drivers of normal cars, so its not going to make it much safer for oxfordstrians and cyclists		Making park and ride more attractive - paying to park and for the bus seems like money grabbing.- One charge feels like you are getting something for free. Also bring back return fares on buses - 6 pounds to travel in and out of Oxford from Northway - around 2 miles- is a lot - for a couple that adds up to 12 pounds to start an evening out.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very positive	Very positive	There should be no charges at all	Yes	Make Park & Ride parking cheaper		Very negative	I'm a central Oxford resident and a researcher based in Headington. Due to the nature of my work, I'm required to commute by car daily and often travel between multiple sites. The proposed 100-day permit is wholly insufficient for those of us working full-time, Monday to Friday (occasionally on weekends). The temporary congestion charge, as currently planned, is deeply impractical and unlikely to improve the quality of life for residents. On the contrary, it risks making Oxford less accessible and more detrimental for those who live and work here.	See above	Traffic had been manageable until the introduction of the LTNs and the installation of bollards restricting access to side streets
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very positive	Neutral	About right	Yes	Make Park & Ride buses cheaper, Make buses cheaper for all, Add new bus routes		Very positive	I usually cycle into the city centre every day for work, or if I can't I take the bus. Anything that can take some traffic off the roads and make it safer for bikes and faster for buses is extremely welcome.		Do something about people driving to pick up/drop off their kids from schools - my commute is down Iffley Road and it's really noticeable especially on the Plain when it's term time. Could the schools have a shuttle bus to bring the kids that can't walk/cycle in from a Park and Ride or something like that?
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice, School students with special educational needs, Frequent hospital patients	I don't	Very negative	Neutral	There should be no charges at all	No			Very negative	I have three complex medical need children (one over 18) and attend on average three medical appointments per week, OR have to either drop off or collect three of my children from school or college regularly. We do not qualify for a blue badge at the moment and so your scheme would disadvantage us and cause an increase in cost either from your charges or by extending transportation times to get from Kidlington to the various different medical centres that we have to attend in Oxford.	I disagree strongly with the entire scheme.	
an Oxford resident	less than weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Negative	Neutral	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all		Very negative	I believe it will impact retailers and hospitality as it will make it even harder to access the centre of town.	I have already endured years of the Botley Road closure. I have seen elderly neighbours unable to go into town as the walk through is too long. This feels like adding insult to injury. I also work in city centre schools sometimes and this is going to make that more complicated to do and will involve claiming expenses if there is no permit available. I am also concerned that the revitalisation of places like the Covered Market will be negatively impacted as visitors will be put off by a congestion charge. I am also in no doubt that the traffic on the ring roads around Oxford will be even worse, impacting he quality of life of numerous people trying to get to work every day. If there were regular free or cheap buses then that would go someway to allaying my fears. Plus enough park and ride services. I wonder if this model is used in any other comparably sized city. And I would like to know what due diligence has been done to ascertain the impact on the life of Oxford city.	Cheap or free buses More park and ride spaces
a resident of Oxfordshire living outside Oxford	weekly	Blue badge holders, Community health or care workers who need to visit multiple locations or travel urgently	I don't	No impact	No impact	There should be no charges at all	No	Make bus services more frequent		No impact	The congestion charge will discourage people from outside oxford to spend money		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice, 25 day passes for residents in the Oxfordshire permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Positive	Very negative	Too low	Yes	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Make buses cheaper for young people, Make bus services more frequent, Add public cycle parking		Very positive			
an Oxford resident	weekly		I commute to the central permit area by car	Very negative	Very positive	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Make buses cheaper for young people, Add new bus routes, Make bus services more frequent, Extend hours of operation for buses		Very negative	First of all is a discrimination especially for people earning kes than 100000 per anum. You basically making the city worth visiting only for reach people and students. Second ring road is will not cope with the extra added traffic is already lucking, nothing should change in city center before you add a third lane in ring road and make it above houses so you can have 70miles speed limit. Since park and ride is not free people from around outside oxford who are here for this city and feel part of it will stop and provably leave the area because they do not feel the city accept them so city will lose a lot of money and good workers.Also it feels that this filter is trying to stop people from different socialeconimc taxes to mix and have the same opportunities as you block the roads Last but not least this would have negative impact on the environment will force a lot more cares in the ring road and will make a road where car go faster causing has low emissions to a start stop rode which will have exptential increas in carbon emissions.	Make mobility buses 40 pound that you can use in all Oxfordshire. Make park and ride free or free bus to and from park and ride(parking at park and ride an then going to city center and back should in total bot cost more than 4 pounds. Make the parking next to train statio which is outside city center technical much cheaper and increase earning by adding floors to it(5 pound all day). so people park there and only walk iwalk in city cente.	Make monthly buse tickets 40 pound that you can use in all Oxfordshire unlimited. Make park and ride free or free bus to and from park and ride(parking at park and ride an then going to city center and back should in total bot cost more than 4 pounds. Make the parking next to train statio which is outside city center technical much cheaper and increase earning by adding floors to it(5 pound all day). so people park there and only walk iwalk in city cente.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice, 25 day passes for residents in the Oxfordshire permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Positive	Positive	About right	Not sure	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make bus services more frequent		Positive	It's good to reduce reliance on vehicle use in the city centre.		Avoid roadworks outside of night times.
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Very negative	Positive	There should be no charges at all	No	Make buses cheaper for all, Make buses cheaper for young people, Add new bus routes		Very negative	This will be crushing for local and city centre business. It will discourage people from using the city and trad will suffer. tourism alone cannot sustain a city as large as Oxford.	Congestion charging and traffic gates are both appalling ideas. People must be able to use all sides of the city freely.	Improve the traffic light sequencing. (especially at Marsden Ferry Road.) Improve bus routes. There isn't even a big problem with traffic. It is still below the numbers pre Covid. Encourage greener vehicles by all means. And absolutely ban diesel buses from the centre. Put bike hire stations around the city or you will turn the city into a tourist toy town.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Fix pot holes and uneven road surfaces. Build separate cycle lanes elsewhere.	Very negative	Free movement is the lifeblood of the city. This will help kill the centre of Oxford even more.	Stop trying to kill off the centre of Oxford and surrounding areas.	Reduce congestion by building a road for the A34 next to St peters College sports ground to the Westgate shopping centre for cars only. Make the A34 and ring road wider (3 lanes in each direction). Ceen the rail link to east Oxford / Science park.
a resident of Oxfordshire living outside Oxford	less than weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Neutral	Neutral	About right	Not sure	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper		Neutral			
an Oxford resident	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Neutral	Neutral	About right	Yes	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Positive	Will likely reduce the number of car journeys in Oxford	The central Oxford permit area is very arbitrary and includes Botley, Botley Hill, Hinksey Hill, Littlemore, Blackbird Leys, Risinghurst, Sandhills and Barton, yet excludes Kidlington, Wytham and Kennington. I believe this is unfair and should either mirror the boundaries of the Oxford SmartZone or only operate within the rino road.	The Plain junction is awful. I believe the whole area should be re-designed as a traffic-light operated junction to improve traffic flow.
a resident of Oxfordshire living outside Oxford	daily		I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	Yes	Make Park & Ride buses cheaper, Make buses cheaper for all, Add public cycle parking		Very negative	Oxford is an elite city. It does not welcome working class families. It will alienate people from visiting the City even more. You plan on charging cars to even get down the road to the Westgate and then pay for parking. Other cities have park and rides where the bus is free, we should be doing that to encourage people not charge them for every part of the journey. People will go elsewhere for their shopping.		Allow people to travel free on park and ride buses as the parking cost is already enough. Other cities do it.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very positive	Positive	Too low	No	Make buses cheaper for all, Extend hours of operation for buses, Add public cycle parking		Very positive	I think that this will be good in reducing traffic and making the roads safer for cyclists and pedestrians. The locations are very reasonable and I think car drivers should be ok with using the ring road. Everyone should get to drive clean air and I don't think car drivers should have more of a say over something that impacts all of us.	I worry that a small and radicalised but very vocal minority will respond to this survey and misrepresent public opinion on this.	Pedestrianise or make more areas in the city centre pedestrian and bike only. More public transport and reopening the Cowley branch line. EXTRA BRIDGE OVER THE CANAL in Jericho wart!!!!!! Ban more cars at certain times in certain areas. MORE BUS LANES!!!!!
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	There should be no charges at all	No	Make bus services more frequent		Very negative	We should not have to pay to drive through our own city.		Remove LTNs in East Oxford
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice, Blue badge holders	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very positive	Neutral	About right	Yes	Make buses cheaper for all, Make bus services more frequent, Extend hours of operation for buses		Very positive	need to reduce traffic volume		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	Too low	Yes	Make buses cheaper for all, Make bus services more frequent, Add public cycle parking		Very positive	I cycle and use buses to get around Oxford and reducing traffic at those filter points will make me and my family safer and our bus trips more reliable.		Reduce the number of permits available, limit them to one set per household (not vehicle) and stop giving a free pass to taxis and vans. Stop HGVs from traversing the city and prevent deliveries during commuting hours and weekends.

Survey Response												
I am responding to this survey as	How often do you travel in or around Oxford?	Please tick which of the following free permits and passes you think you may be eligible for	Do you live in, visit a resident by car or commute by car to the proposed central Oxford	Central Oxford residents' permitit is proposed that residents in the central Oxford	Central Oxford permit area commuters' permitit is proposed workers commuting	We are proposing a single charge of £5 to allow cars without a day pass or permit	Do you think that charges should vary, with drivers of larger cars paying more and	Income generated by introducing the proposed temporary congestion charge would be used to cover the set-up and operating costs of the scheme.	If other improvement, please state	Taking into account all the information we have provided about the proposal to	Please explain your answer	Do you have any other comments about the proposal for six temporary congestion charge locations in Oxford that you have not already shared in this survey?	Do you have any suggestions for other ways to reduce traffic and tackle congestion in and around Oxford?
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Positive	Negative	About right	No	Make buses cheaper for all, Make bus services more frequent, Add public cycle parking		Positive	I am hoping it will reduce traffic.	I am concerned this, like the fingers, will increase traffic through Old Marston at peak commuter times.	An aerial egg lift linking Thornhill P&R > Osler Road / JR hospital > Town Centre.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Negative	Too low	Yes	Make Park & Ride buses cheaper, Make buses cheaper for all, Make bus services more frequent		Positive	Could go further, eg restricting hours of access for "other" vehicles (delivery etc) to outside normal peak times		Reduce the amount of parking currently available with a aim to discourage driving into the centre
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Positive	Negative	Too low	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Add new bus routes, Make bus services more frequent, Extend hours of operation for buses, Add public cycle parking		Positive		I think 3 cars for commuting is excessive	restrict larger vehicles such as trucks and vans within certain hours - so not during peak schools hours (7:30-9, and 3:30 to 5). This would make cycling with kids safer and more appealing.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	About right	Not sure	Make buses cheaper for all, Add new bus routes, Add public cycle parking		Very positive	Would expect to see fewer cars crossing the city centre, so buses would be faster/more timely and walking/cycling would be safer and more pleasant	Seems like a good way to test out the traffic filter ideas before going into the trial proper	School term times seem to produce the heaviest traffic, finding better ways for children to get to schools (rather than being driven in and out individually) could make a big difference. A shift away from the near-universal 9-5 working hours could also help soread out "rush hours".
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	Yes			Very negative	I'm an NHS manager, working almost 24/7, working every day after job planned hours from hime, additional commuting time will have neoative imoact on my service		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	Too low	Yes	Add new bus routes, Make bus services more frequent, Add public cycle parking		Very positive	It is currently quicker to cycle in and around the city than to go by bus. The roads should be clearer for people who *need* to use their cars and permit the free flow of traffic. Buses will be quicker, and therefore more appealing to use, and cycling will be safer.	Owing to the timing of sessions, there needs to be provision for access to the ice rink, whether that is by improving bus services or adjusting the congestion charge for users. Otherwise, training would be affected to such an extent that competitive skaters will need to move to other rinks, such as Swindon, which are further away, which will affect the rink's ability to operate and remain competitive.	Look to other medieval cities abroad that have put cycling first and see what measures we can adopt. A good example is Uppsala, in Sweden, which is also a medieval university town and is almost entirely car-free in the centre. Cars should be used for getting out of Oxford, and not necessary for getting into or around Oxford.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	There should be no charges at all	Yes	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Negative	I will have to leave my job at the school where I work part time because the most direct route includes one of the charging zones and going the long way would take too long and will use too much petrol. Going there by bus would take ages as there is not a good direct service available.	They are not a good idea because the rich can afford to pay and will continue congesting the road, but those on lower income will struggle.	Removing the LTNs in East Oxford would be a good start. Have more bus routes that cover the entire city and better connection services to the surrounding villages.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	Too high	No	Make buses cheaper for all		Negative	Push traffic onto already busy alternate routes already impacted by LTNs		Use the river to provide alternative transportation into Oxford
an Oxford resident	daily	Taxis and private hire vehicles	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Make BUSES FREE FOR LOCAL PEOPLE BETWEEN WORKING HOURS AND SEE WHAT IMPACT THAT HAS ON TRAFFIC AND SCHOOL RUNS	Very negative	Will hurt people that come to Oxford to work and who live locally .. turning Oxford into a Prison	All the surrounding roads will be impacted massively, there wasn't a congestion problem before that LTNS went in.. SUMMERTOWN IS THE WORST FOR PEOPLE THAT DON'T LIVE LOCALLY	Free bus passes, council has the ability now to run its own bus services due to changes in the law, also bus ticket prices are extortionate for such small journeys and cause issues financially, Park and Ride should be free and buses to and from them should be one pound no more, if you want people to use Oxford and use it services make it cheaper for them to access them.
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Fix the badly managed roads and roundabouts	Very negative	It's literally a money making scheme. Not everyone falls into the same category of 'they should walk, get a bus or cycle' I now live in Abingdon, but I grew up in Cowley, I work in Cowley, my partner works in Cowley, my daughter goes to nursery in Rose Hill, I still have a lot of friends and family in Cowley that I see regularly, usually after work. You have already made that difficult with LTNs, I have to sit in a lot more traffic now than I ever did before. People will not stop driving! We pay for our cars, our insurance, our tax, and you want to charge us more just for the privilege of driving in our own city! There is no bus route that will allow me to go to drop off my daughter at nursery, go to work, then to pick up my daughter, and then to visit my family! And if there was it would probably double my journey time! I cycle to work when I can, but not if I have to do the nursery run. I have never ever had a problem cycling round Oxford! The majority of families and households rely on these cars to go about their daily business! Stop trying to penalise them!	You never spoke about this pre election as you knew you would struggle to get voted in! You have ruined Cowley with your LTNs already! You as a council are not listening to residents. Just look at the petition with over 10,000 signatures against!! Look at the comments! Put your congestion charge in areas where you were voted in! Leave Cowley alone! Majority of residents do not want your greedy schemes! You seem to be targeting the poorer areas! If you really want it, then open up some of the LTNs so that the traffic can flow freely!	Open up the LTNs! Simple!
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very positive	No impact	Too low	No	Make Park & Ride parking cheaper, Make buses cheaper for all, Add public cycle parking		Very positive	the number of cars must be reduced and buses made more efficient so that people using park and ride actually get a service faster than going by car - people currently choose to sit in a car over sitting in a bus as there is no difference.	There wording in the survey is not very clear, I did not understand what was wanted - in 1 place it talks of 100 passes per year than another 50 passes. More buses to hospitals will be needed, more frequent buses perhaps more direct non-stop services at peak times to central Oxford from P&R and hospitals.	More buses to hospitals will be needed, more frequent buses non-stop services at peak times to central Oxford from P&R and hospitals. Work out a separate/alternative bike path through St Clements and other narrow routes. Review vour communication - what is beino offered is not clear and the anti-LTN people currently have a louder voice.
an Oxford resident	daily		I live in the central Oxford permit area, or visit a resident of the central permit area by car	Negative	Negative	Too low	Yes	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Add new bus routes, Make bus services more frequent, Add public cycle parking		Very positive	I cycle and walk everywhere, cars are a constant danger to my travel. When I take the bus the high traffic levels mean that they are stuck in traffic a lot of the time. Reducing the amount of cars in the city centre will drastically improve both of these		Make the High Street bus filters 24 hours and stop parking on the High Street after 7PM. Expand Zero Emissions zone ULEZ-style zone around the entirety of Oxford More protected bike lanes similar to Warneford Lane to encourage more people to cycle
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	Too low	Yes	Add new bus routes, Make bus services more frequent, Extend hours of operation for buses		Very positive	Traffic in the city is a nightmare for bus users like myself, there are long traffic queues and buses are often delayed.		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice, Personal cars used as goods vehicles for business purposes	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very positive	Very positive	Too high	Yes	Make buses cheaper for all, Make bus services more frequent, Extend hours of operation for buses		Neutral	Living on Botley road the closure of the road has affected the residents alot- Older people will struggle to apply for these permits and possibly disabled people these people have been affected the most- Could you provide drop ins at the community centers to support resident making the applications for permits- I am concerned that these are the people who will struggle and in turn this can affect mental health and cause lots of fines to people already struggling- Is there compensation being made to those residents who have been affected by the closures on Botley Road for the past few years?- Surly some of the money made from this scheme should be used for Compensation and to pay for support officers to do checks on fines in the local area where support should be offered to those who get lots of fines that live in the areas and have not applied for the permits yet. These oeoole need support apolvina not fines	Oxford is already hard enough to get around- with LTNS etc- Each journey can take an hour at least these days from Botley road	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Make buses cheaper for young people, Add new bus routes, Make bus services more frequent, Extend hours of operation for buses, Add public cycle parking		Very negative	I work in Oxford rail station and have no way of getting to work without going through the proposed congestion charges		Traffic isn't that bad
a resident of Oxfordshire living outside Oxford	weekly		I don't	Very negative	No impact	There should be no charges at all	Not sure	Other	Opening more P & Rs	Negative	It is wrong this is proposed when the P & R at Eynsham les dormant.	The absence of a P & R at Eynsham means people travelling from west of Oxford have difficulty finding a space at Pear Tree and Redbridge.	Open Eynsham P & R without delay
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Positive	Neutral	About right	Yes	Make Park & Ride buses cheaper, Add public cycle parking		Neutral			
a resident of Oxfordshire living outside Oxford	less than weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Very positive	Negative	About right	Yes	Make buses cheaper for all, Make bus services more frequent, Add public cycle parking		Positive	I use the bus so swifter bus services not delayed in traffic jams will be marvellous		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Positive	About right	No	Make buses cheaper for all, Make buses cheaper for young people, Add new bus routes, Make bus services more frequent, Add public cycle parking		Very negative			
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice		Negative	Neutral	There should be no charges at all	No	Other	Why must residents pay for a problem caused by Network Rail delays, introduction of LTNs (impacting traffic flow) and university students with cars during term time? It seems very unfair. Generate the income from Network rail and students with cars.	Negative	It means that residents with mobility issues, but not classed as disabled will have difficulties getting to family and friends who live within the city boundaries without paying excessive charges on top of the fact that we already pay for residents' and visitors permits.	Access should be free 365 days to permanent residents paying council tax (receiving benefits) in Oxford.	Prevent students from bringing cars into Oxford when residing as university students. Discourage parents from driving secondary school aged children to school, provide alternative forms of transport for them i.e. more reliable bus service.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Negative	Neutral	There should be no charges at all	No	Make Park & Ride parking cheaper, Make buses cheaper for all, Add new bus routes		Very negative	Off putting for those coming in from outside Oxford or Oxfordshire, such as visitors. Already being cited as a reason for Oxfordshire based trades oeople not to come into the city.	Existing LTNs just funnel traffic down fewer roads and add to the overall length of journeys in Oxford	More minibuses for lower frequency bus routes
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice, Unpaid carers	I don't	No impact	No impact	About right	Yes	Make Park & Ride buses cheaper, Make buses cheaper for young people, Add new bus routes		Positive	It should discourage driving along the Marston Ferry Road, which I hope will reduce congestion and improve air quality		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice, Blue badge holders, Disability benefit claimants, Frequent hospital patients	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make Park & Ride parking cheaper, Make buses cheaper for all, Other		Very negative	We pay enough council tax already and now you want to charge me for my family and friends to visit me. Shameful behaviour.	The shops in Oxford are already suffering after the pandemic and this plan will only make it worse and to charge people to get to the train station, absurd.	Reopen all the side roads between Cowley and Iffley road which has caused more traffic jams and fumes with people having to stop and stapart. The people who have come up with this congestion charge don't even live in the city so won't effect their daily lives.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Very positive	Very positive	About right	No	Make Park & Ride buses cheaper, Make buses cheaper for all, Add new bus routes, Make bus services more frequent, Extend hours of operation for buses, Add public cycle parking		Very positive	Traffic around oxford is so bad it severely decreases the quality of life for everyone. Reducing traffic would thus be very positive		Pedestrianise cowley road. It would make it such a vibrant spot to hangout at
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Positive	No impact	About right	Yes	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all		Positive	Less traffic throughout Oxford with any luck	Yes. There is free parking on Oxford High Street from 6:30pm until 8am (west of Queens Lane bus gate). The bus gate operation ceases at 6:30pm also. Yet you propose the charging cameras would operate until 7pm. It should be 6:30pm to align with the rest of the city centre transition to 'evening'.	LTNs for Quarry Hollow - or failing that make Quarry Hollow one way to traffic exiting the ring road and Quarry High Street one way for traffic accessing the ring road. Enforcing restrictions on lorries would also be great. (I am a resident of Quarry Hollow).
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	Very negative	About right	Yes	Other	Subsidise Oxford bus routes that would otherwise be cut, like North Hinksey route 400 after Brookes leave Harcourt Hill. Then invest in rail to Cowley and Witney.	No impact	The detail of the scheme needs polishing (see my Q13 answer) but it feels a sensible temporary proposal until the traffic filters can be brought into operation.	Personally, I often use the high street parking to attend concerts at the Sheldonian - arrive at 6.35pm from my workplace in Banbury, grab a bite to eat in town, then go into the Sheldonian 7-7.15pm for a 7.30pm concert. Then drive home after. This supports both local culture and local hospitality businesses. It is pointless having free parking from 6:30pm if you have to pay £5 to get their before 7pm. Please don't scrap the parking, it's really useful. Just set the cameras (especially St Clements) to 6.30am switch off.	Invest in rail reopening from Witney and Cowley / Littlemore and Abingdon (a shuttle service between those 3 would see considerable use...) Invest in the Farmoor Eynsham cycle path. Provide secure surveilled cargo bike/trike storage in the city centre - they don't fit in normal racks, and are far more practical for families.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	About right	Yes	Make buses cheaper for all, Make bus services more frequent, Extend hours of operation for buses		Negative	Problem if I have to collect people from the station or go t to Waitrose or visit elderly friend in Botley...100 days off permit may not be enough		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Very negative	Very negative	There should be no charges at all	Yes	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Very negative	It will make the separation between rich and poor visible on the streets. You don't have enough money, you struggle in life. You earn a lot, you pay the Oxford charge. It is discriminatory, it produces anxiety, there are people afraid to use the ring road, because of the speed, so it's much safer and comfortable for them to drive within the city. It feels like we're in a movie from the future, where the poor need to sell their time, so they can buy food, same here. Trade £5 so you can get to your friends, family, work, faster and gain more space in the fridge and on the table, as there won't be any money for food or pay the bills, n'or buy children essentials.	People from North Oxford, are not locked away from the City Centre like the people from south or east Oxford, so that looks like discrimination based on the fact that the rich tend to live in north Oxford, so they're untouchable. No LTN's in North Oxford, bus gates and no congestion charge for them to come into town (visit west gate or the high street).	1st of all, there should be a congestion charge for people driving from outside Oxford. They don't pay taxes here, so they should be charged to use our streets and services. Streets are Mediaeval, by the way, uneven, no pavements to walk the buggy, no separation between cars and pedestrians. Specially the B480 road, which I use daily. It's just horror, and I pay £255 council tax every month. 2nd - bus drivers should not be selling or checking tickets, a bus should let passengers in and out, in a matter of seconds to up to a minute, not spend 10 minutes to sell/tickets. This is ridiculous, the bus operator, should hire people that go on the buses and check for people's bus pass, not punish the whole of England for their greed, by choosing not to hire more stuff. 3rd - build proper bike routes, make 3 meters wide lanes, parallel with all major roads coming into the city centre, that are bikes only. These routes should be separate from the streets. This would mean new bridges over the river, and going through parks and quiet streets, so not something that can be easily achieved. 4th - connect more secondary streets with the ring road, this would allow the traffic to flow out of Oxford much faster, build new bridges, tunnels that cross over/under the ring road. 5th - ditch the LTN's - they only add up to the traffic chaos. I spend 10 minutes extra in traffic, coming from the hospital, just because there's a pile of wood blocking the streets in temple Cowley. This is absurd. 6th - taxi drivers should not be allowed to drive through the LTN's during school drop-offs, they abuse the advantage, and whilst us the mortals, need to walk our children to school, they give their cars to their wives, so they can drive their children to school, as they are exempt from the LTN's. This is discrimination against non taxi people. 7th - emergency road works should be monitored by the council 24/7, as the diggers, usually dig up the street, close a lane, then come back 2 weeks later to do a day's worth of work. 8th - The congestion charge should not be for the people of Oxford. 9th - Build another Westgate outside the rind road, to get the shoppers out of Oxford, or at least to take the pressure out of Westgate 10th - Build cable cars from all directions to the city centre, that would allow commuters to get into town much faster than it's happening now.
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	Yes	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make bus services more frequent		Very negative			Provide actual cycle paths not just a painted link on the road. If in doubt look to the Netherlands for inspiration. Ensure there are more buses along roads such as A40 and A44 where currently very few buses seem to use the bus lanes. Provide FREE public transport in the City, ie from train stations, hospitals, university etc to other parts of the city. Look at the example of Luxembourg in this regard. People will take public transport if it is cheaper/easier than taking the car! At the moment train especially but also buses are expensive and not frequent or convenient enough. Provide more parking at the existing P&Rs or build new ones further out, eg Witney, Abingdon, Bicester. Ban students (and parents dropping children at school) from using cars in Oxford. Have more one way streets, eg Iffley and Cowley road could run in opposite directions, as could Woodstock and Banbury Roads and the two roads near the station/new shopping centre. Also removing many of the traffic lights on roads such as Parks road. Wood stock Road would make for better traffic flow.
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	No impact	Neutral	There should be no charges at all	No	Make Park & Ride buses cheaper, Make buses cheaper for all, Make bus services more frequent		Very negative	I don't believe this is the right way to address congestion. Why should we, the public, have to pay because of a problem caused by others? The closure of Botley Road has already caused so many issues and you're punishing the wrong people.	Reopen botley road quicker and address congestion then, when things are 'normal'. I'm not necessarily against congestion charges, but I am against it when the congestion in question is being caused by the botley road closure and not due to normal traffic volumes.	Bring back the flat rate (£2) for buses.
a resident of Oxfordshire living outside Oxford	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I commute to the central permit area by car	Positive	Positive	Too low	Yes	Make buses cheaper for all, Make buses cheaper for young people, Make bus services more frequent		Very positive	Less emissions, access to services by public transport will be easier - which is equitable		
a member of the public living outside Oxfordshire	daily		I commute to the central permit area by car	Very negative	Positive	Too high	No	Make Park & Ride buses cheaper, Make Park & Ride buses cheaper, Add public cycle parking		Very negative		Yet another anti car money making scheme.	
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Negative	Negative	About right	Not sure	Make Park & Ride buses cheaper, Add new bus routes, Add public cycle parking		Neutral	I am not sure it will make a huge amount of difference to me, as I commute in by bicycle from Appleton. The buses I catch come in to Osney Island, so I will not be effected. I can see this causing ill feeling across the city though with regards to North Oxford effectively being exempt from this bc not having the conestion charges on Banbury and Woodstock Roads.	Why do Banbury Road and Woodstock Road not have congestion charge points? These are the most frequently used in North Oxford and both roads are extremely unsafe for cyclists commuting in and around the city area.	I think the congestion charges sound like a good idea. If this does become long term due to addional delays on the Botley road closure, I would look into a tram system of some description and remove the option of driving in some areas of the city.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Positive	Negative	About right	Yes	Make buses cheaper for all, Make bus services more frequent		Positive	Studies show charging is one of the only impactful remedies to congestion. We travel sustainably and our walking, rail travel, and cycling would not be affected. Our occasion bus and car club use might be improved.	Not clear if the car club car I use is exempt, it should be.	Capitalise on the cycling culture and consider covered cycle routes for all weather. The cycle tracks are surprisingly poor in areas like the Botley Road near us, weaving into pedestrian areas or running out and disappearing as the carriageway narrows. Consider a circular bus route that mainly follows the ring road. It would help us get to the JR hospital from the north, West, and south, and we could avoid the walk and then irritating first 30 mins of the airline or tube coach meandering around Oxford before reaching thorntail Park and ride
a member of the public living outside Oxfordshire	less than weekly	Blue badge holders	I don't	Negative	Negative	There should be no charges at all	No	Make Park & Ride parking cheaper, Make bus services more frequent, Add public cycle parking		Negative	To small a city for such a change	As already stated improve bus and park and to offer realistic and effective alternative for public	As above the key is public transport
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Negative	Neutral	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all		Very negative	No consideration given for who is travelling into Oxford or why - people don't choose to drive here for no reason. No consideration given to the vast increase in traffic on the Woodstock & Banbury roads as they will be the only way into town to avoid the charge points.	No doubt it won't be temporary and there will be no surplus to invest in public transport as the scheme will be very expensive to implement and operate for a supposedly short period of time.	Increase parking availability for the hospitals, make buses reliable and cheaper, maybe look at other forms of public transport - tram, train etc Local businesses will be negatively affected, as has happened with the disastrous LTNs
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make buses cheaper for all, Add new bus routes, Make bus services more frequent, Extend hours of operation for buses		Very negative	I personally work on the railway this will affect me getting to and from work on a daily basis due to shift work public transport isn't always possible and it in fact only possible for people that work 9-5 unless they live in cowley or blackbird leys which is the only area with a decent bus service however it is still not reliable. Those working in the public transport sector should have exemptions due to shift work and being the ones that provide the service therefore cannot use these services outside of operating hours but are required to turn up to work and leave work to be there for the start and finish of operating hours. 100 day passes aren't enough when you work 200 plus days of the year in the city. These charges will not decrease the traffic flow in Oxford as public transport is not fit for purpose and it is also expensive majority of people will just pay the charge due to convenience and you know this and that's why you're doing it		
an Oxford resident	less than weekly	Blue badge holders	I don't	Neutral	Neutral	There should be no charges at all	Not sure	Make bus services more frequent		Neutral	Objections to charging residents of Oxford to pay to enter these areas, Botley rail bridge has taken way too long to complete. whv should the cost be out on residents		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Very negative	Very negative	Too low	Yes	Make buses cheaper for all, Make buses cheaper for young people, Extend hours of operation for buses		Neutral	The proposal does not go far enough. I live on a major road with heavy traffic. I don't expect this charge to have large effects on reducing traffic.	The charge is too low: it needs to be much higher to make park and ride services a more attractive option. Too many permits for residents. There should not be no permits for commuters and for Oxfordshire residents: they should park outside of the zone and take the bus in.	More ambitious limited traffic zones. Occasional no-traffic weekends, to show people how good the city without traffic can be, and let them learn to take public transport. Cheaper buses. Tram lines connecting East-West and North-South.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Very negative	Very negative	There should be no charges at all	No	Make buses cheaper for all		Very negative	Very negative. This scheme charges more money to motorists who already pay a fortune in additional charges for the privilege of driving around Oxford's roads. Why should we have to pay extra because Oxford can't open Botley bridge after 3+ years of mismanagement of the project. No thanks.	I simply don't believe this would be a temporary scheme - especially if it turned into a nice little earner for the council. I have no trust that this scheme wouldn't become a further way to fleece motorists who are simply seeking to go about their day	- Add a left turn road to allow people to turn from Cowley onto Iffley at the St Clement's roundabout. Ridiculous to send drivers all the way around the roundabout when entry onto the roundabout is so congested through St Clements. - Open up one or two roads between Iffley/Cowley/Morrell/Headington roads to prevent all the traffic having to go one way (eg. through St Clements). The buses can't move because they are gridlocked as traffic has nowhere else to go. This is an artificial problem and doesn't require yet more fines/permit schemes for motorists. - These LTNs are forcing motorists to make regularly triple the length of a journey they would otherwise make in their cars if they could pass through the streets normally. Bad for the environment, waste of time for motorists.
a resident of Oxfordshire living outside Oxford	weekly		I live in the central Oxford permit area, or visit a resident of the central permit area by car	Negative	Negative	There should be no charges at all	Not sure	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Very negative	It will mean more expense for people who live outside central area but come in for work or to visit family and friends. It will impact on NHS workers who need to travel around as part of their work to the point they could have to leave the already struggling NHS as they won't be able to afford charges.		

Survey Response													
I am responding to this survey as	How often do you travel in or around Oxford?	Please tick which of the following free permits and passes you think you may be eligible for	Do you live in, visit a resident by car or commute by car to the proposed central Oxford	Central Oxford residents' permitit is proposed that residents in the central Oxford	Central Oxford permit area commuters' permitit is proposed workers commuting	We are proposing a single charge of £5 to allow cars without a day pass or permit	Do you think that charges should vary, with drivers of longer cars paying more and	Income generated by introducing the proposed temporary congestion charge would be used to cover the set-up and operating costs of the scheme.	If other improvement, please state	Taking into account all the information we have provided about the proposal to	Please explain your answer	Do you have any other comments about the proposal for six temporary congestion charge locations in Oxford that you have not already shared in this survey?	Do you have any suggestions for other ways to reduce traffic and tackle congestion in and around Oxford?
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Positive	Negative	About right	No	Make buses cheaper for all, Make bus services more frequent, Add public cycle parking		Positive	I am hoping it will reduce traffic.	I am concerned this, like the fingers, will increase traffic through Old Marston at peak commuter times.	An aerial egg lift linking Thornhill P&R > Osler Road / JR hospital > Town Centre.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Negative	Too low	Yes	Make Park & Ride buses cheaper, Make buses cheaper for all, Make bus services more frequent		Positive	Could go further, eg restricting hours of access for "other" vehicles (delivery etc) to outside normal peak times		Reduce the amount of parking currently available with a aim to discourage driving into the centre
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Positive	Negative	Too low	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Add new bus routes, Make bus services more frequent, Extend hours of operation for buses, Add public cycle parking		Positive		I think 3 cars for commuting is excessive	restrict larger vehicles such as trucks and vans within certain hours - so not during peak schools hours (7:30-9, and 3:30 to 5). This would make cycling with kids safer and more appealing.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	About right	Not sure	Make buses cheaper for all, Add new bus routes, Add public cycle parking		Very positive	Would expect to see fewer cars crossing the city centre, so buses would be faster/more timely and walking/cycling would be safer and more pleasant	Seems like a good way to test out the traffic filter ideas before going into the trial proper	School term times seem to produce the heaviest traffic, finding better ways for children to get to schools (rather than being driven in and out individually) could make a big difference. A shift away from the near-universal 9-5 working hours could also help soread out "rush hours".
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on davs of vour choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	Yes			Very negative	I'm an NHS manager, working almost 24/7, working every day after job planned hours from hime, additional commuting time will have neoative imoact on my service		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	Too low	Yes	Add new bus routes, Make bus services more frequent, Add public cycle parking		Very positive	It is currently quicker to cycle in and around the city than to go by bus. The roads should be clearer for people who *need* to use their cars and permit the free flow of traffic. Buses will be quicker, and therefore more appealing to use, and cycling will be safer.	Owing to the timing of sessions, there needs to be provision for access to the ice rink, whether that is by improving bus services or adjusting the congestion charge for users. Otherwise, training would be affected to such an extent that competitive skaters will need to move to other rinks, such as Swindon, which are further away, which will affect the rink's ability to operate and remain competitive	Look to other medieval cities abroad that have put cycling first and see what measures we can adopt. A good example is Uppsala, in Sweden, which is also a medieval university town and is almost entirely car-free in the centre. Cars should be used for getting out of Oxford, and not necessary for getting into or around Oxford.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	There should be no charges at all	Yes	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Negative	I will have to leave my job at the school where I work part time because the most direct route includes one of the charging zones and going the long way would take too long and will use too much petrol. Going there by bus would take ages as there is not a good direct service available.	They are not a good idea because the rich can afford to pay and will continue congesting the road, but those on lower income will struggle.	Removing the LTNs in East Oxford would be a good start. Have more bus routes that cover the entire city and better connection services to the surrounding villages.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	Too high	No	Make buses cheaper for all		Negative	Push traffic onto already busy alternate routes already impacted by LTNs		Use the river to provide alternative transportation into Oxford
an Oxford resident	daily	Taxis and private hire vehicles	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Make BUSES FREE FOR LOCAL PEOPLE BETWEEN WORKING HOURS AND SEE WHAT IMPACT THAT HAS ON TRAFFIC AND SCHOOL RUNS	Very negative	Will hurt people that come to Oxford to work and who live locally .. turning Oxford into a Prison	All the surrounding roads will be impacted massively, there wasn't a congestion problem before that LTNS went in.. SUMMERTOWN IS THE WORST FOR PEOPLE THAT DON'T LIVE LOCALLY	Free bus passes, council has the ability now to run its own bus services due to changes in the law, also bus ticket prices are extortionate for such small journeys and cause issues financially, Park and Ride should be free and buses to and from them should be one pound no more, if you want people to use Oxford and use it services make it cheaper for them to access them.
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Fix the badly managed roads and roundabouts	Very negative	It's literally a money making scheme. Not everyone falls into the same category of 'they should walk, get a bus or cycle' I now live in Abingdon, but I grew up in Cowley, I work in Cowley, my partner works in Cowley, my daughter goes to nursery in Rose Hill, I still have a lot of friends and family in Cowley that I see regularly, usually after work. You have already made that difficult with LTNs, I have to sit in a lot more traffic now than I ever did before. People will not stop driving! We pay for our cars, our insurance, our tax, and you want to charge us more just for the privilege of driving in our own city! There is no bus route that will allow me to go to drop off my daughter at nursery, go to work, then to pick up my daughter, and then to visit my family! And if there was it would probably double my journey time! I cycle to work when I can, but not if I have to do the nursery run. I have never ever had a problem cycling round Oxford! The	You never spoke about this pre election as you knew you would struggle to get voted in! You have ruined Cowley with your LTNs already! You as a council are not listening to residents. Just look at the petition with over 10,000 signatures against! Look at the comments! Put your congestion charge in areas where you were voted in! Leave Cowley alone! Majority of residents do not want your greedy schemes! You seem to be targeting the poorer areas! If you really want it, then open up some of the LTNs so that the traffic can flow freely!	Open up the LTNs! Simple!
a resident of Oxfordshire living outside Oxford	less than weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	No impact	No impact	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all		Very negative	'Oxford Temporary Congestion Charge' consultation response This response opposes the proposed temporary congestion charge on the grounds that it represents a regressive taxation scheme that disproportionately impacts working families and fails to address the root causes of Oxford's traffic problems. The proposals appear deliberately structured to extract maximum revenue from captive audiences whilst providing minimal genuine alternatives. Fundamental Opposition to the Scheme Financial Burden on Residents and Visitors The £5 daily charge represents a significant additional cost burden on families already struggling with cost-of-living pressures. For residents living just outside the permit areas, this amounts to an annual tax of £1,825 for regular access to the city centre - effectively creating a two-tier system where mobility becomes determined by postcode and financial capacity. The rationing of permits (100 days for Oxford residents, 25 for wider Oxfordshire) creates an artificial scarcity that forces regular users into the charging system. This is particularly punitive for: - Working families requiring regular city centre access - Small business owners and tradespeople serving city centre customers - Elderly and disabled residents whose mobility options are limited - Shoppers and visitors from neighbouring counties who support the local economy Targeting of Westgate Shoppers The positioning of charge points at Thames Street directly targets users of the Westgate Shopping Centre car park - the primary car parking facility designed specifically for this major retail destination. This creates a captive audience scenario where shoppers face: - The congestion charge for accessing the car park - Standard commercial parking charges within the facility - Limited viable alternatives given the location and design of the centre This dual-charging approach exploits vulnerable customers at their point of maximum vulnerability - when they are carrying purchases and have limited flexibility to change their behaviour. The impact on		'Alternative Approaches - Rather than implementing a regressive charge system, the council should prioritise: Immediate Traffic Management Improvements - Intelligent traffic signal coordination to improve flow on main routes - Clear signage and wayfinding to reduce circuitous journeys - Temporary measures to address bottlenecks whilst major infrastructure work continues - Enforcement of existing traffic regulations without additional charges Public Transport Investment - Immediate fare reductions funded from existing budgets rather than new charges - Express services linking Park & Ride sites with key destinations - Evening and weekend service improvements to provide genuine alternatives - Integration with regional transport networks Infrastructure Prioritisation - Accelerated completion of essential road projects - Investment in cycling infrastructure that doesn't compromise road capacity - Better coordination between utility companies to minimise road disruption - Strategic planning to prevent future infrastructure crises
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	There should be no charges at all	No	Make buses cheaper for all, Make buses cheaper for young people, Make bus services more frequent		Very negative	Virtually all parents will be impacted by having to drive their children to various activities, or for some, to school. e.g. scouts, birthday parties, computer clubs, karate, tennis, and so on. 100 permits means about 1007 = 14 weeks, so we must pay for permits at £35 a week for most of the 38 remaining weeks, call it 30, so that's around £1000 per year.	This seems like a brutal scheme aimed squarely at parents who can't afford the £1000 a year charge. It will hit their children the most strongly, since activities will be sharply curtailed. The lives of modern parents are locked into crossing and re-crossing the city every day and there's no escape. The new routes that will be produced, just like for the LTNs, are much longer than the real routes, and so will produce much more pollution for a gain of less traffic. That's not an acceptable exchange. We're supposed to be fighting climate change, not pitching in on its side. The design of this scheme, the traffic filters and the LTNs clearly didn't consider the limited time in the lives of children and parents, nor the extra pollution that will enter the atmosphere, along with the carbon dioxide. They are also anti-progressive, hitting the poorest at a far higher percentage of their income than the richest, who won't even notice. Are we really only aiming to keep the peasants off the roads? Is Oxford some sort of rich man's club now? I condemn all these traffic measures in the strongest possible terms as immoral, climate-damaging and child-damaging. Their designers should be fined and fired for the sharp reduction in quality of life they have dreamed so wonderful	Introduce a car tax based on the used purchase price this year of the car, such as 10% of that number. Enforce staggered work start times to spread out starts, including for schools. Provide free public transport, such as buses, electric scooters. Lobby the central government for more money. Reform the council tax to remove its cap benefiting the rich. Replace council tax with a local income tax, with progressive percentages. Make bus travel much nicer, by decorating the buses inside and out, making them smell nice, allowing buskers in them. Above all, allow traffic to take whatever route it wants. Open up the centre of Oxford once more to through traffic along Commarket, The High, etc, all the streets of the centre. Allow the delays themselves to limit traffic. Sharply reduce parking charges to increase business. Make safer bike lanes by placing fences on their right. Remove all 20mph speed limits on inappropriate roads, such as St Giles or the major thoroughfares. This isn't rocket science, guys.
a representative of a group or organisation	daily	100 day passes for residents in the Oxford permit area, on days of your choice, 25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Positive	Positive	There should be no charges at all	Yes	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Make bus services more frequent, Extend hours of operation for buses, Add public cycle parking		Very negative	I am Head Teacher of a school close to the St Clements end of Marston Road. A few of my key staff live in south Oxfordshire and commute in by car. They currently commute by Iffley Road, through St Clements and onto Marton Road. They live in communities in south Oxfordshire that do not have regular, quick or reliable public transport options. They also transport books, laptops and teaching materials into school - using the park and ride is therefore not a practical option. Some are transporting their children to childcare, some have health needs that mean that driving into work is the most effective form of transport for them. Yes, they will be able to drive into work free of charge if they make a much longer journey around the ring road or they could choose to pay £5 a day extra to come to work, they can also resign and get a teaching job that is much easier to travel to. In contrast, staff and parents of Magdalen College School, who use the Iffley Road will not be affected by these proposals at all. This seems really unfair, particularly as once MCS is out of session, traffic flows freely. I note in the paper to Cabinet on 17 June that further measures to reduce private school traffic are not really being considered.	Among OCC's priorities is one to create opportunities for children and young people to reach their full potential. Making parts of wider central Oxford no go areas for teachers who cannot afford to buy homes in the city will be of no benefit to the children of the city at all - not only will we lose experienced teaching staff, but it will be really difficult to recruit.	Quick, reliable and frequent bus services from communities outside the city. Fewer car passes for residents of the city to stop them using their cars. More initiatives to reduce the considerable private school car traffic that blights the roads during the rush hour. A properly connected public transport system that makes transferring from bus to bus a much quicker process.
a resident of Oxfordshire living outside Oxford	daily	100 day passes for residents in the Oxford permit area, on days of your choice. Frequent hospital patients	I commute to the central permit area by car	Very negative		Too high	Not sure			Very negative	I travel by car from Elsfield to Summertown via the Marston Ferry road regularly. .I'm old and the prospect of using the ring road is horrible. There is no bus service through Elsfield..		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Very positive	Positive	There should be no charges at all	Yes	Make buses cheaper for all		Negative	The main impact will be on radial journeys, rather than those into / out of the city centre	Reducing vehicle traffic to the city centre is desirable. However, cutting outer districts of Oxford from each other is not a good idea (e.g. Cowley from Headington from Summertown). This will be used as evidence of social engineering (15 minute city, etc), even if this is not the intention. Introducing a charge will be considered as income discriminatory; i.e. the rich residents of Summertown will be able to travel to Cowley, but the poorer Cowley residents will not able to pay for the reverse journey. Bus routes are mainly into and out of the city centre, not radial. A bus journey from Cowley to Summertown takes you through the city centre, 2 buses, 45 minutes total including 15 minutes walking. This is not a realistic alternative to car travel.	Long distance buses (e.g. London Tube) should start from an out of town site, such as Thornhill P&R. Bus routes and timetables should be brought under central Council control, as in London Transport.
a resident of Oxfordshire living outside Oxford	less than weekly	Blue badge holders, Frequent hospital patients	I commute to the central permit area by car	Neutral	Neutral	About right	No	Make Park & Ride parking cheaper, Add new bus routes, Make bus services more frequent		Neutral	As long as I can get Disabled Badge permit so I can get to any medical facility it will not directly impact me.		Bus service which connects West Oxford with the city centre via the ring road and Abingdon Road during closure of Botley Road
a resident of Oxfordshire living outside Oxford	less than weekly		I don't	No impact	No impact	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make bus services more frequent		Very negative	It is already incredibly difficult to travel into Oxford because of all the restrictions. This would just make it worse, especially because it is all so complicated, and because access to the Westgate car park is part of the congestion zone.	I hate it.	I suggest you stop trying to impede drivers and instead find ways to help them. It used to be very easy to drive into and around Oxford and park in the town centre. Now it is almost impossible.
a resident of Oxfordshire living outside Oxford	less than weekly	Blue badge holders, Frequent hospital patients	I don't	Very negative	Very negative	There should be no charges at all	No	Other	Maje public transport safer and more accessible and efficient with real time assistance when the unexpected travel disruption occurs	Very negative	I will be reluctant to attend any hospital appointments and will most likely never consider shopping in Westgate ever again or visit the lovely Oxford university places such as museums and gardens	There must be another way, if alternatives and incentives were acceptable and easy people would use them, smaller mini buses that could be picked up similar to London but daily charging will just determine people I plan to not go to Oxford ever again once this charging is introduced as it feels like a trap	I have become more and more disabled over the past ten years or si and even when I wasn't classed as disabled I experienced a lot of pain waiting for buses and walking the distances from bus stops to where I needed to be there must be a lot of people like that and cycling or bus use are very hard on us but no concessions due to still coping with our pain. My car is my light at the end if a tunnel without it I would just stay at home never travel and if you want to stop congestion think of ways to make getting places safer comfortable and accessible st that a user of such a system feels confident and capable of using it
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I commute to the central permit area by car	Neutral	Neutral	There should be no charges at all	No	Make buses cheaper for all		Very negative	Noatter how you paint it, you're restricting our right to move about the city. It's a city, it has roads, people need to drive. Just		
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Positive	Negative	Too low	Yes	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all		Positive	Anything that could potentially lower the amount of 'private' traffic travelling into/through the City is a positive.	Would suggest that you need to be 'braver' if you want change to happen i.e. £5 isnt much of a deterrent & making passes available to those outside the city within the wider county could led to people making trips into the city because they can - when in the oast they may not have done.	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	there should be no money collected	Very negative	i am a resident (oliver road) i pay £500 road tax and i'm being told i will only be allowed to drive down Hollow way 100 times a year.		by all means put a " congestion charge" in Hollow Way but residents should be exempt from paying anything.
a resident of Oxfordshire living outside Oxford	daily	Community health or care workers who need to visit multiple locations or travel urgently	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other		Very negative	There are other places for people to go and shop than Oxford - this will further kill Oxford City Centre. OCC Roads policy is abhorrent.	No	Reopen Botley road and get rid of LTNs and everything will run fine as it used to. No one wants this it is pointless. I have elderly patients having to spend £80.00 on taxis to their GP from Botley to Jericho because of the Botley Road closure. Your policies are directly damaging peoples lives.
a member of the public living outside Oxfordshire	daily		I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	Yes	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Very negative	I work in a school and have to commute in. It would cost me too much to continue with my job and there is not a direct bus to where I work.		More bus routes and passes for other groups of people.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	Too low	Not sure	Add public cycle parking		Positive	It will slightly reduce traffic, which is good. More reduction would be better.		Make car use (including residents' parking) more expensive. Make buses free, or at least cheaper
a resident of Oxfordshire living outside Oxford	less than weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	No impact	No impact	About right	Not sure	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all		Neutral	I rarely take the car into Oxford, 25 passes should be ample. If the scheme achieves your objective and the buses can run more easily there will be a positive benefit, but i will wait and see/	No	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice, Blue badge holders	I don't	Negative	Neutral	Too high	Yes	Make Park & Ride parking cheaper, Make buses cheaper for all, Other	Oxford would be ideal for travel by tram. Why has this not been considered as in so many other cities?	Negative	As a sole trader working with vulnerable children and young people, I need to drive through central Oxford to visit some of my CYP in their schools and/or homes (if refusing to attend or coping with a managed move). It seems that I would be penalised for doing so by car, when I have no alternative due to the resources I need to take with me to each session and the fact that I visit multiple settings in any one day.		A tram system would be win/win, providing cheap, swift and local-/tourist-friendly travel. When will this be considered and invested in?
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No			Very negative	The proposed congestion charge zone will increase the traffic on the main roads outside the zone, particularly on the city bypass, which is struggling to cope with the current traffic. Sending children on multiple bus journeys to attend their activity and extra teaching is impractical. The current traffic restriction has affected businesses, particularly around Cowley Road.	Do not implement.	Reverse the traffic restriction between Iffley Road, Cowley Road and St Clement's Street. It was a very bad idea that caused significant traffic deterioration. Alternatively, people who live in reduced traffic zone should pay more council tax to enlarge the city bypass.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	Neutral	Too low	No	Make Park & Ride parking cheaper		Neutral	I don't go to this area very often. If I do its by bicycle.	I don't think it will impact me much. I usually bicycle into town to work, unless my anxiety/ agoraphobia forces me into my car.	Stop people driving their kids to schools. School holidays= clear roads.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very positive	Neutral	There should be no charges at all	No	Make buses cheaper for all, Make buses cheaper for young people, Add public cycle parking		Very negative			
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice, Registered car clubs	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very positive	Very positive	Too low	Yes	Make buses cheaper for all, Make bus services more frequent, Add public cycle parking		Very positive		Make an additional gate on Iffley road. Too many private school drop off.	Make continuous segregated cycle lanes. My wife is not confident to share the road with motorise car. Segregated lane on high street all the way to the bridges.
an Oxford resident	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	The proposals only hinder the working public of Oxford. But why is the public being charged to use the public highway, then those charges not even proposed to improve the state of the public highways being charged for?	Very negative	Oxford is an expensive city to live in. Being born, educated abd brought up in Oxford I feel that the council has no idea or respect for what Oxford residents are expected to shoulder. High house prices, high rents on retail space, £2.50 for a single bus fair from Cowley into town. Is like to take my family into town by bus, but get charged £10.10 for a single trip. Now I'm being asked to pay £5 just to drive on Holloway through a gate that is next to my house, for me to get to Headington. So any need for a school trip, kids clubs etc I either pay £5 or drive an extra +mile to get to a hundred yards from my house to carry on the journey. I don't work in Oxford and there is no option for me to use public transport to get to the office. Yet I live next to the bypass, but again you're asking me to drive further to get onto the ring road. Surely this is madness?	Please stop penalising residents who need to use a car to get around where we live, work, bring up our children, exercise and socalise. I cycle to Headington when possible, and the cycle land on Hornpath Drifteay and Windmill Road is terrible. Why don't you put your efforts into improving that rather than bleeding residents for more cash?	Yes! Affordable buses that aren't restricted by the traffic jams caused by some of the LTNs. Clearer and designated bike lanes, not just a picture of a bike painted in the middle of the road. That is not a bike lane, that's just lazy and makes no sense.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Neutral	Negative	Too low	Yes	Make Park & Ride buses cheaper, Make buses cheaper for all, Add new bus routes		Positive	Clearly we need more restrictions and limits on cars entering and leaving Oxford, and this scheme is a step in the right direction. My reservation is that will not go far enough. But if this is what's on the menu, I'll take it.		Improved bicycle lanes, where possible
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very positive	No impact	About right	Yes	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all		Very positive	I live in an area off Thames Street so have no choice but to drive through the congestion charge locations when it is often very busy with cars queuing to get into the Westgate car park. I am hoping that this will reduce traffic on Thames Street and Abingdon Road.	Could there be the option for if we use the 50 free visitor permits that we could buy more at a reduced rate?	Open Botley Road Have a permit system for local residents in the central area to be able to use the bus gates.
a resident of Oxfordshire living outside Oxford	less than weekly		I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Add new bus routes, Make bus services more frequent, Extend hours of operation for buses		Very negative	It stops family visiting those living in Oxford. It hampers disability transport and those with temporary mobility issues. It causes more poverty at a time when many people are in financial crisis and it hampers businesses who are financially struggling.	You need to have better traffic flow systems in place which leads to less standing traffic issues. Most of the students already cycle as it has been a long standing Oxford tradition and this is not going to change. Parking in Oxford due to lack of parking spaces has been a long standing issue in and around Oxford the same as the slow moving traffic issues on the A34/M40 junctions and you have never manaaed to deal with that either.	The bus services are not going to the places people are actually working on the trading estates and the bus fare and parking charges are not making in financial viable due to many of the low paid employment. You are aiming these charges in the wrong direction.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I commute to the central permit area by car	No impact	Very positive	There should be no charges at all	No	Make buses cheaper for all, Extend hours of operation for buses, Other	Don't have the charge people	Negative	I work at the train station so part of the public transport, I work shift work I have no choice but to drive into work, the city isn't safe enough to be walking/ biking around at 2am or 4am. I live in littlemore there is no bus route for me to get into work for 5am start and to get home for a 2am/3am finish.	No iit's a ridiculous idea, LTN have pushed all the traffic to certain areas, if they wasn't in place traffic would flow
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Negative	About right	No	Make Park & Ride parking cheaper, Make buses cheaper for all, Make buses cheaper for young people, Make bus services more frequent		Negative	I support the congestion charge but I strongly disagree with the positioning of the camera for the west side of Oxford. In my opinion the charging point should be at the railway bridge at the end of the Botley road. This means that all entrances to the city are charged equally. If the charging point is on Hythe Bridge Street, the only 'free' way to get to the Westgate to park is along the Botley road. This will turn the Botley road into a car park queue for the Westgate. This will then cause transport issues for the residents of west Oxford. If the charging point is at the station everyone has to pay it to get to the city (and Westgate), which is fair and available	No	
a resident of Oxfordshire living outside Oxford	daily		I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	There should be no charges at all.	Very negative	I have to drop my son off to school in Oxford. This will cost me a fortune. I work and contribute to society. Please, just leave us motorists alone - you are ruining our lives.		Charge whatever organisation or sack the idiot who thought the train station modifications would be completed by now - why is there no accountability? Also, put your proposals to a referendum - you have no democratic mandate for this madness.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	Neutral	Too low	Yes	Add public cycle parking		Positive	I cycle everywhere in Oxford. Fewer cars is good. More money for cycle infrastructure is good. Make congestion charges permanent.	Why is there not one around Abingdon Rd or Iffley Rd? Put them everywhere. Fewer cars is good. More money for cycle infrastructure is good. Make congestion charges permanent.	
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	No impact	No impact	There should be no charges at all	No	Make buses cheaper for all		Very negative	I travel to Oxford 2-3 times a week at a minimum as the church I attend and serve at is on Cowley Road. Since the LTNs I've had reduced options to navigate traffic to get to where I am going and now with the proposed congestion charge this will limit me to one or two ways to get to mv church once in the Cowley Area in Oxford..	Reducing traffic in Central Oxford is all well and good, but it will increase traffic in surrounding areas.	Remove the LTNs
a business	daily	Personal cars used as goods vehicles for business purposes	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Improve public transport and make the roads better. All the tax car drivers pay and we have some of the worst roads around the uk. The orocosal is an absolute ioke	Very negative	I have a business in Summertown. People will go elsewhere to do their shopping where they can park for free as long as they want. You will sink the small businesses of Summertown!		Put the road layout back to how it used to be between pear tree and wolvercote roundabout. It's an absolute shambles!
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very positive	Very positive	Too low	Yes	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all		Very positive	Only resident (or vans for business - NOT people driving to oxford to do office jobs) should be allowed in from the ring road - all other cars should pay a congestion charge to travel anywhere in the ring road	Residents of central oxford should not pay the charge and should get unlimited permits eg for residents in grandpont, thames street is a vital artery in their immediate neighbourhood.	Trams that are not impeded from each park and ride to the city centre. Bring back resident parking on all major roads into oxford to slow the traffic and discourage people from travelling into city when they have the option of a free park and ride and free tram into city
an Oxford resident	daily		I don't	Neutral	Very negative	Too low	Yes	Make buses cheaper for all, Make bus services more frequent, Add public cycle parking		Positive	reducing the number of cars in Oxford will improve walking, cycling and bus journey times and safety		Reduce the number of available parking places both public and private within the city. Increase the cost of public parking. introduce an annual tax on all parking places provided by businesses, colleges, university and hospitals enforce by number plate recognition penalties for illegal parking
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice, Unpaid carers	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very positive	Negative	About right	Yes	Make Park & Ride parking cheaper, Make buses cheaper for all, Add public cycle parking		Very positive	it should lead to less congestion and fewer cars on the roads. As I mainly cycle and walk around Oxford this will be a good thing for my safety and also reduce air pollution.	I think this is a brave and necessary initiative. Thank you for proposing this.	Promote car sharing - have a good car sharing app and have signage around the city to encourage people to car share Ensure that google maps knows all the good cycle routes in Oxford - it always sends people down main roads on a bike, which will put a lot of people off Have a car free day every year when some main roads are closed to traffic. like in Eurocean cities

Survey Response													
I am responding to this survey as	How often do you travel in or around Oxford?	Please tick which of the following free permits and passes you think you may be eligible for	Do you live in, visit a resident by car or commute by car to the proposed central Oxford	Central Oxford residents' permitit is proposed that residents in the central Oxford	Central Oxford permit area commuters' permitit is proposed workers commuting	We are proposing a single charge of £5 to allow cars without a day pass or permit	Do you think that charges should vary, with drivers of larger cars paying more and	Income generated by introducing the proposed temporary congestion charge would be used to cover the set-up and operating costs of the scheme.	If other improvement, please state	Taking into account all the information we have provided about the proposal to	Please explain your answer	Do you have any other comments about the proposal for six temporary congestion charge locations in Oxford that you have not already shared in this survey?	Do you have any suggestions for other ways to reduce traffic and tackle congestion in and around Oxford?
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Positive	Negative	About right	No	Make buses cheaper for all, Make bus services more frequent, Add public cycle parking		Positive	I am hoping it will reduce traffic.	I am concerned this, like the fingers, will increase traffic through Old Marston at peak commuter times.	An aerial egg lift linking Thornhill P&R > Osler Road / JR hospital > Town Centre.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Negative	Too low	Yes	Make Park & Ride buses cheaper, Make buses cheaper for all, Make bus services more frequent		Positive	Could go further, eg restricting hours of access for "other" vehicles (delivery etc) to outside normal peak times		Reduce the amount of parking currently available with a aim to discourage driving into the centre
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Positive	Negative	Too low	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Add new bus routes, Make bus services more frequent, Extend hours of operation for buses, Add public cycle parking		Positive		I think 3 cars for commuting is excessive	restrict larger vehicles such as trucks and vans within certain hours - so not during peak schools hours (7:30-9, and 3:30 to 5). This would make cycling with kids safer and more appealing.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	About right	Not sure	Make buses cheaper for all, Add new bus routes, Add public cycle parking		Very positive	Would expect to see fewer cars crossing the city centre, so buses would be faster/more timely and walking/cycling would be safer and more pleasant		School term times seem to produce the heaviest traffic, finding better ways for children to get to schools (rather than being driven in and out individually) could make a big difference. A shift away from the near-universal 9-5 working hours could also help soread out "rush hours".
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	Yes			Very negative	I'm an NHS manager, working almost 24/7, working every day after job planned hours from hime, additional commuting time will have neoative imoact on my service		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	Too low	Yes	Add new bus routes, Make bus services more frequent, Add public cycle parking		Very positive	It is currently quicker to cycle in and around the city than to go by bus. The roads should be clearer for people who *need* to use their cars and permit the free flow of traffic. Buses will be quicker, and therefore more appealing to use, and cycling will be safer.	Owing to the timing of sessions, there needs to be provision for access to the ice rink, whether that is by improving bus services or adjusting the congestion charge for users. Otherwise, training would be affected to such an extent that competitive skaters will need to move to other rinks, such as Swindon, which are further away, which will affect the rink's ability to operate and remain competitive	Look to other medieval cities abroad that have put cycling first and see what measures we can adopt. A good example is Uppsala, in Sweden, which is also a medieval university town and is almost entirely car-free in the centre. Cars should be used for getting out of Oxford, and not necessary for getting into or around Oxford.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	There should be no charges at all	Yes	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Negative	I will have to leave my job at the school where I work part time because the most direct route includes one of the charging zones and going the long way would take too long and will use too much petrol. Going there by bus would take ages as there is not a good direct service available.	They are not a good idea because the rich can afford to pay and will continue congesting the road, but those on lower income will struggle.	Removing the LTNs in East Oxford would be a good start. Have more bus routes that cover the entire city and better connection services to the surrounding villages.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	Too high	No	Make buses cheaper for all		Negative	Push traffic onto already busy alternate routes already impacted by LTNs		Use the river to provide alternative transportation into Oxford
an Oxford resident	daily	Taxis and private hire vehicles	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Make BUSES FREE FOR LOCAL PEOPLE BETWEEN WORKING HOURS AND SEE WHAT IMPACT THAT HAS ON TRAFFIC AND SCHOOL RUNS	Very negative	Will hurt people that come to Oxford to work and who live locally .. turning Oxford into a Prison	All the surrounding roads will be impacted massively, there wasn't a congestion problem before that LTNS went in.. SUMMERTOWN IS THE WORST FOR PEOPLE THAT DON'T LIVE LOCALLY	Free bus passes, council has the ability now to run its own bus services due to changes in the law, also bus ticket prices are extortionate for such small journeys and cause issues financially, Park and Ride should be free and buses to and from them should be one pound no more, if you want people to use Oxford and use it services make it cheaper for them to access them.
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Fix the badly managed roads and roundabouts	Very negative	It's literally a money making scheme. Not everyone falls into the same category of 'they should walk, get a bus or cycle' I now live in Abingdon, but I grew up in Cowley, I work in Cowley, my partner works in Cowley, my daughter goes to nursery in Rose Hill, I still have a lot of friends and family in Cowley that I see regularly, usually after work. You have already made that difficult with LTNs, I have to sit in a lot more traffic now than I ever did before. People will not stop driving! We pay for our cars, our insurance, our tax, and you want to charge us more just for the privilege of driving in our own city! There is no bus route that will allow me to go to drop off my daughter at nursery, go to work, then to pick up my daughter, and then to visit my family! And if there was it would probably double my journey time! I cycle to work when I can, but not if I have to do the nursery run. I have never ever had a problem cycling round Oxford! The majority of families and households rely on three cars to go about their daily business! Stop trying to penalise them!	You never spoke about this pre election as you knew you would struggle to get voted in! You have ruined Cowley with your LTNs already! You as a council are not listening to residents. Just look at the petition with over 10,000 signatures against! Look at the comments! Put your congestion charge in areas where you were voted in! Leave Cowley alone! Majority of residents do not want your greedy schemes! You seem to be targeting the poorer areas! If you really want it, then open up some of the LTNs so that the traffic can flow freely!	Open up the LTNs! Simple!
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Negative	Very negative	About right	Yes	Add new bus routes, Make bus services more frequent, Extend hours of operation for buses		Very negative	Fix the bus service before restricting cars. No exemption for HGVs and tourist coaches.		For buses travel only with pre-purchased tickets, no routine checking by driver but occasional sweeps with heavy fines for fare dodgers. This would save the approx 30% of time busses spend stationary while boarding passengers.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Positive	Positive	Too low	Yes	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all		Positive	Not hazov with exemption for vans We need to try to improve traffic conditions in Oxford and this represents a positive step. However I am concerned that the level of exemptions will mean there is limited effect on traffic. I hope to be proven wrong!	no	More LTNs to reduce residential rat runs (eg Headington Quarry) and encourage modal shift into cycling (disclaimer I am not a headington resident, have just been through it at rush hour and was shocked) More school streets School buses to use park and ride as drop off zones to reduce car traffic to schools.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	About right	Yes	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Add public cycle parking		Very positive	Anything that tries to deter people from driving around Oxford sounds good to me.		
a business	daily	Personal cars used as goods vehicles for business purposes	I commute to the central permit area by car	Positive	Positive	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make bus services more frequent		Very negative	Busiess will close down as not enough customer in town		
a resident of Oxfordshire living outside Oxford	weekly		I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other		Very negative			Traffic is fine as it is
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Positive	Neutral	About right	Not sure	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Make bus services more frequent, Extend hours of operation for buses, Other	Use the revenue to repair Oxfordshire roads which are the worst in the UK and an embarrassment	Positive	I am in favour of reducing traffic congestion. However recent experience of the extant traffic restrictions show they have the reverse effect.	More planning and thinking needed about knock on effects, such can the already congested ring road cope with extra traffic?	Force coaches to park outside of centre. Encourage delivery vans to operate outside of daytime hours. Incentive schools to use bus schemes. Add more buses
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Positive	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all		Neutral	I drive through the congestion charge locations much (much) less than 100 times a year.		Improve the timing on traffic lights. Wiers Lane. Garsington Road roundabout (terrible terrible timing). Model the changes properly - and the alternatives - before introducing them.
an Oxford resident	daily	Registered car clubs	I don't	Very positive	No impact	About right	Yes	Add new bus routes, Make bus services more frequent, Add public cycle parking		Very positive	I cycle and St Clements is scary at rush hours.I look forward to congestion charging.	Great idea to only cover school drop off and pick up times on Marston Ferry Rd.	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice, Blue badge holders, School students with special educational needs	I don't	Very positive	Very positive	Too low	Yes	Make Park & Ride parking cheaper, Make buses cheaper for all, Add public cycle parking		Very positive	Traffic in Oxford is unsustainable. Drastic change is needed to reduce the number of cars moving around the town	I think the congestion charge should be broader actually. I don't think all vehicles others than cars should be excluded. Without significant restrictions the amount of traffic will not be significantly reduced. There are a significant number of vans that do not need to be driving in and out of central Oxford. There also needs to be a significant crackdown on mopeds driving with learner licences. They are often dangerous drivers and drove through oedestrianised areas in the centre of town.	I think the congestion charge should be broader actually. I don't think all vehicles others than cars should be excluded. Without significant restrictions the amount of traffic will not be significantly reduced. There are a significant number of vans that do not need to be driving in and out of central Oxford. There also needs to be a significant crackdown on mopeds driving with learner licences. They are often dangerous drivers and drove through oedestrianised areas in the centre of town.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very positive	Negative	About right	Yes	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Make bus services more frequent, Add new bus routes, Make bus services more frequent, Add public cycle parking		Positive	I live on a rat run which is already congested and not covered by either the traffic filters or the charge. It will be worse now but I support the general principle. We need more cheaper buses.	Again, please look at the Quarry! And provide airport style shuttle buses for the Pand R to the hospitals.	Yes, see above. I propose that there is a dedicated park-and-ride for the Headington hospitals (and potentially the university campuses) which could have airline parking style accessible shuttle buses running every 5 to 10 minutes even overnight which would resolve the hospitals access issue and reduce stress for people who are coming to appointments. I think that you should also make the buses cheaper (and consider free travel for those on benefits and young people) and ensure that they run regularly. You also need to improve cycle routes. For example, I live in Quarry and there is not a safe cycle route for my children to access Cheney school which they attend and would happily cycle to. Currently, they walk, but this takes them 35 to 40 minutes
a resident of Oxfordshire living outside Oxford	less than weekly	Blue badge holders	I don't	No impact	No impact	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all		Negative	In Shellingford there is no public transport available at all so anyone who wants to go shopping in Oxford has to use a car to get there. The City Council seems to believe that private cars have no place in the city at all.	It will be impossible for shoppers who need to park in the Westgate Centre to get to the car park without paying an extra £5 on top of our park charges. Are the council deliberately trying to damage the businesses whose customers need to park there?	Make the park and ride charge much lower
a resident of Oxfordshire living outside Oxford	less than weekly	Frequent hospital patients	I commute to the central permit area by car	Negative	Negative	There should be no charges at all	No	Make buses cheaper for all		Very negative	Don't think there should be a charge at all	We already pay road fund license	
an Oxford resident	weekly	Blue badge holders, Disability benefit claimants, Disabled tax cars	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	All funds generated should go to the community not the buses	Very negative	The road closes already imposssed in what is causing the congestion, the roads should be opened back up to allow the traffic to flow.	Stop calling it temporary as you are fully aware the intension is permanent, leave the roads alone and reduce the buses.	Open the roads
a resident of Oxfordshire living outside Oxford	less than weekly		I don't	No impact	No impact	About right	Yes	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make bus services more frequent		No impact		As a person living in West Oxfordshire. Who occasionally goes to the theatre this is going to make visits expensive as there is no real alternative due to travel times	Force rail to open Botley road
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice, 25 day passes for residents in the Oxfordshire permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very positive	Very positive	Too high	Yes	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Add new bus routes		Very positive			Make transferring bus routes free! Allow to ride multiple buses with one payment for a limited amount of time. It's absurd to pay two fares to get from Cowley to Brookes through St Clements for example.
a resident of Oxfordshire living outside Oxford	less than weekly		I don't	No impact	No impact	About right	Yes	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all		Very positive	Too many people use cars to travel into Oxford city centre i agree with any proposals to penalise unnecessary journeys or incentivise the use of public transport or active travel	I think you should introduce a blanket congestion charge for driving into Oxford city centre	Include bus travel in a park and ride ticket
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice, 25 day passes for residents in the Oxfordshire permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	Yes	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Add new bus routes, Make bus services more frequent, Extend hours of operation for buses		Very negative	The extended closure of Botley Road is not the residents fault and it has already been found that the significant delays are due to issues with Network Rail pending an investigation. £161m have already been promised to this project and now you're trying to charge people because mistakes and delays made by Network Rail and Oxford City Council. Free passes are not enough and are completely pointless, especially when public transport has been rendered useless, due to the amount of congestion and delays for public transport due to the Botley road closure. At a bare minimum, OCC / Oxfordshire County Council should already be providing discounted public transport services,		See above
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Very negative	discounted or free P&R services, and increase bus routes because of these delays, not try to charge residents and visitors to subsidise that	People love their cars! You have to reward them for not using them, not penalise for using them.	Open up the local roads to give more direct access between Iffley and Cowley Rds.
a business	daily	Personal cars used as goods vehicles for business purposes	I commute to the central permit area by car	Positive	Positive	There should be no charges at all		Other	NO CONGESTION CHARGE SHOULD BE IMPLEMENTED - MONEY MAKING SCHEME - DETRIMENTAL TO OXFORD CITY CENTRE BUSINESSES	Very negative	So many people are like me, we assist our families by collecting grandchildren from school, so we have trips to make across Oxford City in order to do this. This enables our own children to be at work to afford to reside in this high-cost city. We also assist friends who need to attend the hospitals for cancer treatment, heart ops and so then for the following check ups and consultations It will have a very negative impact on city centre businesses. Already the councilbus companies are doing their utmost to keep the general public out of the city centre due to so say traffic build up. This is rubbish. Traffic in the city centre and surrounding routes is due to the amount of buses and road works. Traffic build up is on major roads before entering the city centre. This is a money making scheme detrimental to businesses in the city centre. Why can't the council and bus companies suaport local businesses for a chanoe.	DO NOT BRING IN THIS CONGESTION CHARGE IT WILL KILL LOCAL INDEPENDENT CITY CENTRE BUSINESSES. BUSINESSES NEED HELP TO SURVIVE NOT BE CONSTANTLY HIT BY THESE MONEY MAKING SCHEMES. THE CENTRE OF OXFORD IS NOT WHERE THE BUILD UP OF TRAFFIC IS, IT IS ON THE MAIN ROADS ENTERING INTO THE CITY. THE ONLY TIME TRAFFIC BUILDS UP IS WHEN THERE ARE ROAD WORKS.	IT IS BUSES THAT CLOG UP THE CENTRE OF OXFORD. HAVE LESS BUSES AT OFF-PEAK TIMES AND SMALL BUSES - THEY ARE NEVER FULL.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice, Unpaid carers	I don't	Neutral	Neutral	There should be no charges at all	No	Add new bus routes		Negative	I live in Marston and go to Summertown to shop - it is not walkable. I do not believe there should be restrictions on Marston Ferry Road as there are no residents and it was specially built to link Marston to the city and there is not a regular bus route. If I need to drop off or collect someone from the rail station, how am I meant to get there? Presumably by driving out to the ring road and then travelling into the city via Banbury or Woodstock Roads - increasing the distance travelled and not reducing pollution at all.	The hours proposed for free access to Marston Ferry Road should be extended to all day Saturday and Sunday.	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very positive	Very positive	About right	Yes	Make buses cheaper for all, Add new bus routes, Make bus services more frequent, Extend hours of operation for buses, Add public cycle parking		Very positive			
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Very negative	Positive	There should be no charges at all	No	Add new bus routes, Extend hours of operation for buses		Very negative	This is an attack on people with little money and will not change the behaviour of those who have plenty. It attacks the poor. It's disgusting.	Please scrap the scheme as it is an attack on the less well off.	Re-open the Botley Road, compensate the businesses impacted by that farce and scrap these six sites which will not help traffic flow in any way.
a resident of Oxfordshire living outside Oxford	less than weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	No impact	No impact	About right	Yes			Positive		Definition of 'car' to include SUV, vans, and Isuzu pick up trucks and similar that are often used for personal transport	
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	No impact	No impact	There should be no charges at all	Yes	Make Park & Ride parking cheaper, Make buses cheaper, Make bus services more frequent		Very negative	I live outside the central permit area and have to travel into Oxford University science area 5 days a week for work. I have medical conditions that are not enough for a blue badge. But enough to make cubtic transportcivcilns very difficult.	Remove the one in St Cross Road, you are forcing all traffic to go one route!	
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	No impact	No impact	There should be no charges at all	No	Make Park & Ride parking cheaper, Make buses cheaper for all, Add new bus routes, Make bus services more frequent		No impact	Don't usually go through the roads in question	Broaden the semits to oecide that have a orionty sarkino with University of Oxford. If you want to reduce traffic, then forbid traffic. Letting people who can afford it avoid the restrictions is unfair to everyone. Also, the amount of exceptions is excessive and they are not well detailed.	
a resident of Oxfordshire living outside Oxford	less than weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Negative	Very negative	There should be no charges at all	Not sure	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper		Very negative		It will stop people visiting Oxford and businesses will suffer. Older people in rural areas with no buses will be isolated.	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Very positive	Very positive	Too low	Yes	Make buses cheaper for all, Add new bus routes, Add public cycle parking		Very positive	Anything that discourages car use benefits residents' respiratory health. Apart from human cost, poor air quality will cost future NHS large sums; at present, this accounts for 10% NHS spending nationally.		Oxford city and county plan to increase car ownership in and around Oxford by thousands by pursuing the current housing policy (28000 new homes?). This must be re- thought. Otherwise, proposals to reduce traffic flow are inevitably doomed to fail.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	Too low	No	Make Park & Ride buses cheaper, Make buses cheaper for all, Add public cycle parking		Very positive	It will improve road safety and air quality in the city.	The charges should apply to all vehicles not Just cars.	Improve cycle lanes on major roads such as Filey and Cowley road. Change the Plain roundabout back to its original non roundabout lavout to improve safety for bikes.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice, Community health or care workers who need to visit multiple locations or travel urgently	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very positive	There should be no charges at all	No	Make buses cheaper for all, Make bus services more frequent, Extend hours of operation for buses		Very negative	We are struggling here in Cowley, with temporary measures (LTN) quickly changing to permanent closures. Our views are ignored. The buses for Rosehill don't even go to the railway station, I have to walk to the Cowley Centre to catch a bus. I am able to do that currently, but others less able than myself are unable to. We are advised to use public transport but we are not London, there are not alternative modes of transport. The buses are not regular and this proposal will not improve matters . There will still be cars on the road . Those with money and somewhere to go will STILL use their cars. You are dividing the rich and the poor. We are trapped here with traffic being directed to a small number of roads . The traffic is worse with the LTNs and there seems to be endless road closures with no opening up of the blocked roads. I fight just to get out of my road. I work in my car visiting vulnerable clients who have complained that it is so difficult getting family to visit due to the high cost of parking. I know my views will be ignored, but I am stressing my views so that another box can be to ticked.	The rich will win and the poor will lose. We cannot all get on our bikes. Some our unfit, some are afraid. Some do not want to. You cannot do your weekly shop on your bike. You are playing God with ordinary people's lives. Botley Road and Oxford is in chaos and you suggest this when the roads are in such bad condition. Why are these not fixed first?	Cheaper fares More organised road closures Opening up the roads when there is a traffic problem. Allowing residents to travel down their street instead of travelling 10 minutes out of their way to get home
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Positive	Positive	About right	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all		Positive	Traffic of non Oxford residents has become increasingly difficult. Something has to be done to improve matters.	It is vital that an impact assessment is made public as to the effect the scheme will have on Banbury and Woodstock Road. As these two roads will have to take the burden of non paying motorists entering the city (particularly at school drop off and pickup times), there could be major issues of pollution and added congestion around these two major routes into Oxford.	Park and Rides have to be made more attractive by cheaper prices, or even free (check out the transport system in Luxembourg!) The car parks in central Oxford - particularly the ill-judged parking at the Westgate Centre merely encourage motorists to drive rather than use the P&R and create gridlock. I refer you to many European cities that exclude cars from their centres - or charge a substantial fee for doing so. I suspect that if Oxford were successful with their congestion charging, other city councils will follow suit.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice, 25 day passes for residents in the Oxfordshire permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very positive	Neutral	About right	Yes	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Add public cycle parking		Positive	traffic reduction is good for all		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	There should be no charges at all	Yes	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Make bus services more frequent		Very negative	Local schools will lose excellent staff who commute from outside Oxford as they cannot afford to live here. They have not been accounted for in permit considerations and are key workers. Oxford is going to lose a lot of teachers due to these charges.		
an Oxford resident	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	No impact	No impact	There should be no charges at all	No	Make Park & Ride parking cheaper, Make buses cheaper for all, Add new bus routes		Negative	Travelling around the ring road to reach anywhere I need to get to is much longer in both distance and duration.	I believe that there are already too many road restrictions in Oxford without introducing more. Also I believe it is unfair for residents outside of the ring road to have less concessions than those inside of it. Surely those living in the city have more opportunity to walk or cycle, as well as better public transport links, than those of us who have no choice but to drive in. Why don't we get 100 passes?	If you want to encourage the use of public transport there have to be more routes. The problem for residents outside of the ring road is that they often live too far out to walk or cycle. Also, to get almost anywhere in Oxford by public transport one has to travel into the city centre to get a connecting bus elsewhere. This is both time consuming and costly. Why, for example, would I choose to spend 30 minutes on a bus into Oxford, and then another 40 minutes to get to Cowley Centre when I can travel direct to Cowley in 15 minutes in my car. The bus journey would also cost me about £5 to £6 each way and that's not affordable for me. I do agree with the 15 minute neighbourhood vision, but for those of us in villages outside of the city centre we do not have the infrastructure necessary for that. Instead we are obligated to travel into Oxford which is already hell without additional charges. Perhaps you should stipulate that Oxford residents should be banned from owning cars and make them walk or cycle everywhere so that those of us outside the city can drive in.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Very positive	No impact	Too low	No	Make buses cheaper for all, Make buses cheaper for young people, Add new bus routes, Make bus services more frequent, Extend hours of operation for buses, Add public cycle parking		Very positive			Segregated cycle lanes. Improved integrated buses like in London
a resident of Oxfordshire living outside Oxford	less than weekly		I don't	No impact	No impact	There should be no charges at all	Yes	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Add new bus routes, Make bus services more frequent, Extend hours of operation for buses, Add public cycle parking, Other	More pedestrian crossings	Very negative	You are including the entrance to the Westgate shopping centre parking in the scheme. Absolutely ridiculous. If this is included I will no longer come into Oxford for short visits to go to the shops or meet people at a cafe. I am sure this will also be the case for many people and will have a hugely negative impact on the local economy.	I don't believe that this will be temporary. It would also be better to get the bridge reopened. This will have a very negative impact on the city economy.	Increase pedestrian crossings. Time traffic lights better to reduce congestion. Increase cycle lanes away from roads this will encourage more cycling and decrease congestion on the roads
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Very positive	Very positive	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Add new bus routes		Very negative	As someone who works at the John Radcliffe, my current options for transportation are to drive, or to pay for 2 busses as I live on Iffley road and cannot get to JR on a single bus. Therefore this permit would force me to pay at least £5 a day to commute to the hospital, which seems ridiculous. I already don't make enough money and spending £1300 extra a year on commutino is out of the realm of oossibility	This may be the worst idea I've ever seen by Oxford City Council.	Maybe opening up all the side roads between cowley, Iffley and st Clement's would alleviate traffic? Or is driving between adjacent roads only allowed for the wealthy North Oxford residents? This council perpetuates wealth disparity through its senseless road closures and driving policies .
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I commute to the central permit area by car	Very negative	Neutral	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Add new bus routes, Make bus services more frequent, Extend hours of operation for buses		Very negative	Another money making scheme. No consideration for residents or their families.		Removal of LTNs
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Negative	No impact	Too high	Yes	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all		Neutral			
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very positive	Neutral	There should be no charges at all	No	Make buses cheaper for all		Very negative	There is no need for this scheme. It is detrimental to business in the central Oxford area and will provide little or no benefit to Oxford residents	This is bad policy and was not part of any manifesto amongst those candidates seeking election in the recent local election.	remove the existing LTN's which only add to the current congestion.
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Add new bus routes, Make bus services more frequent, Extend hours of operation for buses		Very negative	This will not stop the congestion, it just shifts it elsewhere on to other roads. Bus are not reliable or convenient when you have children or when you need to be somewhere on time. So you are not going to get people to give up there cars. If anything you end up driving people away from Oxford with this ridiculous scheme. It is a ridiculous idea that should be stopped completely.	It's ridiculous and won't stop congestion or traffic	Look at the traffic light sequencing and time it all better so that traffic flows better

Survey Response													
I am responding to this survey as	How often do you travel in or around Oxford?	Please tick which of the following free permits and passes you think you may be eligible for	Do you live in, visit a resident by car or commute by car to the proposed central Oxford	Central Oxford residents' permitit is proposed that residents in the central Oxford	Central Oxford permit area commuters' permitit is proposed workers commuting	We are proposing a single charge of £5 to allow cars without a day pass or permit	Do you think that charges should vary, with drivers of larger cars paying more and	Income generated by introducing the proposed temporary congestion charge would be used to cover the set-up and operating costs of the scheme.	If other improvement, please state	Taking into account all the information we have provided about the proposal to	Please explain your answer	Do you have any other comments about the proposal for six temporary congestion charge locations in Oxford that you have not already shared in this survey?	Do you have any suggestions for other ways to reduce traffic and tackle congestion in and around Oxford?
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Positive	Negative	About right	No	Make buses cheaper for all, Make bus services more frequent, Add public cycle parking		Positive	I am hoping it will reduce traffic.	I am concerned this, like the fingers, will increase traffic through Old Marston at peak commuter times.	An aerial egg lift linking Thornhill P&R > Osler Road / JR hospital > Town Centre.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Negative	Too low	Yes	Make Park & Ride buses cheaper, Make buses cheaper for all, Make bus services more frequent		Positive	Could go further, eg restricting hours of access for "other" vehicles (delivery etc) to outside normal peak times		Reduce the amount of parking currently available with a aim to discourage driving into the centre
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Positive	Negative	Too low	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Add new bus routes, Make bus services more frequent, Extend hours of operation for buses, Add public cycle parking		Positive		I think 3 cars for commuting is excessive	restrict larger vehicles such as trucks and vans within certain hours - so not during peak schools hours (7:30-9, and 3:30 to 5). This would make cycling with kids safer and more appealing.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	About right	Not sure	Make buses cheaper for all, Add new bus routes, Add public cycle parking		Very positive	Would expect to see fewer cars crossing the city centre, so buses would be faster/more timely and walking/cycling would be safer and more pleasant		School term times seem to produce the heaviest traffic. Finding better ways for children to get to schools (rather than being driven in and out individually) could make a big difference. A shift away from the near-universal 9-5 working hours could also help soread out "rush hours".
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	Yes			Very negative	I'm an NHS manager, working almost 24/7, working every day after job planned hours from hime, additional commuting time will have neoative impact on my service		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	Too low	Yes	Add new bus routes, Make bus services more frequent, Add public cycle parking		Very positive	It is currently quicker to cycle in and around the city than to go by bus. The roads should be clearer for people who *need* to use their cars and permit the free flow of traffic. Buses will be quicker, and therefore more appealing to use, and cycling will be safer.	Owing to the timing of sessions, there needs to be provision for access to the ice rink, whether that is by improving bus services or adjusting the congestion charge for users. Otherwise, training would be affected to such an extent that competitive skaters will need to move to other rinks, such as Swindon, which are further away, which will affect the rink's ability to operate and remain competitive	Look to other medieval cities abroad that have put cycling first and see what measures we can adopt. A good example is Uppsala, in Sweden, which is also a medieval university town and is almost entirely car-free in the centre. Cars should be used for getting out of Oxford, and not necessary for getting into or around Oxford.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	There should be no charges at all	Yes	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Negative	I will have to leave my job at the school where I work part time because the most direct route includes one of the charging zones and going the long way would take too long and will use too much petrol. Going there by bus would take ages as there is not a good direct service available.	They are not a good idea because the rich can afford to pay and will continue congesting the road, but those on lower income will struggle.	Removing the LTNs in East Oxford would be a good start. Have more bus routes that cover the entire city and better connection services to the surrounding villages.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	Too high	No	Make buses cheaper for all		Negative	Push traffic onto already busy alternate routes already impacted by LTNs		Use the river to provide alternative transportation into Oxford
an Oxford resident	daily	Taxis and private hire vehicles	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Make BUSES FREE FOR LOCAL PEOPLE BETWEEN WORKING HOURS AND SEE WHAT IMPACT THAT HAS ON TRAFFIC AND SCHOOL RUNS	Very negative	Will hurt people that come to Oxford to work and who live locally .. turning Oxford into a Prison	All the surrounding roads will be impacted massively, there wasn't a congestion problem before that LTNS went in.. SUMMERTOWN IS THE WORST FOR PEOPLE THAT DON'T LIVE LOCALLY	Free bus passes, council has the ability now to run its own bus services due to changes in the law, also bus ticket prices are extortionate for such small journeys and cause issues financially, Park and Ride should be free and buses to and from them should be one pound no more, if you want people to use Oxford and use it services make it cheaper for them to access them.
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Fix the badly managed roads and roundabouts	Very negative	It's literally a money making scheme. Not everyone falls into the same category of 'they should walk, get a bus or cycle' I now live in Abingdon, but I grew up in Cowley, I work in Cowley, my partner works in Cowley, my daughter goes to nursery in Rose Hill, I still have a lot of friends and family in Cowley that I see regularly, usually after work. You have already made that difficult with LTNs, I have to sit in a lot more traffic now than I ever did before. People will not stop driving! We pay for our cars, our insurance, our tax, and you want to charge us more just for the privilege of driving in our own city! There is no bus route that will allow me to go to drop off my daughter at nursery, go to work, then to pick up my daughter, and then to visit my family! And if there was it would probably double my journey time! I cycle to work when I can, but not if I have to do the nursery run. I have never ever had a problem cycling round Oxford! The majority of families and households rely on these cars to go about their daily business! Stop trying to penalise them!	You never spoke about this pre election as you knew you would struggle to get voted in! You have ruined Cowley with your LTNs already! You as a council are not listening to residents. Just look at the petition with over 10,000 signatures against! Look at the comments! Put your congestion charge in areas where you were voted in! Leave Cowley alone! Majority of residents do not want your greedy schemes! You seem to be targeting the poorer areas! If you really want it, then open up some of the LTNs so that the traffic can flow freely!	Open up the LTNs! Simple!
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice, 25 day passes for residents in the Oxfordshire permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very positive	Very positive	There should be no charges at all	No	Make buses cheaper for all, Make bus services more frequent, Extend hours of operation for buses		Very negative	It would stop me from being able to freely visit my family and friends. It would cause lots of issues within the community.	It is a money grab from the council. No benefit to actual residents.	Remove the LTNs or reduce them. They are the root cause of all this extra traffic that the congestion zones aim to "reduce". The traffic build up is due to the LTNs, remove them and the need for congestion zones reduce.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Positive	Neutral	About right	Yes	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Add public cycle parking		Very positive	Reduced congestion and safer cycling.	There seem to be a bit of exemptions. I hope they won't water down the good effects of the congestion charge.	I would love more protected cycle lanes but know road space is an barrier in many places.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Extend hours of operation for buses		Very negative	I believe we should have the right to drive through the city we live in every and any day we want to without having to use the internet to set up permits and pay charges		Make it better to take other forms of transport not worse to drive. You should not force people into buses as it is not impossible to drive you should make people want to get the bus or train as it is the cheaper and easier option as the service is so good
a resident of Oxfordshire living outside Oxford	daily	Frequent hospital patients	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	Not sure	Other	I disagree with the ongoing war against cars, without far better travel alternatives in place in advance.	Very negative	This council is ruining Oxford by ongoing introduction of congestion charges, when there are no other alternatives available to areas on the perimeter of central Oxford	Stop them now	Introduction of trams and alternative bus routes, that make the hospitals and other facilities accessible in advance of conestion charces.
an Oxford resident	daily	Hearses and funeral cars	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	There should be no charge and the LTN's should be removed.	Very negative			Abolish the LTN's that are causing all the congestion.
a resident of Oxfordshire living outside Oxford	daily		I don't	Neutral	Very positive	There should be no charges at all	Yes	Other	Allow all NHS and care staff to drive through the zones free of charge	Very negative	As an NHS employee, I have to travel through these zones to get to community settings, you cannot take clinical equipment and medications onto public transport. Meaning the most deprived areas of Oxford would miss out on key health care services.		Improve traffic flow on the ring roads. Traffic regularly backs up for several miles, this will only get worse with the congestion charge zones
a resident of Oxfordshire living outside Oxford	less than weekly		I don't	Neutral	Neutral	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Add new bus routes		Very negative	This will certainly stop us from going into Oxford very often. P&R is expensive, bus routes are awful and take a long time as you often have to go into Oxford to then go anywhere else (Kidlington, Abingdon etc), and (even more so since Covid) people don't want to be crammed into a bus with other people, getting hot and sweaty, having to put up with other people's habits/music/conversation, having to carry bags of shopping on the bus and keep it all out the way of others but keep hold of it just in case. People prefer the comfort and convenience of their own cars and space.	I think it will have a huge negative impact on the shops and businesses in Oxford, people will opt to travel elsewhere.	Better access to places, cheaper buses/P&R, new routes for those that don't need to go into Oxford but have to for a connecting bus, direct buses not ones that take three times as long as a car journey would take. Doesn't help that the A34 is a terrible ring road with too many lorries and too many accidents, if only a new or bigger ring road could be built! Every time there is an accident or issue with one of the roads around Oxford the whole of the surrounding area is gridlocked. Bus journey times to get into Oxford from further afield (to go to work) take such a long time! Roadworks need to be better planned too.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make buses cheaper for all		Very negative	Another way to extort the locals, we're becoming compliant little cash cows in your eyes and I'm sick to death.	There's a place you should shove these schemes! And I'm sure you'd find a way to continue the congestion charge after Botley Road reopens and I'm certain the number of passes will reduce.	Subsidise the damn buses! 50p per ticket and we would consider using the bus! You can't just increase the costs related to driving without reducing the cost of a greener alternative, not all of us can cycle.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Very negative	Very negative	There should be no charges at all	No	Other	Not charge motorist at all they pay enough through car tax yet we now have electric scooters and bikes who have no tax , mot or insurance riding dangerously maybe the target of your money crabbing should include them !	Very negative	Again you target motorists but there are more others on the road than motorists	Absolutely disgusting to target car driver there are many that need their car for work purposes and also parents with children that have additional needs	Get rid of LTN
a member of the public living outside Oxfordshire	less than weekly		I don't	Very negative	Very negative	There should be no charges at all	No	Other	Buy some common sense and stop charging citizens of a free country to go about their business as they please, you have no moral authority to donso	Very negative	This is a free country not an authoritarian state. I do not believe you should be putting in place any charge for people to move around freely, especially as you clearly reference that it is designed to discourage people. You were all elected / employed to serve and enable people in the spirit of the free democracy in which we live, not to dot vare to restrict them.		
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	Not sure	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all		Very negative	We are Oxfordshire residents. Travel to our local city should be available and feasible. We use the Park and Ride system as much as we can but as retired couple we often need to cark closer to hosstals. other medical facilities or other venues.		
a resident of Oxfordshire living outside Oxford	weekly		I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	No impact	There should be no charges at all	No	Add new bus routes, Make bus services more frequent		Very negative	My ex wife live in Summertown. I live outside Oxford. My daughter goes to School in N. Oxford. I have to drop the children at myu ex wife on Sunday evenings at 6pm. You will nox tak that. There is no chance that my ex wife will get me permits to help so you will now be taxing me to drop them at hers. In addition on the rare occasion I have to drop my daughter at school / pick up (normally she take public transport) you will now tax me for the priviledge. I live in abingdon. YThere is zero direct transportation between Abingdon and N Oxford - you are forced to change in town and it take significant time. If you insist on going ahead with this scheme a) You should allow parents with children at a registered school in Oxford to have permits no matter where they live b) Divorced parents with children where one parent lives in Oxford, the non-resident should be allowed permits.	If you insist on going ahead with this scheme a) You should allow parents with children at a registered school in Oxford to have permits no matter where they live b) Divorced parents with children where one parent lives in Oxford, the non-resident should be allowed permits.	a) Stop building so many houses - the ycreate traffic b) Introduce bus routes that do not all force changes in central oxford (There should be buses from Abingdon to N Oxford) c) Introduce more frequent short commuter train services. d) introduce express bus services
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	Too low	Yes	Add new bus routes, Add public cycle parking		Very positive	I mostly cycle and would benefit from lower car traffic. Also, currently no bus from New Marston to the Station, would hope that reduced traffic mav encourage bus comcanies to imnrove service.	Enforce car speed limits on 20mph roads with cycle routes as currently cars are too fast and cycling unsafe - meaning this is not an ootion for less confident cvclists.	Enforce car speed limits on 20mph roads with cycle routes as currently cars are too fast and cycling unsafe - meaning this is not an ootion for less confident cvclists.
a member of the public living outside Oxfordshire	less than weekly	Emergency service vehicles, Firefighters	I don't	No impact	No impact	There should be no charges at all	No	Make buses cheaper for all, Make bus services more frequent		Negative			
an Oxford resident	less than weekly		I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make Park & Ride buses cheaper, Make buses cheaper for all, Make buses cheaper for young people, Add new bus routes		Very negative	Don't trust the leadership to deliver, the five quid will soon be ramped up and there's nothing temporary about it.	Stop wasting my council tax	Stop finding solutions to problems that don't exist. Making lives easier for select few and stressful for majority is not the way.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice, 25 day passes for residents in the Oxfordshire permit area, on days of your choice, Blue badge holders, Community health or care workers who need to visit multiple locations or travel unpaidly	I commute to the central permit area by car	Neutral	Neutral	There should be no charges at all	Not sure	Make buses cheaper for all, Make buses cheaper for young people, Extend hours of operation for buses		Negative	Disrupt/restrict freedom of movement. Add cost to travel. Discriminatory against car drivers.	This discriminates against car drivers/users. Discourages travel to town reducing potential costumers to businesses. May increase traffic to other routes to avoid charges.	Widen roads for motor vehicles. Repair roads. Open secondary routes to free main routes for buses.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Positive	Neutral	Too high	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make bus services more frequent		Negative	Will.make me less likely to go into the centre if I don't get the 100 annual permits	The one near the station will penalise people using the train station until the Botley road is open.	Most cities you pay either to park or for the bus. Oxford is the only place I know which you do both which makes people less likely to use the park and rides
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very positive	There should be no charges at all	No	Make buses cheaper for all, Make bus services more frequent, Add public cycle parking		Very negative	By doing this, it will have a huge effect on shops, etc. Oxford is expensive as it is without adding extra charges. The LTN's have already had a negative impact for businesses. I feel that by adding further charges will make things even worse.	Why is it being made so difficult for people to be able to drive into Oxford?	Yes, remove the LTN's as they have made things so much worse. The congestion into Oxford now is so much worse. People need to be able to drive to their destinations.
a member of the public living outside Oxfordshire	weekly	100 day passes for residents in the Oxford permit area, on days of your choice, Personal cars used as goods vehicles for business purposes	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	Yes	Make buses cheaper for all, Make buses cheaper for young people, Add public cycle parking, Other	Cycle lanes distanced away from people to avoid phone snatching, free buses on weekends, adjust bus routes to let cars pass one way and the bus to use side roads to avoid traffic without bus lanes.	Very negative	Cost of living is high, people pay lots of taxes, I would be barred from entering if my vehicle exceeds limits or have detrimental impact on my income. Use tax money already there to help people. I do not agree with this something "temporary" could turn permanent. It's not helping make the situation better because it is going to create stress (pollution) zones elsewhere. Many people who visit Oxford park at the nearest free parking areas do shopping, go to restaurants, study and use facilities which contribute to economic - council knows this and should recognise this. I'm usually punctual to work and commuting, permit will be a hassle I've been through the process with other places and would object. Despite living in the areas with reliable buses I've faced issues being on time to work, study and places which why I still need my car and I need a car to travel across the uk. Some shops help low income working class people who travel by car to Oxford. If I have to keep losing money then how can I pay for my other bills, and I don't want to have to keep going through congestions charges. Please don't punish the hardworking low income, working class people and make them go through. There's alternatives I'll answer in the next questions.	I would not want these changes in the first place, I rarely get to share my views. Instead there's bigger solutions for you that would favour everyone. If there's other alternatives you can do to help with tackling traffic congestion it's going boost the economy and help people visit Oxford more. People who enter Oxford with super cars, hyper cars, expensive cars, all high earners rich well off people should pay to enter since lots of them drive polluting cars. Parking is an issue for non residents and you need to listen to non residents to help solve the issue I've got ideas on this matter. I have a family in Oxford - it's going be a financial strain on them visiting since they'd end up paying more and due to increased costs it's going distance family may lead to people being isolated. In other places people have their family members who would visit them would park near by if there's a cost that's the element that will deter people from visiting their family- I've been told this by people. Instead of distancing from cars you should still keep cars there without charges to people visiting. Historically cars were the foundations of the economy of Oxford and many cities to put congestion charges makes cost of living worse. Any solutions to bring down the cost of living and make driving and parking in Oxford easy like the old days (where there was no ZEZ) is welcome. After 7PM some drivers may not see people and may cause accidents as accidents are known more at night. Therefore, the routes should be made to keep cars flowing within the zones like no stopping, minimum speed limit signs and higher speed limits like 30 - 40 MPH outside the city centre.	Man up, create a larger one way network with bus lanes that reach all the way to the city centre so that busses are actually faster than cars... Or walking. Someone who understands urban planning really needs to look at the problem.
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Neutral	Very negative	There should be no charges at all	No	Other	Improve roads for bikes	Negative	Cuts us off from going to the ice rink as a family.	Disproportionately penalizes poorer people. Wealthy people won't be impacted at all.	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	No impact	There should be no charges at all	No	Make buses cheaper for all, Add new bus routes, Make bus services more frequent, Extend hours of operation for buses		Very negative	Residents will only be allowed 100 free permits per year. I need to commute to work every day by car, and have no choice but to drive through the permit zone (there is not alternative route). This will cost me £800 a year	It seems unfair that residents who live in a permit zone have to pay, when they have no choice/ alternative route	Improve frequency of buses, work on making the buses to the station in particular more frequent. Improve bus travel from north to east Oxford, so that you don't have to change buses in town. Put bike carriers on buses (on outside)
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make buses cheaper for all		Very negative	My mum lives in Oxford so will make visiting her very expensive		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice, 25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Very negative	Very negative	Too high	No	Make buses cheaper for all, Add new bus routes, Add public cycle parking		Very negative	This makes driving more dangerous having to look out for and read closely worded signes. Nobody drives in Oxford if they don't have to, this will make things worse for the people who have to drive. It will be dramatically worse for businesses, than the existing traffic situation Oxford is an island, radial city in the countryside.	Seem like a bad idea that will lead to crashes and people turning in congested roads to avoid the charge.	
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Negative	No impact	There should be no charges at all	No	Make buses cheaper for all		Very negative	This will increase traffic congestion as cars divert to avoid the charge points, making journeys longer which will increase pollution from the traffic. A lose-lose situation, negative environmental impact and negative traffic flow	Why not use the carrot instead of the stick? Instead of penalising drivers why not encourage public transport instead? Use the money from this scheme to improve bus services and park&ride locations instead. Make it more attractive for visitors to leave the car outside Oxford and take a bus in to the city centre.	See answer in previous question (question #12)
a resident of Oxfordshire living outside Oxford	less than weekly	Taxis and private hire vehicles	I don't	Negative	Negative	There should be no charges at all	No	Other	Use the money to pay off the contracts of the people who came up with this idea	Very negative	Because everyone knows it won't be temporary. It's just another attack on drivers	Maybe these decisions should be make on terms of impact rather than ideological preferences	The way you're going about destroying local businesses with these ideas and the Botley Road fiasco will do the job. There won't be anv reason for people to travel into Oxford for much lonaer
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice, 25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Very negative	Very negative	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all		Very negative	We need a plan for longer term these temporary ones aren't the solution.	I don't agree with it	Remove LTN's
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Very negative	Very negative	There should be no charges at all	No	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Very negative			
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	Too high	No	Make buses cheaper for all, Add new bus routes, Make bus services more frequent, Extend hours of operation for buses, Add public cycle parking		Very negative	It's already very difficult to get tradespeople to come into the city as a resident if you need help to maintain your home. This will just lead to higher bills and is another deterrent to living in Oxford especially if friends and family have to pay a fee to come and visit. Very isolating for older people and anyone who can't afford to use taxis or isn't able to cycle. More social engineering from a council that doesn't care about council tax paying residents whatsoever but expects us to foot the bill for their experimental schemes.	Have you given any consideration as to what this will do to traffic levels on the roads which don't have the congestion charging? If it pushes traffic onto these roads instead, it's hardly a solution!!	Incentivise students at the university to not bring their cars to Oxford. Incentivise car sharing. Free bus travel for residents but better still, buses that actually go where you need to get to without spending an eternity going round the houses. Local shops that actually sell what you need - my mileage by car has increased spectacularly since all the local shops have closed thanks to the ltns.
a resident of Oxfordshire living outside Oxford	daily		I commute to the central permit area by car	Very positive	Very positive	There should be no charges at all	No	Make buses cheaper for all, Make bus services more frequent, Extend hours of operation for buses		Very negative			Get rid of the LTNs
a resident of Oxfordshire living outside Oxford	less than weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice, Frequent hospital patients, Business cars used as oods vehicles	I don't	Neutral	Neutral	There should be no charges at all	No	Make buses cheaper for all, Make bus services more frequent, Add public cycle parking		Very negative	It's just another stealth tax attack on the already overburdened public	This scheme will discourage shopping visits into Oxford, particularly to the Westgate centre and result in a loss of business to many of central Oxfords established retail outlets, in an already declining city centre and should be abandoned as a bad idea	Yes, may but politics isn't required here, better works planning and care and maintenance of the road network needs to be by a council that doesn't waste our money on foreign junkets and stupid idea explorations.
a resident of Oxfordshire living outside Oxford	daily		I don't	No impact	No impact	There should be no charges at all	No	Other	Better access to hospitals for free	Very negative	My partner needs to use the hospitals regularly as a diabetic and I often need to drive young people into Oxford for work. Public transport is not an ootion in these cases nor is park and ride.		Remove the LTN so that buses don't get caught up in the new traffic that has developed since the introduction of them.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Add public cycle parking		Negative	As I'm mostly cycling and walking for anything inside the ring road, except for larger shopping trips, this will affect me minimally. But I do believe I know network theory well enough to say that essentially pruning a network to a tree severely reduces its resilience and flexibility. And I have been a visitor to other cities where labyrinthine traffic regulations have made it extremely stressful to get in and out, essentially having had such a negative impact that I will never go back. So allowing people living locally who can actually walk, cycle or bus round in Oxford quite easily a quite permissive allowance, while restricting everyone else is neither nice. sensible or fair.	Allow all cars 5 or 10 days of free passing with no extra permissions for Oxford residents. Most of the congestion around the proposed congestion charging gates is local, so this is segment that should be restricted, and visitors from afar cannot be expected to know the intricacies of all the traffic schemes that are being piled onto the Oxford roads.	Cancel all on street parking.
an Oxford resident	daily		I don't	Very negative	Very negative	There should be no charges at all	Not sure	Add new bus routes, Make bus services more frequent, Extend hours of operation for buses		Very negative			
an Oxford resident	weekly	Blue badge holders	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Positive	There should be no charges at all	Not sure	Make Park & Ride parking cheaper, Make buses cheaper for all, Make buses cheaper for young people		Very negative			
an Oxford resident	daily		I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	We already pay taxes, and the introduction of a congestion charge feels unfair and potentially inappropriate. It raises concerns about limiting our freedom of movement. While it may reduce congestion on a few specific streets, it could simply shift the problem to other roads, rather than solving it	Very negative	We already pay taxes, and the introduction of a congestion charge feels unfair and potentially inappropriate. It raises concerns about limiting our freedom of movement. While it may reduce congestion on a few specific streets, it could simply shift the problem to other roads, rather than solving it As I'm mostly cycling and walking for anything inside the ring road, except for larger shopping trips, this will affect me minimally. But I do believe I know network theory well enough to say that essentially pruning a network to a tree severely reduces its resilience and flexibility. And I have been a visitor to other cities where labyrinthine traffic regulations have made it extremely stressful to get in and out, essentially having had such a negative impact that I will never go back. So allowing people living locally who can actually walk, cycle or bus round in Oxford quite easily a quite permissive allowance, while restricting everyone else is neither nice. sensible or fair.	We already pay road tax and council tax, so the congestion charge feels like paying again just to use roads we've already helped fund. Not everyone can afford electric vehicles or to live close to city centers. People with lower incomes often live farther out and rely on driving to get to work or appointments. This charge can unfairly penalize them. Local businesses may see fewer customers if people are discouraged from driving into the city. This could harm independent shops, especially in a time when high streets are already struggling. Reducing traffic on certain streets may just push it onto others. This could increase congestion in nearby neighbourhoods and residential areas, causing new problems. You are not solving any problem, you are shifting it, so it is only about money, isn't it? Measures like cameras reading number plates will also raise concerns about our privacy.	Why all buses must go to city centre? Make connections between all areas of Oxford without need of going to city centre and change buses. Instead of charging people for what they do wrong (driving), reward them for doing right---walking, cycling, using public transport, or carpooling. Smart traffic management, use real-time data and AI to adjust traffic light timings and redirect flows. Inform drivers through apps or signage about congestion hotspots and suggest alternate routes.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Negative	Too high	Not sure	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Negative	It will make some impact on day to day life, kids training and educations dropping off and pick up. Shopping and need to driving different route makes more fuel, time consumption and that makes more collution.	It would be effective if the congestion charge time is for few hour. And only for weekdays rather than all day. 7am to 7 pm. And 7days a week, I like the idea of some school area where cars not allowed for few hour for busv time.	Improving bus service would be the best option .
a resident of Oxfordshire living outside Oxford	less than weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	No impact	No impact	Too high	Not sure	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper		Negative			
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very positive	Very positive	About right	Yes	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make bus services more frequent		Very positive	Reduction in car traffic will improve air quality and encourage more bus use		Keep the LTNs
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	Not sure	Other	A campaign to oust councillor Gant, who is dead set against making Oxford a place families want to live	Very negative	This is absolutely unnecessary and represents a lack of understanding about how oxford works and the reasons people spend their time in Oxford or the commutes that people have to undergo to work here or send students to primary and secondary schools. To introduce this when the Botley is closed is outrageous. To introduce this when you have withdrawn funding for school busses and transport from more remote areas of Oxfordshire is absolutely uncalled for. In this economic climate we need to promote people coming into and out of oxford. Do NOT do this. It is not what your constituents want.	Do not do it. None of you ran on this platform and it is not what the people of oxford want.	Fix the Botley.
a resident of Oxfordshire living outside Oxford	less than weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	No impact	No impact	About right	Not sure	Make buses cheaper for all, Make buses cheaper for young people, Add new bus routes		Neutral		Seems unnecessarily complicated. Why not just implement a local road tax and make buses for free.	More affordable day tickets valid across all services across Oxfordshire. Add more express bus routes from destinations outside the city. essecially during rush hour and lunchtime. Allow bikes on buses.

Survey Response													
I am responding to this survey as	How often do you travel in or around Oxford?	Please tick which of the following free permits and passes you think you may be eligible for	Do you live in, visit a resident by car or commute by car to the proposed central Oxford	Central Oxford residents' permitIt is proposed that residents in the central Oxford	Central Oxford permit area commuters' permitIt is proposed workers commuting	We are proposing a single charge of £5 to allow cars without a day pass or permit	Do you think that charges should vary, with drivers of longer cars paying more and	Income generated by introducing the proposed temporary congestion charge would be used to cover the set-up and operating costs of the scheme.	If other improvement, please state	Taking into account all the information we have provided about the proposal to	Please explain your answer	Do you have any other comments about the proposal for six temporary congestion charge locations in Oxford that you have not already shared in this survey?	Do you have any suggestions for other ways to reduce traffic and tackle congestion in and around Oxford?
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Positive	Negative	About right	No	Make buses cheaper for all, Make bus services more frequent, Add public cycle parking		Positive	I am hoping it will reduce traffic.	I am concerned this, like the fingers, will increase traffic through Old Marston at peak commuter times.	An aerial egg lift linking Thornhill P&R > Osler Road / JR hospital > Town Centre.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Negative	Too low	Yes	Make Park & Ride buses cheaper, Make buses cheaper for all, Make bus services more frequent		Positive	Could go further, eg restricting hours of access for "other" vehicles (delivery etc) to outside normal peak times		Reduce the amount of parking currently available with a aim to discourage driving into the centre
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Positive	Negative	Too low	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Add new bus routes, Make bus services more frequent, Extend hours of operation for buses, Add public cycle parking		Positive		I think 3 cars for commuting is excessive	restrict larger vehicles such as trucks and vans within certain hours - so not during peak schools hours (7:30-9, and 3:30 to 5). This would make cycling with kids safer and more appealing.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	About right	Not sure	Make buses cheaper for all, Add new bus routes, Add public cycle parking		Very positive	Would expect to see fewer cars crossing the city centre, so buses would be faster/more timely and walking/cycling would be safer and more pleasant	Seems like a good way to test out the traffic filter ideas before going into the trial proper	School term times seem to produce the heaviest traffic, finding better ways for children to get to schools (rather than being driven in and out individually) could make a big difference. A shift away from the near-universal 9-5 working hours could also help soread out "rush hours".
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	Yes			Very negative	I'm an NHS manager, working almost 24/7, working every day after job planned hours from hime, additional commuting time will have neoative impact on my service		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	Too low	Yes	Add new bus routes, Make bus services more frequent, Add public cycle parking		Very positive	It is currently quicker to cycle in and around the city than to go by bus. The roads should be clearer for people who *need* to use their cars and permit the free flow of traffic. Buses will be quicker, and therefore more appealing to use, and cycling will be safer.	Owing to the timing of sessions, there needs to be provision for access to the ice rink, whether that is by improving bus services or adjusting the congestion charge for users. Otherwise, training would be affected to such an extent that competitive skaters will need to move to other rinks, such as Swindon, which are further away, which will affect the rink's ability to operate and remain competitive	Look to other medieval cities abroad that have put cycling first and see what measures we can adopt. A good example is Uppsala, in Sweden, which is also a medieval university town and is almost entirely car-free in the centre. Cars should be used for getting out of Oxford, and not necessary for getting into or around Oxford.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	There should be no charges at all	Yes	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Negative	I will have to leave my job at the school where I work part time because the most direct route includes one of the charging zones and going the long way would take too long and will use too much petrol. Going there by bus would take ages as there is not a good direct service available.	They are not a good idea because the rich can afford to pay and will continue congesting the road, but those on lower income will struggle.	Removing the LTNs in East Oxford would be a good start. Have more bus routes that cover the entire city and better connection services to the surrounding villages.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	Too high	No	Make buses cheaper for all		Negative	Push traffic onto already busy alternate routes already impacted by LTNs		Use the river to provide alternative transportation into Oxford
an Oxford resident	daily	Taxis and private hire vehicles	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Make BUSES FREE FOR LOCAL PEOPLE BETWEEN WORKING HOURS AND SEE WHAT IMPACT THAT HAS ON TRAFFIC AND SCHOOL RUNS	Very negative	Will hurt people that come to Oxford to work and who live locally .. turning Oxford into a Prison	All the surrounding roads will be impacted massively, there wasn't a congestion problem before that LTNS went in.. SUMMERTOWN IS THE WORST FOR PEOPLE THAT DON'T LIVE LOCALLY	Free bus passes, council has the ability now to run its own bus services due to changes in the law, also bus ticket prices are extortionate for such small journeys and cause issues financially, Park and Ride should be free and buses to and from them should be one pound no more, if you want people to use Oxford and use it services make it cheaper for them to access them.
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Fix the badly managed roads and roundabouts	Very negative	It's literally a money making scheme. Not everyone falls into the same category of 'they should walk, get a bus or cycle' I now live in Abingdon, but I grew up in Cowley, I work in Cowley, my partner works in Cowley, my daughter goes to nursery in Rose Hill, I still have a lot of friends and family in Cowley that I see regularly, usually after work. You have already made that difficult with LTNs, I have to sit in a lot more traffic now than I ever did before. People will not stop driving! We pay for our cars, our insurance, our tax, and you want to charge us more just for the privilege of driving in our own city! There is no bus route that will allow me to go to drop off my daughter at nursery, go to work, then to pick up my daughter, and then to visit my family! And if there was it would probably double my journey time! I cycle to work when I can, but not if I have to do the nursery run. I have never ever had a problem cycling round Oxford! The majority of families and households rely on these cars to go about their daily business! Stop trying to penalise them!	You never spoke about this pre election as you knew you would struggle to get voted in! You have ruined Cowley with your LTNs already! You as a council are not listening to residents. Just look at the petition with over 10,000 signatures against! Look at the comments! Put your congestion charge in areas where you were voted in! Leave Cowley alone! Majority of residents do not want your greedy schemes! You seem to be targeting the poorer areas! If you really want it, then open up some of the LTNs so that the traffic can flow freely!	Open up the LTNs! Simple!
an Oxford resident	daily		I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Very negative	The residents of Oxford already can't use many roads due to LTNS . It takes me 40 minutes to get done Holloway to my dra . Oxen the ltns which have proven to increase congestion	No congestion charge . Reduce congestion by opening ltns	
an Oxford resident	daily		I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No			Very negative	The traffic issues in Oxford were introduced by the ltns. Remove these and allow people to flow through the city. Improve the ring road to provide an alternative route to having to pass through the city centre.	These schemes impact different people in different ways. This will obviously have no impact for old people who have endless time and money Please consider residents with families and jobs. This scheme is really targeted at them, to prevent them from living their lives Residents travel around the city with their families, or to their jobs. You should not be aiming these awful schemes at these residents.	The traffic issues in Oxford were introduced by the ltns. Remove these and allow people to flow through the city. Improve the ring road to provide an alternative route to having to pass through the city centre.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice, Personal cars used as goods vehicles for business purposes	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all		Other	There should be no condestion charge and no traffic filters	Very negative	We are citizens of Oxford and totally reject the concept of having any charge to access or cross our city. We also reject the proposal to have "passes" or other limitations to how often we can travel by car in our city.	See comments in the box above	Remove all LTN's as these do nothing but extend travel times and increase congestion and pollution. Open up as many roads as possible to the public WHO OWN THIS CITY.
a representative of a group or organisation	less than weekly		I don't	Very negative	Very negative	There should be no charges at all	No	Other	STOP WITH THIS Globalist planned NET ZERO Terrorism agenda.	Very negative	Destroying local businesses. Mass irradiation and illegal tracking of the General public with invasive scanning technology and phased array electronic assault weapons are crimes.. We have the evidence of the covert weapons deployment across LONDON by Criminals at the GLA and TFL	These NET ZERO terrorism goals must be stopped. They are a planned 15min SMART digital electronic weapons deployment. Ignorance is no defence in law. The LED lighting and 5G technology an assault on the person.	The Globalist plan to murder the Population across OXFORD is in play.. The Sudden Deaths are just the start of reducing the traffic. Following UN WEF and their Puppets plan are all Crimes. We know NET ZERO is a HOAX and now we have the evidence of the electronic assault weaaons deolovment.
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	No impact	No impact	There should be no charges at all	Yes	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all		Very negative	What you are forgetting is that Oxford is the city for Oxfordshire and with the lack of rural bus services driving to the city is a necessity. I drive into North Oxford to teach the duration of which is often just an hour. If you add on the time and cost for using the park and ride it becomes not worth doing. Similarly a congestion charge also makes it not worth teaching. To avoid the congestion charge I would have to drive in via the Banbury road as will many other people resulting in additional miles being driven and additional congestion through Summertown a super sustainable alternative that moves congestion!	See above, also more free passes should be available to Oxfordshire residents. The rules also need to be altered my understanding of them is that as a two person household we would be entitled to 50 passes. Both our vehicles could technically be registered to each set of 25 passes. However my husband is the registered keeper of both vehicles which my reading of the rules means that I can not have 25 passes because I am not the registered keeper of a vehicle. I would suggest you remove the need to be the registered keeper of the vehicle, and keep the car limit.	Bring back trams, increase rural bus services, focus on stopping through traffic when the ring road/a34 is blocked, stop tourist vehicles, stop the school run traffic it's always far worse when the private schools are in term.
an Oxford resident	daily	Driving instructors	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make buses cheaper for all, Make bus services more frequent, Other	SAFE places to park bikes	Very negative	It will create more traffic, more waiting times for busses. It's not feasible	It is not feasible in this economy to be paying £5 a day! The council have not taken the residents thoughts and wishes into consideration at all. This will cause huge problems for residents and businesses but the council sadly don't care	Remove the LTNs in east Oxford. This will create a good flow of traffic just like in North Oxford where there are no LTNs and drivers pass through the side streets. This will lead to busses not having to wait in the crazy traffic on Iffley and Cowley Roads.
a resident of Oxfordshire living outside Oxford	daily		I commute to the central permit area by car	Very negative	Very negative	Too high	No	Make Park & Ride buses cheaper, Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Very negative	I work for the Oxford uni and the offices are located at the JR. This would add on £100 a month for me, which I can't afford. I live in a little village so cannot get a bus. Every £1 of my salary is accounted for my family and bills. This would mean either we can't afford to buy food or I would have to cancel my children's only club. That is an awful idea.	Awful idea. Do not impose. Or should be free permits always for people working in Oxford.	Don't shut the Botley road for three years or work on the Wolvercote roundabout for 3 years!!! The building works takes a ridiculous amount of time, which causes all the traffic and congestion. It is not the commuting cars which are a problem, it is the building work which takes an ridiculous amount of time and doesn't stay to schedule. Keep the roads open, and the traffic will flow. Simple
an Oxford resident	daily		I don't	Negative	Negative	About right	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make bus services more frequent		Very positive	Congestion charges are a nearly ideal way of controlling car use. Much more sensible that outright bans on some or all vehicles. They induce people to find ways of doing without their car in the city, whilst permitting those who need to have a car to carry on using it. This is much better than the Council dictating who may and who may not use a car. Naturally, they reduce congestion making for a better experience for all road users. In addition they provide a certain amount of revenue for other projects.	I hope something like this will become permanent.	NO NO NO. Congestion charges are by far the best way of achieving this goal.
an Oxford resident	less than weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	Yes	Make Park & Ride parking cheaper, Make buses cheaper for all, Make bus services more frequent		Very negative	Adding a congestion charge adds a layer of stress. While there might well be permits available for Oxford residents and those commuting to work, I run a small business whereby I have to travel through Hithe Bridge Street to get from my home to the Oxford colleges for events.. I don't use my car because it's too small to fit all my kit in, so I use my mother's car, but she doesn't live in Oxford so her vehicle isn't registered at my address. I'd therefore get caught up with this and have to pay a congestion charge to go through the area.	You state that you will introduce this congestion charge for 2 years maximum and then you'll put traffic filters in, regardless of what the people say. All you will do with either of these options is more traffic to different roads and increase congestion there. Can I also point out that the point of a consultation is to get opinions from people as to whether or not something is a good idea. Getting a majority negative feedback and doing something anyway is not a consultation. It's a time wasting , box-ticking exercise that's actually just an information sharing session!	Yes! If you want to get people out of their cars, give them a cheaper and more reliable way of getting into Oxford. People drive to Oxford because the cost of the trains is unaffordable to most. I would rather take a train if I'm trying to get out of Oxford, but I can't afford to! If, for example, I have to go to London, I could drive there and back and park down there three times for the price of one return train journey.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Neutral	Neutral	About right	Yes	Make buses cheaper for all, Make bus services more frequent, Extend hours of operation for buses		Neutral	I tend to cycle in Oxford and only use the car when it's absolutely necessary. Last year, I used the car several times in Oxford city. Thus, as long as I can have some free permits to travel when I need to, the new policy will not really impact me.		Continue to improve cycle lanes and ensure there is always enough space for cyclists to be safely overtaken by cars. Some areas in Oxford still fall short—for example, the cycle lane narrows significantly on Banbury Road near the intersection with Aoxley Road in North Oxford.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Very negative	Very negative	There should be no charges at all	No	Make buses cheaper for all		Very negative			Remove the LTNs
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice, Blue badge holders, Disability benefit claimants, Disabled bus cars, Taxis and private hire vehicles	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Negative	Negative	There should be no charges at all	Not sure	Other	There should be free bus from park& rides for all visitors	Negative	We tried LTN did not work we all can see that. Oxford is a tourist city. So many tourists are coming to visit. Also so many celebrations going on.	All visitors should park their car in park and ride free bus service to city centre for them. If they driving in side the Ring road they pay charges. Leave the regents free to move round in their city. No charges for them. They already pay council taxes to stay in Oxford	REDACTED
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I commute to the central permit area by car	No impact	Very positive	There should be no charges at all	No	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Very negative	We should be able to drive around the town we live in it will effect so many people with this restrictions and businesses		Open the botley road and get rid of Ltns as the traffic was not a problem then in Oxford your pushing cars onto the same roads .
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	About right	Not sure	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Negative	I would be required to pay the 5 pounds while going to shop for groceries after the 100 passes got used up.	No	No
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice, Disability benefit claimants	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very positive	Negative	Too low	Yes	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all		Positive	In order for traffic to improve in Oxford, and for alternate options to become more viable, car traffic has to reduce.	I don't understand why commuters will get a permit - across all of the permit schemes it seems like this would actually affect very few people, and therefore not actually have much of an impact?	Cheaper buses, or higher parking charges - right now it is cheaper to drive in to the Westgate and park than for a family of four to take the bus in and back. More segregated cycle lanes and more cycle parking in the city centre
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice, Emergency service vehicles, Personal cars used as goods vehicles for business purposes	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Very negative	All ready with ITN and Botley road colours for years made life hell for people who is living or working in Oxford. No more restrictions at all.	No	Open LTN. open Botley road. Make buses cheaper and park and ride free. Some routes have no buses do frequent routes of buses on them. Thanks.
a business	daily	100 day passes for residents in the Oxford permit area, on days of your choice, 25 day passes for residents in the Oxfordshire permit area, on days of your choice, Business cars used as goods vehicles, Personal cars used as goods vehicles for business purposes	I commute to the central permit area by car	Negative	Very positive	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper		Very negative	These measures are going to stop/reduce the flow of regular visitors to Oxford it will have some extremely harmful effects on established retail. OCC's policies concerning access to Oxford are out of step and a primary reason that retail businesses are closing and the new businesses are focused on tourism and students needs. A vital part of Oxford's charm and economic sustainability was the diversity of shops and retailers catering for and used regularly by residents.	If these measures are put in place the majority of shoppers will see the congestion charge as a "take and disingenuous" act from OCC and will make them use nearby towns that are genuinely more welcoming. This will encourage Oxford businesses to consider moving to these places too. If you need evidence of this look at Witney and Reading.	Free park and ride would cost less than your scheme and give an amazing boost to Oxford and you will achieve your targets without disharmony and encourage more people to work in and visit Oxford more. That would be amazing
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	There should be no charges at all	No	Other	Teach bus drivers manners and customer service skills	Very negative	I have 3 small kids to drive to school. I cannot cycle, the buses only have 1 buggy space, no chance during the morning. This charges and blocking of the roads is a load of nonsense.	It is a load of nonsense. Selfish. Very good for single young people. This is horrendous and torture for families. I live in bbl and it would take me 2 buses, to be caught on time, for me to get to my kids school and control them in a bus, and that is if there is guaranteed space for us. This is selfish, evil and my kids will be affected. I cannot leave at 6am to get to school for 830am, this will affect their concentration and performance.	OPEN THE LTNs.
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Neutral	Neutral	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper		Very negative	I was born in Thames Street and spent most of my childhood there. Im totally against introducing these congestion charges. Having to pay to visit this area feels wrong. The upkeep of Thames street and surrounding areas is appalling and neglected. If you have to implement these congestion charges, perhaps put the money into improving these areas including the landscaping etc.	Oxford is expensive enough including parking charges	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I commute to the central permit area by car	Positive	Negative	Too low	Yes	Make Park & Ride parking cheaper, Make buses cheaper for all, Add public cycle parking		Positive	As a resident of Oxford I have tried to use public transport, or other means to travel, rather than using my car to avoid contributing to congestion. I find frequently that using the bus is an exercise in frustration as you are stuck in the same traffic you are trying to avoid causing yourself. Anything to reduce the volume of traffic or prioritise public transport I think would make it a more attractive option that it is currently.	I think the charge is probably too low and the scheme has so many exemptions that it's unlikely to generate the reduction in traffic that is being sought. But as a starting point I have no objection to at least trying something, the status quo is unsustainable.	'Things that have no doubt already been discussed: - tap on/off for buses rather than glacially slow process of every person having to ask the driver for a ticket (on Stagecoach buses). - Cowley branch line progression - Charging utility companies if they exceed the time they close a road, it seems like there is little incentive for them to complete work in an expedient manner. - Address imapct of Maodelein school traffic on The Plain, both private vehicles and their coaches.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice, 25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	No impact	No impact	About right	Yes	Make buses cheaper for all, Make bus services more frequent, Add public cycle parking		Positive	People will think twice about using the car and walk/cycle or bus instead.		Lower bus fares and wider criteria for free bus passes
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice, Registered car clubs	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very positive	Negative	About right	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Add public cycle parking		Very positive	I live in St Thomas' Street and the congestion around the Westgate shopping centre is terrible and makes driving to or from my home at weekends a frustrating experience. This means I am reluctant to invite people to visit me by car at the weekend and often make my own plans to avoid trying to drive in my local neighbourhood when the Westgate carpark is busy. My hope is fewer people would drive to the Westgate if the conestion charge is introduced.	I am in a registered car club so I am pleased to see they will be exempt.	The Westgate Carpark is a major problem in my area. In the past, the carpark has been closed when it is full and marshals deployed to move the traffic by preventing people from queuing at the entrance. Could this measure be deployed again?
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Negative	Too low	Yes	Make buses cheaper for all, Make bus services more frequent, Add public cycle parking		Positive	It seems likely to reduce overall traffic in Oxford which is good for travel, health, and cycling safety.	It's a good start but much more needs to be done, including in Headington where traffic is consistently bad.	So much needs to be done. The bus gates are a start. I'd keep the congestion charge too and make it weight based with steep rises for the largest cars. I'd introduce much more strict rules on parking. Many blockages are caused by inconsiderate and often illegal parking with greatly insufficient enforcement. In the long term I'd be turning many of the main routes into one way systems so that the other lane can be converted to proper bus lanes and/or proper separated cycling infrastructure. Then have more park and ride space and many more buses. We need to radically change the way we travel in Oxford.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Negative	Negative	There should be no charges at all	Not sure	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make bus services more frequent		Negative	I am a pensioner and regularly take other pensioners to dinner at a restaurant on St. Clements where I would have to pass through the congestion charge location. This would discourage us from doing that. Also, I am very concerned about the effect of these charges on people from outside of Oxford who want to shop in Oxford. There are many other areas to shop that have no conestion charges and I fear that local businesses will suffer.	In order to avoid the congestion charges people will choose to drive around the ring road of Oxford, to access somewhere on the other side of Oxford, thereby travelling more miles (and creating more pollution). I occasionally have to transport goods from the Oxfam shop where I volunteer in Headington to shops on Broad Street, St Giles and Summertown and I need to park close to those shops to unload. I would find it extremely awkward to do this.	Congestion has risen dramatically in St. Clements since the introduction of LTNs . I have friends who live on St. Clements, Iffley Road and other roads that are now clogged with traffic that previously used side roads relief roads from the main arteries coming into the Plain, and their pollution levels have risen dramatically since LTNs came in. Getting rid of the LTNs would redistribute traffic and reduce the pollution on those roads.
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Very positive	Very positive	About right	Yes	Make buses cheaper for all, Make bus services more frequent, Extend hours of operation for buses		Positive	Any reduction in traffic is a good thing	The boundary at which the number of free passes drops from 100 to 25 is too tightly drawn. You've cut out a lot of what used to be villages around Oxford, but which are now effectively part of the city, and this feels very unfair on the residents who are missing out by a matter of meters. It's right that Kidlington is not included. However, you should include: The few very unlucky houses on Tudor Court on Eynsham Road Wytham Sandford-on-Thames Arncotts, Hennath and Kennington	Buses should be the default (for those who cannot cycle). It is insane that it's cheaper for me to drive and park. In an ideal world, buses would be free, funded by higher parking charges and congestion charges.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Positive	Positive	About right	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Add new bus routes, Make bus services more frequent, Add public cycle parking		Neutral	We live in the Oxford ring road and usually cycle within reasonable reach within Oxford, but sometimes need to drive, because the distance is too far, the weather too bad, or we need to transport other people or pick up/deliver things that are too big to cycle with or carry.	This could be a good opportunity to test out the principle of the proposed bus gate system. Some change and reduction of traffic in Oxford is clearly necessary.	Vehicle deliveries by Amazon and others contribute greatly to traffic. Please consider limiting vehicle delivery access for all but essential needs. Where ever possible packages should be delivered by cargo bike rather than vans.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very positive	No impact	There should be no charges at all	No	Make Park & Ride parking cheaper, Make buses cheaper for all, Make buses cheaper for young people		Very negative	I disagree very strongly with the new proposals. I have lived in Oxford all my life (67 years) and driving around the city now is the worst it's ever been in my life. I have several regular journeys each week that I need to use my car for. They now take 5 or 6 times longer than they did 7 or 8 years ago, including one journey of 3 miles across the city which used to take 15 mins but now takes 45-60 mins. I am sat with my large 4 litre engine running while sat in stationary traffic. Emissions must be a dozen times higher than if I could just drive straight home. I cannot use public transport as I wouldn't be able to carry my equipment on buses. The LTN schemes introduced started this problem and the new proposal will only gridlock the city more. How can this be a sensible ? I cannot understand any justification for any of these schemes unless you just want to ban all vehicle from inside the city ring road. This would be suicidal for Oxford and everyone may as well move to a normal city that allows its residents to drive around with flat in traffic lane for hours each week	Potential disaster, as explained above. Will kill local businesses and sports facilities. Absolutely ridiculous.	Remove all LTN's and all other traffic restricting schemes and let all non priority group car users travel freely around our city. You have caused this problem and your proposed solutions will make matters far worse. Workers will leave jobs in Oxford in droves if they cannot drive to the business location without sitting in traffic for hours.
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Very negative	No impact	Too high	Yes	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Very negative	Those of us living just outside the Oxford city permit area (Cumnor, Kidlington, etc) but with regular work and childcare duties in Oxford would be most adversely affected by the proposed congestion charge and traffic filter schemes. 25 permits per year is not enough for us! There should be an additional zone for residents on the periphery of Oxford City that would allow for 50 permits per year. This would preserve much of the proposed benefit of the overall scheme, but be fairer to those of us living on the periphery of Oxford City.	Your own data suggest the traffic reductions would be equivalent with £3 and £5 charges, with the latter only providing a modest (<10%) increase in revenue. Clearly a £3 charge would be less punitive—particularly to lower income residents—whilst preserving nearly all the proposed benefits. Why not start with the lower fee and then reassess?	I am a committed cyclist who cycle commuted 100 miles per week—with children in a cargo bike. I vehemently support the goals of the council, but I condemn the council's process and proposals. It's bad for the community because you treat the community like passive recipients of your supposed wisdom. There needs to be a collaborative process that actually engages the community to co-create solutions for our community. The OCC's process has consistently been top-down, ideological, and patronizing. A good example of this is the report estimating impact on business. There is literally no actual data in the report, only scores derived from unknown sources. There is no evidence that businesses or business groups were actually consulted in the process. Lived experience and common sense suggests that your forecasts are wrong—retail businesses will suffer as many Oxfordshire residents divert their shopping elsewhere, or shop online.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't			Too low	No	Make bus services more frequent, Extend hours of operation for buses, Other	introduce anpr for city wide congestion charge, as other and wiser cities have done, eg london	Very negative	The most effective approach for Oxford is a citywide congestion charge, enforced through ANPR cameras positioned at the main entry roads to the city—approximately a dozen in total. Installing ANPR cameras within the city centre itself is misguided and is almost certain to result in significant traffic displacement into nearby residential streets. The current scheme lacks any meaningful assessment of traffic displacement into residential areas. This is a serious oversight, particularly given the predictable consequences of the proposed plan. It is increasingly evident that the concerns of residents are not being adequately considered by the County Council. This undermines public trust and risks alienating those most directly affected by these decisions. There appears to be no clear strategy to improve quality of life on residential streets, particularly in North Oxford and Walton Manor. Without such a plan, the scheme risks shifting problems rather than solving them.	This is a golden opportunity — and I fear it is being missed. Rather than reinforcing the long-discussed and increasingly outdated traffic filters, this moment offers a rare chance to try something bolder and more transformative: a citywide congestion charge. There is, in my view, little downside to trialling such a scheme, and potentially enormous upside. Unfortunately, it seems the County Council has become too entrenched in its current way of thinking to embrace innovative or "blue skies" approaches. As any military strategist will tell you, reinforcing failure is a recipe for disaster. That is why I urge — indeed, I beg — the Council to think radically. Use this unique opportunity to experiment with a citywide congestion charge. If it fails, it can be abandoned and will not return. But if it succeeds — if it relieves congestion, improves air quality, and revitalises the city — then it may prove to be the bold step Oxford truly needs. Sometimes the risk lies not in trying something new, but in clinging to what no longer works.	Submission to Oxford Council: Principles and Proposal for Better Traffic Management Overview Effective traffic management in Oxford must be guided by clear, fair, and consistent principles. Without this, ad hoc decisions—such as the problematic closure of South Walton Street in 2019— can lead to unintended negative consequences for residents. I propose that all traffic changes be assessed against the following four principles: 1. Changes must benefit all residents, not shift problems from one area to another. 2. Changes must reduce vehicle traffic across the city. 3. Changes must reduce pollution in all affected areas. 4. Changes must improve safety for walking and cycling citywide. These principles offer a sensible, community-focused framework for planning. Implications of These Principles Zero Emission Zones (ZEZs) must be implemented citywide, not in fragmented zones, to prevent traffic displacement into residential streets. Traffic should be diverted from residential roads to main routes over the shortest distance possible. Existing traffic routes often follow historic and practical patterns; changes should respect these while aiming for overall reductions in traffic. All plans must be properly modelled and their wider consequences considered, not just localised impacts. For instance,

Survey Response													
I am responding to this survey as	How often do you travel in or around Oxford?	Please tick which of the following free permits and passes you think you may be eligible for	Do you live in, visit a resident by car or commute by car to the proposed central Oxford	Central Oxford residents' permitit is proposed that residents in the central Oxford	Central Oxford permit area commuters' permitit is proposed workers commuting	We are proposing a single charge of £5 to allow cars without a day pass or permit	Do you think that charges should vary, with drivers of larger cars paying more and	Income generated by introducing the proposed temporary congestion charge would be used to cover the set-up and operating costs of the scheme.	If other improvement, please state	Taking into account all the information we have provided about the proposal to	Please explain your answer	Do you have any other comments about the proposal for six temporary congestion charge locations in Oxford that you have not already shared in this survey?	Do you have any suggestions for other ways to reduce traffic and tackle congestion in and around Oxford?
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Positive	Negative	About right	No	Make buses cheaper for all, Make bus services more frequent, Add public cycle parking		Positive	I am hoping it will reduce traffic.	I am concerned this, like the fingers, will increase traffic through Old Marston at peak commuter times.	An aerial egg lift linking Thornhill P&R > Osler Road / JR hospital > Town Centre.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Negative	Too low	Yes	Make Park & Ride buses cheaper, Make buses cheaper for all, Make bus services more frequent		Positive	Could go further, eg restricting hours of access for "other" vehicles (delivery etc) to outside normal peak times		Reduce the amount of parking currently available with a aim to discourage driving into the centre
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Positive	Negative	Too low	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Add new bus routes, Make bus services more frequent, Extend hours of operation for buses, Add public cycle parking		Positive		I think 3 cars for commuting is excessive	restrict larger vehicles such as trucks and vans within certain hours - so not during peak schools hours (7:30-9, and 3:30 to 5). This would make cycling with kids safer and more appealing.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	About right	Not sure	Make buses cheaper for all, Add new bus routes, Add public cycle parking		Very positive	Would expect to see fewer cars crossing the city centre, so buses would be faster/more timely and walking/cycling would be safer and more pleasant	Seems like a good way to test out the traffic filter ideas before going into the trial proper	School term times seem to produce the heaviest traffic, finding better ways for children to get to schools (rather than being driven in and out individually) could make a big difference. A shift away from the near-universal 9-5 working hours could also help soread out "rush hours".
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	Yes			Very negative	I'm an NHS manager, working almost 24/7, working every day after job planned hours from hime, additional commuting time will have neoative impact on my service		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	Too low	Yes	Add new bus routes, Make bus services more frequent, Add public cycle parking		Very positive	It is currently quicker to cycle in and around the city than to go by bus. The roads should be clearer for people who *need* to use their cars and permit the free flow of traffic. Buses will be quicker, and therefore more appealing to use, and cycling will be safer.	Owing to the timing of sessions, there needs to be provision for access to the ice rink, whether that is by improving bus services or adjusting the congestion charge for users. Otherwise, training would be affected to such an extent that competitive skaters will need to move to other rinks, such as Swindon, which are further away, which will affect the rink's ability to operate and remain competitive.	Look to other medieval cities abroad that have put cycling first and see what measures we can adopt. A good example is Uppsala, in Sweden, which is also a medieval university town and is almost entirely car-free in the centre. Cars should be used for getting out of Oxford, and not necessary for getting into or around Oxford.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	There should be no charges at all	Yes	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Negative	I will have to leave my job at the school where I work part time because the most direct route includes one of the charging zones and going the long way would take too long and will use too much petrol. Going there by bus would take ages as there is not a good direct service available.	They are not a good idea because the rich can afford to pay and will continue congesting the road, but those on lower income will struggle.	Removing the LTNs in East Oxford would be a good start. Have more bus routes that cover the entire city and better connection services to the surrounding villages.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	Too high	No	Make buses cheaper for all		Negative	Push traffic onto already busy alternate routes already impacted by LTNs		Use the river to provide alternative transportation into Oxford
an Oxford resident	daily	Taxis and private hire vehicles	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Make BUSES FREE FOR LOCAL PEOPLE BETWEEN WORKING HOURS AND SEE WHAT IMPACT THAT HAS ON TRAFFIC AND SCHOOL RUNS	Very negative	Will hurt people that come to Oxford to work and who live locally .. turning Oxford into a Prison	All the surrounding roads will be impacted massively, there wasn't a congestion problem before that LTNS went in.. SUMMERTOWN IS THE WORST FOR PEOPLE THAT DON'T LIVE LOCALLY	Free bus passes, council has the ability now to run its own bus services due to changes in the law, also bus ticket prices are extortionate for such small journeys and cause issues financially, Park and Ride should be free and buses to and from them should be one pound no more, if you want people to use Oxford and use it services make it cheaper for them to access them.
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Fix the badly managed roads and roundabouts	Very negative	It's literally a money making scheme. Not everyone falls into the same category of 'they should walk, get a bus or cycle' I now live in Abingdon, but I grew up in Cowley, I work in Cowley, my partner works in Cowley, my daughter goes to nursery in Rose Hill, I still have a lot of friends and family in Cowley that I see regularly, usually after work. You have already made that difficult with LTNs, I have to sit in a lot more traffic now than I ever did before. People will not stop driving! We pay for our cars, our insurance, our tax, and you want to charge us more just for the privilege of driving in our own city! There is no bus route that will allow me to go to drop off my daughter at nursery, go to work, then to pick up my daughter, and then to visit my family! And if there was it would probably double my journey time! I cycle to work when I can, but not if I have to do the nursery run. I have never ever had a problem cycling round Oxford! The majority of families and households rely on these cars to go about their daily business! Stop trying to penalise them!	You never spoke about this pre election as you knew you would struggle to get voted in! You have ruined Cowley with your LTNs already! You as a council are not listening to residents. Just look at the petition with over 10,000 signatures against! Look at the comments! Put your congestion charge in areas where you were voted in! Leave Cowley alone! Majority of residents do not want your greedy schemes! You seem to be targeting the poorer areas! If you really want it, then open up some of the LTNs so that the traffic can flow freely!	Open up the LTNs! Simple!
a resident of Oxfordshire living outside Oxford	less than weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	No impact	Positive	There should be no charges at all	Yes	Extend hours of operation for buses		Very negative	I work a second job in Oxford to pay a mortgage and live and if the new pay £5 a day comes in I will have to quit my job, lots of people have said the same so more people claiming benefits because less money being taken home so not worth while of working. Shops and restaurants in the areas will suffer because I will not use them when I would have before, now I will not drive into that area.	We pay enough road tax and council tax without stopping us driving to a job, at weekend if I'm shopping or night out I use park and ride but not when I'm trying to get to work before 7am and there is no buses. So sad this is happening in Oxford	Stop building houses and letting asylum seekers over
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Very negative	Very negative	There should be no charges at all	Not sure	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Very negative	I live in Rewley Road. To leave our estate we would be forced to pay £5 or go north and all the way round the ring road even if we wanted to go directly south. As city centre residents this would be extremely unfair on us. We do not choose to come into Oxford - we already live here!	Extend the areas given free permits.	Make roads one way instead of just closing them off. All the LTNs have done is put more cars on bus routes. Change access to the Westgate car park. Vehicles are forced to queue for the car park even when they do not want to go there because there are no filter lanes if coming from the north. This causes enormous tail backs at popular times and would be unnecessary if Westgate car park access was filtered better. Do not have Botley Road as the only unfiltered road into Oxford. That is a recipe for gridlock, not only on Botley Road itself but for the A34 and A40.
a resident of Oxfordshire living outside Oxford	weekly	Frequent hospital patients	I don't	Positive	Positive	There should be no charges at all	No	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Very negative	I have to travel frequently to Churchill Hospital as I've had a kidney transplant and am seem weekly sometimes three times a week. I am immune suppressed so cannot travel on public transport for risk of infection this is a critical support system for me. I strongly oppose the council introducing connection charges when the delays to the botley road have been purely at the fault of the council and the related overspend is again totally the result of the poorly run council. Particularly as the Eynsham new park and ride was soo badly managed the council forgot to apply for planning for the access road and now you want the tax payer to pick up your bad financial management. Shame on all of you who cannot project manage a simple activity. You also have not made any attempt to improve the bus route to Oxford as you have failed to dedicate a single lane for the bus to travel from Eynsham. So there would be absolutely NO benefit in getting a bus when you are queuing with all the other traffic. You have no consideration at all for sick people who have no choice but to travel by car to Hospital due to early morning clinics which are planned because bloods tests have to be done at certain times before life saving medications and buses are so infrequent you'd never get to appointment anywhere near the time you are expected at hospital. It is a cheap trick to burden the tax payer with more costs due to the council total mismanagement of funds.	Do not do them at all.	Invest properly in roads , start thinking holistically instead of half arsed gimmicks like Eynsham Park and Ride which cost millions and was a total waste of time.
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	No impact	No impact	About right	Yes	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Extend hours of operation for buses, Add public cycle parking		Neutral	I would be unlikely to need as many as 25 day passes, but having them will mitigate any times when I need to drive around Oxford in the bus gate area. I generally use the bus to go to destinations in central Oxford, but that doesn't work so well for less central locations as obviously buses from Eynsham don't go everywhere.	Will it really be temporary?	The LTNs do seem to have hugely increased traffic on the main roads in East Oxford by cutting off the flow down the little side-streets. I'm not sure this is really a good thing: imagine the effect on your heart if some of the smaller vessels are blocked: the flow just doesn't work as well. There should be freedom to escape the main routes and go the easiest way through, which eases matters for buses and stops people having to additional unnecessary distance which adds to total miles driven.
a resident of Oxfordshire living outside Oxford	less than weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	No impact	No impact	About right	Yes	Make Park & Ride buses cheaper, Make buses cheaper for all, Make bus services more frequent		Positive	With a decent bus service from Abingdon, we only rarely drive into central Oxford, certainly less than the 25 times a year Oxfordshire residents are given for free - I can't imagine we would ever need to pay the charge. With all the exemptions and generous number of permits I think this will only have a fairly small effect in general, but it might help a bit.	I preferred the more universal concept of the traffic filters. The idea that wealthier people can simply pay to ignore them doesn't sit well with me, but I suppose it's better than doing nothing until the Botley Road opens again.	Take buses under local authority control. Change the way bus ticket validity works to allow changing buses without having to pay again, like how the Hopper fare operates in London. Crack down on bad behaviour like food delivery drivers on illegal unrestricted e-'bikes', people parking in the ends of the LTN roads in Cowley, etc.
a business	daily	Personal cars used as goods vehicles for business purposes	I don't	Neutral	Neutral	About right	Yes	Make buses cheaper for all, Add public cycle parking		Negative	As a trader in the centre of Oxford, I need to access my unit to deliver stock and dispatch orders every day. I use my personal car as that is a more sustainable option than buying a new one or having a trade van, but it seems that the policy penalises usage such as this. By only vans as a default and not personal cars for business, you are penalising those who are trying to be more sustainable and use existing resources. Vans are usually diesel whereas I have a small, low emission car, but we will have to apply and justify this before we can access the city centre. I think adopting a more inclusive and realistic view of sustainability would be helpful.	I totally support lowering car journeys and emissions in the centre of Oxford, but until viable and affordable alternatives are in place, it's sadly not very realistic. On the times I have tried to cycle, my bike has been damaged by potholes or stolen and there is no bike parking in the city centre that is genuinely secure. I also think a more inclusive view of what is a business vehicle would be helpful, as a default of vans isn't always realistic or the most sustainable.	Genuinely better cycling facilities - better roads, fewer potholes, secure bike parking in the city centre. Cross-town bus services, that don't always just go into the centre from the periphery, but go roundalcross the city, which is more representation of the multi-point journeys women make (read the Invisible Women book and section on transport planning for more info).
other	daily		I don't	Very negative	Very negative	Too high	Not sure	Make Park & Ride parking cheaper, Make buses cheaper for all, Make bus services more frequent, Extend hours of operation for buses		Very negative	At present to do my job I drive into oxford to visit schools and provide consultancy support (employed by OCC) - I often visit one school in a morning and a second school in an afternoon - having to criss cross oxford to do so. I do not live in Oxford and would not be able to do my job without using my car as I live in West Berkshire. I drive an electric car and my emissions are therefore low. If I have to pay £5 per day to do my job it will become unworkable for me. If I am allowed to claim the charge as expenses then OCC will end up paying themselves for the charge.	I think the congestion charge locations will just mean that more traffic is pushed out on to the ring road which is already very congested. I recently drove in to oxford and visited a school off the cowley road, after the visit I drove out to the Redbridge park and ride and took the P&R bus up into town so I could attend a meeting at county hall - it cost me £4 to P&Rbus and I lost an hour and a half in the middle of my working day... If I had to drive out and around the ring road or take a bus I would not be able to do my job. As I work in education, not health or care I don't think I'm going to be eligible for a permit.	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Very positive	Very positive	Too low	Yes	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Add new bus routes		Very positive	I've previously lost people who I line managed because the bus was getting stuck in traffic and they couldn't afford to run a car. I think this will really help bus services run more smoothly, fight climate change, and make things safer for bikes.	Please hold your nerve - I'm sure you'll get lots of comments from angry car drivers, but I do think this is the right thing to do, and if it improves bus services, it will really, really help Oxford.	More traffic enforcement - currently, St Clements always has people parked on double yellow lines, and Marston Road on Fridays and on lit has back--to-back vehicles parked on double yellow lines and on grass verges, because of prayers at the Islamic Centre. Illegal parking is rife, as are illegal electric bikes used by delivery riders.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	About right	Not sure	Make bus services more frequent, Extend hours of operation for buses		Negative	The proposal is inequitable - there are no restrictions on residents in N Oxford and Summertown. A congestion scheme, like the London scheme, should apply to all routes entering the city not just some routes. Private cars should not cross the Ring Road, but should use the Park and Ride.	The inner ring road Marston Ferry, Hollow Way, etc should be open to all as this is how Oxford residents stay in touch with family and friends.	Have transfers between buses so that you only pay one fare even if changing buses.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Very negative	Negative	There should be no charges at all	No	Make buses cheaper for all, Add new bus routes, Extend hours of operation for buses, Add public cycle parking		Very negative	The scheme makes no sense, the income generated will cover the cost of administering the scheme, well just don't introduce it. Residents and people working in the city do not always have time to simply cycle or bus everywhere, it makes the journey too long and sometimes you need to carry something more than a rucksack. We need to be able to 'pop to the shops' just like people do in towns and cities all over the world. Some people are not entitled to a blue badge or do not have a permanent disability but are still not able to move by walking/cycling. This scheme penalises or discriminates against such people. People who are required to drive for their job have yet another layer of bureaucracy to negotiate as well as having no places to park when they are at work (churchill hospital site and University). As with the ridiculous planned 'bus gates' this scheme continues to make Oxford a city that people do not want to visit, reside in, or work in.	It is only cars that are required to have a permit or pay the congestion charge. So basically in an attempt to reduce traffic and make cleaner air you are simply encouraging people to sell their cars and buy vans or noisy, dangerous motorbikes. Great idea Oxfordshire CC. If the permit scheme must continue then you need to increase the number of permits that are each Oxford resident has to cover daily driving in and around the city.	Build a north-South tram line down banbury road, connecting to the park and ride. Build one east to west along botley road and cowley road. Once linked to the park and rides far out of town, people will be able to travel to the centre more green than buses, and not congest the roads as the buses all try to overtake each other and therefore block cyclists and cars from passing. Make park and ride free buses. This encourages people to travel with them as they will be more economical than parking a car in the city centre. At the moment it costs more by bus for a family than to park a car in the centre for the evening.
an Oxford resident	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	No impact	Very negative	There should be no charges at all	No	Make Park & Ride parking cheaper, Make buses cheaper, Make bus services more frequent, Add new bus routes, Make bus services more frequent, Extend hours of operation for buses, Add public cycle parking, Other		Very negative	I am a teacher and I live in Kirtlington and work at Headington Rye. It's ridiculous that I could be charged £5 to go to work each day when there is no direct bus from my village to Headington. I have kids in my village primaryschool and I need flexibility about getting back for pickups at 3.10 some days. It is utterly unjust that people in rural villages with no shop or library or gp surgery or community resources should have a quarter of the permits a year to access community amenities that Oxford residents have on their doorstep and can access without driving at all. The permits are being distributed the wrong way round. I think teachers should be exempt. There's a very good reason why schools are not mostly located in the central Oxford zone, so you need to be fair to us too.	It would be great if you actually listened to local residents. Older experienced teachers tend to live further out because they have families. This policy disadvantages women and part timers disproportionally and will make thier juggling act harder.	Decent bus services for rural communities?
an Oxford resident	daily	Community health or care workers who need to visit multiple locations or travel urgently	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Add new bus routes		Very negative	As I have to commute to see patients throughout Oxford these charges will make my journeys longer with less time if my patients and if I have to pass through these roads more expensive for me..	I think there are better ways to make money than to piss off the working class drivers	Main bus route should have buses that pull into bus stops rather than block the roads as this is where the hold ups are .
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice,25 day passes for residents in the Oxfordshire permit area. on davs of your choice.	I don't	Very negative	Very negative	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all		Very negative	I don't think charging for access by car to Oxford is a positive step. It will just discourage people from visiting Oxford at all with the result that Oxford city centre will become a cultural wasteland.	Just don't do it. It's a completely idiotic idea. Why should an unnecessary scheme like this fund itself? It has no other purpose so is a circular argument. Sounds like someone doesn't like cars.	Improve the roads around Oxford. The traffic at rush hour (and most other times) is unforgivably bad. I need to use a car to travel to and from work and to visit my preferred participation sports. Other forms of transport are not feasible. This penalises all people like me.
an Oxford resident	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	No impact	No impact	There should be no charges at all	Yes	Make buses cheaper for all, Add new bus routes, Add public cycle parking		Negative	You do not explain how this would work. Would you have to register and then pay on-line before entering the zone? I can see that it will add to our already overloaded interaction with phones/computers, when we are groaning under this burden.	I have lived in Oxford for 37 years. I am 69 years old. I brought up three children here. I cycle, walk, bus and occasionally take the car. The most disastrous problems at present are the Botley Road fiasco, and it seems to me you are just adding another level of complication to a problem that no-one is taking responsibility for. We are the long suffering residents and why should our lives have to be even more complicated because of a complication caused by who knows whom. Also I do not see traffic congestion as much of a problem in the city, except as created by the LTZ so that St Clements is now all clogged up, whereas previously it was not. The ring road is a problem at the beginning at end of the day but this has nothing to do with what you are proposing.	My big complaint is the state of the roads for bike users. I use my bike daily and certain areas are just dangerous for bikes. For example the Banbury Road north of Summertown. The road is uneven, the manhole covers project above the surface of the road, it is just dangerous. You want us to use bikes but then provide top biking surfaces, places to leave bikes, clear routes. In the centre it is difficult to find anywhere to leave your bike, there are not enough racks. Instead of spending a load of money on something that is supposedly temporary and may only just break even, spend some money on upgrading existing facilities.
a parish, town, district or county councillor	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Very positive	Very negative	About right	Yes	Make Park & Ride parking cheaper, Make buses cheaper for young people, Add new bus routes		Positive	It should reduce congestion and pollution. It should encourage active travel.	The central area should surely include Rewley Park? Commuters to the central area should pay the charge! It is patently absurd to include Botley, North Hinksey and Cumnor in the city and to give them 100 free day passes. They have an excellent park and ride car park very nearby on their way into town. We need to reduce traffic in Botley Road and this is not the way to do it! Please don't charge people who have not understood that they are entitled to permits, or how to apply for their permits. Please make applying for permits simple for those who can't manage to do so online for whatever reason. Please DON'T use the same system you have for *ookvhra for parkina permits!	Make all parts of the city centre more attractive, e.g. Gloucester Green. Provide more public toilets, cycle parking and benches. Provide safer routes for cyclists. Promote delivery services for people who don't want to carry their shopping home!to the p+r on the bus.
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	No impact	No impact	Too high	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all		Very negative	Despite being able to travel on purely green electric which costs 10p for a return trip, we will now either be paying £5 a day, or around £10 for our bus tickets, and having to change buses and wait to get from Kidlington to Marston Ferry Road. This is a 4900% increase in cost to us.	If aiming to reduce pollution, maybe make zero cost for electric vehicles, and half cost for PHEV ones. Build the park and rides further away from Oxford with direct services to and from the centre along dedicated routes, like Cambridge does.	Build a north-South tram line down banbury road, connecting to the park and ride. Build one east to west along botley road and cowley road. Once linked to the park and rides far out of town, people will be able to travel to the centre more green than buses, and not congest the roads as the buses all try to overtake each other and therefore block cyclists and cars from passing. Make park and ride free buses. This encourages people to travel with them as they will be more economical than parking a car in the city centre. At the moment it costs more by bus for a family than to park a car in the centre for the evening.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I commute to the central permit area by car	Very negative	Negative	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for young people, Add new bus routes, Make bus services more frequent, Extend hours of operation for buses, Add public cycle parking, Other	Don't do it	Very negative	Unintended consequences: silo neighbours, negative impact on retail and hospitality, increase of online deliveries and the all round negative impact of that on roads and city centers. Increase pollution on longer journeys, increase traffic choke on outer ring roads adding to traffic passing around Oxford and also traffic on the roads getting to the ring road. Causing more hazards for cyclists. The amount of added signage and general road confusion with so many traffic control policies. It is genuinely undemocratic and an unfair policy to exacerbate the existing Botley Road catastrophe and the majority of residents don't want it. Also it this is the only consultation you are doing it is not enough to reach out to people for their views		Finish Botley Road quickly. Properly push for private schools to sought out parental purveyors. Better bus routes around Oxford so that the majority of journeys can be done on a single bus route. Reduce cost of bus fares
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Positive	Very positive	About right	Yes	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Neutral	I am reliant on friends to take me to vet appointments, in particular, if they can't get free range within Oxford, how will they help me? At the last emergency for almost 6 months I was reliant on them as taxi fares are a rip off. Did you know that Royal Cars not only surcharge to fetch customers in the Botley area, but also apply a blanket £5 on each journey with a pet (my cat travels in a covered basket smaller than a cabin luggage!) While as a bus user I find service could become more timely, I still can't comprehend the lack of air con or windows in buses! Are we cattle? In the summer I get home and it takes me easily 30min to recover from the hot journey. The recent Stage Coach city buses only have 3 small windows downstairs. When the temperature rises above 30°C and the bus is full it's barely bearable.		Make buses cheaper. My annual pas just for Oxford cost some £800/annum! You can run a car for that, that will drive you and your family anywhere a lot faster than buses.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other		Very negative	I think it's a terrible idea along with the LTNs which are also awful	I think it's a huge waste of money along with the £4m reported spent on the LTNs as well	I think the roads were better before the LTNs and moving all traffic to fewer roads
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	There should be no charges at all	Not sure	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Very negative	To get to work I will be limited to the ring road and one road into Oxford, along with all the other traffic forced to use that one route. There will be long delays because all the cars are forced onto one route. I am too old to cycle across town and two buses would take too long and be too expensive. I would no longer be able to go into town (my own city centre) because the cost would be prohibitive - all my 'permits' would be used on ooins to work.		
a resident of Oxfordshire living outside Oxford	less than weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Very positive	Very positive	About right	Yes	Make Park & Ride parking cheaper, Make buses cheaper for all, Make bus services more frequent		Very positive			Be more aggressive in banning cars form the medieval centre - copy Ghent in this way. However, it does need to be in conjunction with strong focus on public transport; with this in mind keep an eye on the Coventry Very Light RAil scheme which could be a low cost solution for a two line light tram network: East- West and North -South integrated into the Park and Rides
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all		Very negative	There has been massive impacts on the local businesses and communities due to the Botley Road closure. The introduction of a congestion charge will make this worse with less people wanting to visit the city. The people these charges have most impact on are the low income households that are struggling to live on their wages anyway where £5 is a significant portion of their daily budget.		Coordinate roadworks during the school holidays and ensure that road closures make sense and not shutting multiple roads down at once to cause further delays. Run buses that actually make sense to get in and out of Oxford for core business hours. Have childcare places available in the city centre and local business hubs so that people can bring their children into and out of Oxford with them on the bus and walk to work from there so they can get to work during the core hours (9-5).
a resident of Oxfordshire living outside Oxford	less than weekly		I don't	Very negative	Very negative	There should be no charges at all	No	Add new bus routes		Very negative	I travel to the oxford rail station long stay car park for leisure not for work which for me is access by Abingdon road, Thames street, and Dupens which for me is quicker coming from south Oxfordshire. And I will NOT PAY to use a public road which these are. You have not through about those people who travel too the rail station.		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	About right	No	Make buses cheaper for young people, Add new bus routes, Make bus services more frequent		Positive	Anything that speeds up buses helps me.		There are some routes that don't work at all for bus users. The JR needs to be better served by fast buses and the station should have better connectivity bv buses.
an Oxford resident	daily	Unpaid carers	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Do not impose congestion charge.	Very negative	adding another layer of cost and difficulty to accessing central oxford will motivate people not to go there and the city centre will die.	Don't do it.	Just keep turning it into a hell hole. That should work. Of course, it will destroy shops and other businesses. But hey ho.
an Oxford resident	daily		I don't	Neutral	Negative	There should be no charges at all	Yes	Other	Repaint Road markings	Negative	I drive usually after rush hour and there are rarely any traffic delays. This is a sledgehammer to crack a nut. Also in school holidays there is little congestion, so it's mainly schools and hospitals that cause the traffic	This will mainly affect less well off drivers as the £5 charge will be paid by better off drivers without significant effect on their driving habits, especially parents of children at private schools. Also teachers and hospital workers from outside Oxford will be affected. It will be increasingly difficult to attract staff into kev areas.	Run small shuttle busses from drop off points outside the centre for schools and hospitals. Open up some LTNs around the Cowley Road e.g Union Street to stop all traffic having to transit the Plain.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	About right	Yes	Make buses cheaper for all, Add new bus routes, Add public cycle parking		Positive	I live in an LTN in East Oxford and don't have a car. I'm very lucky to benefit from the quiet and low pollution in the LTN, and the frequent bus services that I think will improve. I question why people living in LTN areas need to have car permits, when we can usually avoid using a car within the city. I think us people in the more expensive areas wn here at the expense of others further out. where buses are less frequent and cvclina less asseaina.	I agree you need to try this to reduce the congestion in the city. However, I think most benefits accrue to us lucky people in central areas with LTNs. You should consider making car use less attractive to us, and putting more effort into helping those out by the ring road be less car dependent.	Yes, please reduce car congestion permit numbers for those in LTNs. Please encourage new and nervous cyclists by making cycle lanes continuous. Please provide and map better bike parking around Oxford. Please find a way to get buses over Donnington bridge again.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Neutral	There should be no charges at all	No	Make buses cheaper for all, Make bus services more frequent		Very negative	You are ghetto-ising people who live in Oxford. I will have to pay a charge to visit mt GP, as I need to drive down Hallway to get to the surgery. My elderly friend, who visits weekly from Iffley and no longer drives in the bypass, will also have to pay. It would be better to remove the street parking from Holloway, and to stop building houses which have insufficient infrastructure. You are ruinina Oxford.		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I commute to the central permit area by car	Neutral	Neutral	There should be no charges at all	No	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Very negative	This will only encourage us to move out of Oxford and leave the city as any intervention the council has so far introduced has served no one.	Introducing a scheme to charge people money to then maintain that scheme is insanity. This will not reduce traffic, but will only change the type of vehicles that will now block the roads and the working population of Oxford will be even more inconvenienced to go to work. Instead of wasting money on introducing this scheme, how about you make bus services more frequent, routes more direct and transports more disability friendly. Make Park and Rides free, with buses every 15 mins that go directly into the city or places with high working population (e.g. hospitals, Cowley centre, Jericho) without stops inbetween.	On the A40 from London towards Oxford, separate lanes that tend to block roads e.g. at the Headington Roundabout, most cars want to turn into Eastern bypass but are blocked by the traffic into Headington. Allow these cars to use the bus lane to turn left and remove the traffic light and it should reduce traffic on the Roundabout.
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Neutral	Positive	There should be no charges at all	No	Make Park & Ride buses cheaper, Make buses cheaper for all, Add new bus routes		Very negative			

Survey Response													
I am responding to this survey as	How often do you travel in or around Oxford?	Please tick which of the following free permits and passes you think you may be eligible for	Do you live in, visit a resident by car or commute by car to the proposed central Oxford	Central Oxford residents' permitIt is proposed that residents in the central Oxford	Central Oxford permit area commuters' permitIt is proposed workers commuting	We are proposing a single charge of £5 to allow cars without a day pass or permit	Do you think that charges should vary, with drivers of longer cars paying more and	Income generated by introducing the proposed temporary congestion charge would be used to cover the set-up and operating costs of the scheme.	If other improvement, please state	Taking into account all the information we have provided about the proposal to	Please explain your answer	Do you have any other comments about the proposal for six temporary congestion charge locations in Oxford that you have not already shared in this survey?	Do you have any suggestions for other ways to reduce traffic and tackle congestion in and around Oxford?
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Positive	Negative	About right	No	Make buses cheaper for all, Make bus services more frequent, Add public cycle parking		Positive	I am hoping it will reduce traffic.	I am concerned this, like the fingers, will increase traffic through Old Marston at peak commuter times.	An aerial egg lift linking Thornhill P&R > Osler Road / JR hospital > Town Centre.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Negative	Too low	Yes	Make Park & Ride buses cheaper, Make buses cheaper for all, Make bus services more frequent		Positive	Could go further, eg restricting hours of access for "other" vehicles (delivery etc) to outside normal peak times		Reduce the amount of parking currently available with a aim to discourage driving into the centre
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Positive	Negative	Too low	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Add new bus routes, Make bus services more frequent, Extend hours of operation for buses, Add public cycle parking		Positive		I think 3 cars for commuting is excessive	restrict larger vehicles such as trucks and vans within certain hours - so not during peak schools hours (7:30-9, and 3:30 to 5). This would make cycling with kids safer and more appealing.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	About right	Not sure	Make buses cheaper for all, Add new bus routes, Add public cycle parking		Very positive	Would expect to see fewer cars crossing the city centre, so buses would be faster/more timely and walking/cycling would be safer and more pleasant	Seems like a good way to test out the traffic filter ideas before going into the trial proper	School term times seem to produce the heaviest traffic, finding better ways for children to get to schools (rather than being driven in and out individually) could make a big difference. A shift away from the near-universal 9-5 working hours could also help soread out "rush hours".
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	Yes			Very negative	I'm an NHS manager, working almost 24/7, working every day after job planned hours from hime, additional commuting time will have neoative imoact on my service		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	Too low	Yes	Add new bus routes, Make bus services more frequent, Add public cycle parking		Very positive	It is currently quicker to cycle in and around the city than to go by bus. The roads should be clearer for people who *need* to use their cars and permit the free flow of traffic. Buses will be quicker, and therefore more appealing to use, and cycling will be safer.	Owing to the timing of sessions, there needs to be provision for access to the ice rink, whether that is by improving bus services or adjusting the congestion charge for users. Otherwise, training would be affected to such an extent that competitive skaters will need to move to other rinks, such as Swindon, which are further away, which will affect the rink's ability to operate and remain competitive	Look to other medieval cities abroad that have put cycling first and see what measures we can adopt. A good example is Uppsala, in Sweden, which is also a medieval university town and is almost entirely car-free in the centre. Cars should be used for getting out of Oxford, and not necessary for getting into or around Oxford.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	There should be no charges at all	Yes	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Negative	I will have to leave my job at the school where I work part time because the most direct route includes one of the charging zones and going the long way would take too long and will use too much petrol. Going there by bus would take ages as there is not a good direct service available.	They are not a good idea because the rich can afford to pay and will continue congesting the road, but those on lower income will struggle.	Removing the LTNs in East Oxford would be a good start. Have more bus routes that cover the entire city and better connection services to the surrounding villages.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	Too high	No	Make buses cheaper for all		Negative	Push traffic onto already busy alternate routes already impacted by LTNs		Use the river to provide alternative transportation into Oxford
an Oxford resident	daily	Taxis and private hire vehicles	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Make BUSES FREE FOR LOCAL PEOPLE BETWEEN WORKING HOURS AND SEE WHAT IMPACT THAT HAS ON TRAFFIC AND SCHOOL RUNS	Very negative	Will hurt people that come to Oxford to work and who live locally .. turning Oxford into a Prison	All the surrounding roads will be impacted massively, there wasn't a congestion problem before that LTNS went in.. SUMMERTOWN IS THE WORST FOR PEOPLE THAT DON'T LIVE LOCALLY	Free bus passes, council has the ability now to run its own bus services due to changes in the law, also bus ticket prices are extortionate for such small journeys and cause issues financially, Park and Ride should be free and buses to and from them should be one pound no more, if you want people to use Oxford and use it services make it cheaper for them to access them.
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Fix the badly managed roads and roundabouts	Very negative	It's literally a money making scheme. Not everyone falls into the same category of 'they should walk, get a bus or cycle' I now live in Abingdon, but I grew up in Cowley, I work in Cowley, my partner works in Cowley, my daughter goes to nursery in Rose Hill, I still have a lot of friends and family in Cowley that I see regularly, usually after work. You have already made that difficult with LTNs, I have to sit in a lot more traffic now than I ever did before. People will not stop driving! We pay for our cars, our insurance, our tax, and you want to charge us more just for the privilege of driving in our own city! There is no bus route that will allow me to go to drop off my daughter at nursery, go to work, then to pick up my daughter, and then to visit my family! And if there was it would probably double my journey time! I cycle to work when I can, but not if I have to do the nursery run. I have never ever had a problem cycling round Oxford! The majority of families and households rely on these cars to go about their daily business! Stop trying to penalise them!	You never spoke about this pre election as you knew you would struggle to get voted in! You have ruined Cowley with your LTNs already! You as a council are not listening to residents. Just look at the petition with over 10,000 signatures against! Look at the comments! Put your congestion charge in areas where you were voted in! Leave Cowley alone! Majority of residents do not want your greedy schemes! You seem to be targeting the poorer areas! If you really want it, then open up some of the LTNs so that the traffic can flow freely!	Open up the LTNs! Simple!
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Negative	Neutral	There should be no charges at all	Yes	Extend hours of operation for buses, Other	Make busses free.	Negative	I will have to add a lot further distances for driving which seems counter intuitive.	Yes, if you have to work 5 days a week in Oxford. You should at least be entitled to receive the same amount of driving passes a day.	Yes, introduce lay bays for busses, so traffic doesn't come to a complete stand still. This makes it worse. Turn Iffley and Cowley into one way streets and open some of the cross streets for traffic. This way you can introduce a car/bike lane and bus lane. Makino bus Travell faster. Make it free to use busses from park and ride.
a resident of Oxfordshire living outside Oxford	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Negative	Neutral	There should be no charges at all	No	Make buses cheaper for all, Make bus services more frequent, Extend hours of operation for buses		Negative	This proposal is simply another poorly disised campaign to penalise oxfordshire residents. Charge non Oxfordshire residents if you must, to drive them to park and ride, remove the link to reduce pollution and quickly disperse vehicles and invest in road infrastructure. Todate all proorams have only makes thinos worse for residents.	This is yet another tax on residents with no guarantee of improvement in services and no guarantee that the tax revenue will go to specific acts. Before setting such a tax you should first publish exactly where services will improve, not provide wooly ideas of where it misht.	Remove the LTN's allowing traffic to dissipate, particularly on Cowley Road. Better coordinate roadworks by multiple service providers and charge them for not meeting deadlines and disrupting traffic with no activity underway.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	The biggest improvement to the plans would be to drop them in their entirety	Very negative	The plans will cut me off from the most economical routes to work, forcing me (and a lot of others) onto roads that are already congested, increasing journey lengths and therefore increasing CO2 emissions. It will also mean I cannot get to my nearest post Office Depot, train station parking, and hospitals without using a permit or paying a fee. Consequently, the number of parking permits proposed are totally inadequate. The proposal will also greatly reduce my desire to go to many areas of the city for shopping or recreation, reducing the amount I spend in the city, impacting businesses in the city centre. We might end up with a small reduction in pollution in the centre of town, but we will probably end up with high streets full of closed down shops and more collision in other areas of the city.	We all would like cleaner air, but this is not the way to achieve it. It seems ideologically motivated rather than a sensible and well thought out policy. I already go to the city centre much less now that parking spaces are fewer and more expensive. I am very worried that these plans will be the death knell for many businesses that make our city an enjoyable place to live. We will all be able to inhale the (very) marginally cleaner air as we walk through the deserted city centre with all its vacant and closed down shops and restaurants	Travel should not be restricted to those living anywhere in the city. If you must introduce a congestion charge it an exemption should be applied to all residents of the city, not only those in the 'central' zone. Cycle lanes should be improved, the number of bus routes and frequency of buses should be increased and that might encourage people to use their cars less often, but those choosing to drive should not be penalised with charges. The proposed charges will be most impactful for those on lower incomes, and families (where travelling on public transport may be impractical, especially in poor weather), which is totally unfair.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	No congestion charge in the first place	Very negative	This charge will not reduce traffic, the people driving these routes are doing so out of necessity. Charges like this impact the poorest of our society and even with "passes" or exceptions, there would still be individuals missed and therefore be unjustly penalised.	I do not support congestion charging as it simply penalises individuals. Look at London traffic, congestion has not eased but TFL are lining pockets happily.	I like the park and ride, we use it where possible and where it suits our plans as a family. Where this is not possible, more attention to affordable car parking would reduce congestion as less vehicles would be stuck queuing for spaces (as seen often at the west gate shopping centre)
an Oxford resident	daily		I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Add new bus routes, Make bus services more frequent, Extend hours of operation for buses		Very negative	I do not suscort connestion charaina as it simply does not work It's just another tax on people who are poor and can't afford to live inside the ring road. Give passes to those who need to commute and make those who live in the centre ride bikes… ban their cars! They don't need them.. a cleaner or kitchen worker travelling in needs a pass more than councillor that lives in the centre! It's also going to kill more businesses off in the centre. Cars will que and you will create more pollution just as you have done with age traffic calming measures elsewhere.	Multi storev parkina at the ice rink would be easily achieved I recently visited Prague… travelled from the airport to the old town buy underground and bus. For an hour its cost £1.40 per person… make public transport cheaper and more convenient and people might consider leaving tha cars at home!
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Very negative	I think people already come into Oxford by methods other than private car, if it is convenient for them, so you are hitting people who will choose another method - they will simply shop or eat out in Bicester, Kidlington, or Witney, and shop more online.	Restaurants are already struggling due to the massive increase in National Insurance and high energy costs arising from the sanctions against Russia.	The LTN's in East Oxford have increased congestion, thus wasting people's time and increasing CO2 emissions. These experiments should be ended.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very positive	Very positive	Too low	Yes	Make buses cheaper for all, Make bus services more frequent, Add public cycle parking		Very positive	Overdue		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Negative	About right	Yes	Make buses cheaper for all, Make bus services more frequent, Add public cycle parking		Very positive	I live in East Oxford, and the reduction in car traffic should make it much easier and safer for me to get around by bike or foot, as well as making Cowley Road a much nicer place to visit.	I am concerned that if there is a charge on St Clements street but not on Cowley Road, then this may increase traffic on Cowley Road.	Trams!
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice, Unpaid carers, Personal cars used as goods vehicles for business purposes	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Negative	Too high	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all		Negative	We live in Sandford-on-Thames, but our GP Surgery, our Dentist, our regular shopping places, our family and many friends live inside the traffic permit area. Routine visits to Doctors, Dentists, shops, friends and family will all become extremely difficult. 25 passes will be inadequate to cover these necessary visits. Charges of £5 per day will accumulate rapidly and become too expensive. We are pensioners on a limited income. This cannot be fair and will greatly impact our quality of life and wellbeing.	Many people living outside the Ring Road depend on connections and multiple services inside the traffic permit area. This scheme is highly punitive and will impact them and those they support. Not only does it affect the households with cars, but also impacts the many times that people help their elderly family members and other non-drivers, who need lifts, to doctors surgeries, hospital or other medical appointments. There are also many personal, social and cultural occasions when non-drivers are dependent on others to enable them to connect with family, groups and activities that make a big difference to the quality of their lives. The health and wellbeing of the whole city depends on many people's personal interactions and regular commitments. Thousands of residents living just outside, around and within Oxford, attend Oxford churches on Sundays and throughout the week. Many projects relying on volunteers will be adversely affected. Debt support charities, Foodbanks, Life Skills projects, Anti-Slavery groups, Asylum Welfare projects, Toddler groups and early years groups are just a few groups that will be badly affected. Volunteers cannot all use bikes or buses to transport goods or resources when they lead or support these activities. Many crucial support organisations and projects will be unable to operate with excessive charges to pay. It's hard enough already to keep many community services going.	Please think about extending free access within the traffic permit areas to social and support projects run by charities in the city, including churches. And enlarge the permit area to include villages close to Oxford, especially where schools, GP surgeries, Diagnostic Centres etc are all within the city. Residents have no choice but to use these services.
a resident of Oxfordshire living outside Oxford	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make buses cheaper for all		Very negative	Pay hasn't risen tax council tax food cost living cost bills all going up and you terrorist running council wants more money from us	It's bullying and stealing money from poor people	Make road wider and make bypass route you terrorist
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I commute to the central permit area by car	Neutral	No impact	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all		Very negative	It will cost me more time and money and be very inconvenient		Take out the ltns that have been put in as they have only made things worse than they were before they were put in.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Negative	Negative	About right	Yes	Make buses cheaper for all, Add public cycle parking, Other	Make busses free for over 60s	Very positive	I hate cars		Woodstock road one way. Banbury road one way. Just do the obvious.
an Oxford resident	daily	Personal cars used as goods vehicles for business purposes	I commute to the central permit area by car	Negative	Positive	Too high	Yes	Make Park & Ride buses cheaper, Make buses cheaper for all, Make bus services more frequent		Negative	In theory the plan sounds great, but with Botley Road closed off and the buses running less and less frequently the traffic only gets worse. New tragic chances will make it hell!		Reopen Botley Rd quicker
an Oxford resident	less than weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Very negative	Negative	There should be no charges at all	No	Make buses cheaper for all, Add new bus routes, Extend hours of operation for buses		Very negative	It is time Oxford County Council realised it is the county town and main urban area for many people and not everyone lives in the centre of town, nor do they have access to reliable and suitable public transport. Often driving to Oxford is the only option. People do not want to have to travel to hospital appointments or evening outs on public transport as it is not practical. Adding an additional cost to those visiting the town will deprive shops, restaurants museums and cinemas of income as people will stay away.	This seems like a scheme solely to raise revenue and not to improve the lives of residents of Oxford or Oxfordshire. Why not make the construction companies who are causing the chaos in the Botley Rd pay. Why is this construction taking so long, it is a small railway bridge not the Forth road bridge.	Make buses serving the villages that surround Oxford more regular and travel at times people want them. Where I live the last bus back leaves of Oxford at 18:30. This is not practical or useful.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't			There should be no charges at all	Not sure	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Very negative	To judge by the appalling computer system introduced for Oxford City residents parking schemes which no one can use without lengthy conversations with County staff it will be impractical to get permits to which one is entitled for many months. This will lead to our being charged to pass a charging point even though we should not have been. I see no way in which the County will be able to implement this complex scheme in the time scale envisaged.	We are not being asked if we wish such a scheme to be introduced. You are just going to do it regardless of the public's views even though it was not mentioned in the very recent local elections when planning must already have been under way. Also we were promised that no traffic filters would be introduced until after the Botley Road works were completed. This is a minor variant of that scheme and all represents misleading the public. I am in my 80s with limited mobility. This scheme will have a damaging impact on my life. Being able to cross the road with slightly fewer motor vehicles is no benefit. It is cycles which are the chief danger to me. They go at speed and silently (bells are never used). They ignore lights, pedestrian crossings and "no entry" signs and there is no policing. Being knocked over by a bike has serious consequences for elderly people. even though these may not appear in the statistics as due to bikes. Many older people die after a fall resulting in a hip fracture but not until after a few weeks in hospital. Even if they survive their	A much more comprehensive bus service is a prerequisite. There are many areas of Oxford which have few or no buses. Jericho is an example with no bus service. For elderly people a long walk to a bus stop, followed by standing waiting for a bus and quite probably having to walk across central Oxford to change buses and then walk from the bus stop to one's destination is not practical even if one can walk further than the entitlement to a blue badge. As a resident of Central Oxford I can say with confidence that congestion is not a problem except at rush hours and "school run" times and from cars going to the Westgate shopping centre. Any controls should be for limited times of week days only and to deal with the Westgate.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other		Very negative	This is nothing but a get-rich-quick scheme... You will hurt people in the lower economic demographic then anything else. In essence you will kill our city	Remove Gant from his post... put a more balanced person in this position.	Remove LTNs allow traffic to flow naturally ... im sick and tired of waiting 30/40mins to get to the bypass to get out of oxford
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Negative	Too low	Yes	Make buses cheaper for all, Make bus services more frequent, Add public cycle parking		Very positive	There are too many cars in Oxford. Most do not need to be there. Charge them.		"road diet" wider roads (why is Botley road so wide in places but the pavement so narrow?), and certainly any two-lane road could be made into one lane for general traffic and one for public transport. Charge more for congestion. Keep the congestion charge permanently. Cheaper or free public transit. Remove car parking. These are not new ideas, be brave and do them already.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice, 25 day passes for residents in the Oxfordshire permit area, on days of your choice, Blue badge holders, Disability benefit claimants, Disabled tax cars, School students with special educational needs, Unpaid carers, Community health or care workers who need to visit multiple locations or travel urgently, Frequent hospital patients, Emergency service vehicles, Firefighters, Taxis and private hire vehicles, Registered car clubs, Business cars used as goods vehicles, Personal cars used as goods vehicles for business purposes, Driving instructors, Hearses and funeral cars	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	No charge should be introduced	Very negative	Another money grab	Scrape them	We dont need to reduce traffic.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	There should be no charges at all		Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Negative	I think this is a terrible idea that will turn the ring road into a car park. I only use my car for very limited purposes, but since the LTNs have been put in place, most of my journeys are now longer in both time and distance and are therefore more polluting. A congestion charge is not going to solve the problem and will probably make it worse.		Rethink the LTNs so that buses can run smoothly down the Cowley Road. The fact that all traffic is now channeled onto this one road means that a 15 minute bus journey can take 45 minutes. Listen to the many people who cannot, for very good reasons, cycle. It currently feels as if undue weight is given to the views of enthusiastic cyclists. I walk as much as possible and I will feel safer if measures are taken to stop people cycling and riding e-scooters on the pavement.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Positive	Very negative	About right	Yes	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all		Positive	Whilst this proposal will make my casual vehicle use less convenient, this is ultimately the correct thing. I am very opposed to the commuter permit, as this seems to undermine the entire point of reducing congestion, those who need to commute into the city centre should be encourage onto busses (hopefully made cheaper using the fees). If a commuter needs to drive to the centre (eg. for mobility reasons) then they likely fall under one of the other permits.	The locations make sense, however I worry that the gate's in especially residential areas (eg Hollow Way and St Clements) may divide communities and make access to places of worship more difficult (specifically the mosque in St Clements and Churchee on Hollow Way).	I feel Oxfordshire, in the very long term, needs to look at options for non-road based mass transit. Trams/metro infrastructure are extremently expensive and would require a huge shift in public spending priorities by the government, but Oxford and its surrounding towns (Bicester, Kiddington, Witney, Abingdon, etc) would benefit hugely from a large scale transit project to improve connectivity accross the county, such as a two line metro system connecting Witney to Wradley and Bicester to Didcot via Oxford city centre. I believe the council should be pursuing something like this as a long term goal.
a resident of Oxfordshire living outside Oxford	less than weekly		I don't	Very negative	Very negative	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for young people, Make bus services more frequent, Extend hours of operation for buses		Very negative	Oxford is already a toxic place for cars. Towns and villages around Oxford are badly served by Oxford anti car policies and poor and inadequate public transport. This idea will not	Oxford should be attracting people into Oxford and not continuing to heap transport misery on the local villages and towns. Improve transport infrastructure and services and this congestion nonsense disappears.	Make Oxfords transport system quick, plentiful and hassle free and people will prefer to use it.
an Oxford resident	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Very negative	Very negative	There should be no charges at all	No	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Very negative	The proposal amounts to an extremely regressive form of taxation; those who can afford to pay will simply regard this as another form of council tax (which is exactly what it is) and those who cannot afford to pay will suffer. The proposal is inherent unfair and divisive.	It is quite absurd and unfair that people who live in Littlemore are deemed to be in the 'Oxford permit area' and be eligible for 100 day passes each year while residents across the road residents of Sandford-on-Thames (such as myself) are deemed to be in in the 'Oxfordshire permit area' and only eligible for 25 day passes each year - despite our doctors, dentists, hospitals, vets etc. all being in Oxford. To make any sense at all the proposal must cover the whole of the Oxford conurbation and not just the narrow confines of the boundary of the City of Oxford.	Eliminate the most egregious LTN blockages, starting with the one in Littlemore Road, which does not reduce traffic but merely diverts it to add to the existing congestion on nearby roads.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Positive	Neutral	Too low	Yes	Make Park & Ride buses cheaper		Positive	I am hoping buses will move more freely	I ride a moped. All the publicity is about cars.	The roads are noticeably clearer during school holidays and half terms. Put your efforts into reducing the numbers of cars dropping off children at school.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Negative	Negative	There should be no charges at all	No	Other	Remove LTNs and free up congestion on other roads. The ring road is already gridlocked all hours of the day	Negative	It's just a money making scheme. Driving routes around Oxford are already incredibly limited and congested, this will push more traffic to the ring road which already can't cope	It would be good to see some positive change for Oxford residents rather then continually punishing car drivers	Remove LTNS! Anyone should be able to drive their car whenever they need to, not just 'priority groups'. How about making Oxford feel safer and then more people might feel comfortable walking or cycling. There's absolutely no way I'm walking anywhere on my own, especially at peak times in winter when it's dark. Increase police presence and better lighting and bus routes to more isolated areas.
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Neutral	Neutral	There should be no charges at all	No	Make Park & Ride parking cheaper, Make buses cheaper for all, Other	Provide rural bus services	Very negative	Oxford ring road cannot cope with traffic as it is during peak times. This will push even more traffic to the ring road, increasing journey times to/from work. It already takes 45 mins to travel Cowley to Kidlington for work.		
an Oxford resident	daily		I don't	Positive	Neutral	About right	Yes	Make buses cheaper for all, Make bus services more frequent, Extend hours of operation for buses		Very positive	Oxford can do with much less traffic	No	Once the Botley Road reopens only allow buses through under the bridge.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Very positive	Very positive	There should be no charges at all	No	Make buses cheaper for all		Very negative	I commute to work, as public transport takes at leat 1 hour which is 2 buses and is not cheap	I think central Oxford one can understand but Holloway should be excluded	I think central Oxford one can understand but Holloway should be excluded
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice, Community health or care workers who need to visit multiple locations or travel urgently	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	About right	Not sure	Make Park & Ride buses cheaper, Make bus services more frequent, Add public cycle parking		Very negative	I am a frontline service worker, working with complex and entrenched, formerly homeless clients. All my clients are all living in social tenancies all around oxford city, and almost every day I use my car to perform my job - including driving my clients to access essential appointments e.g. hospital, GP. However, unfortunately I don't think I would qualify for a permit as my role is not a part of Adult Social Care, so I would not be able to continue doing my job. For some of my clients, it is not an option to get the bus as they have a lot of complex physical and mental health disabilities, so driving is necessary. This would hugely impact the ability to do my job.	More cycle lanes, with separators/barriers on the road to make it safer. This could encourage more people to cycle. End LTN's.
an Oxford resident	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Very negative	Very negative	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Very negative	I commute daily to pick my son up from school either from work (which requires me to cross through the central zone) or from a village outside the ring road. He is too little and would be home far too late if we used the park and ride, we cannot cycle, and my village has a completely useless, small unreliable and woefully infrequent bus service. The increased charges daily are incredibly hish and I am not convinced this will make a beneficial impact on traffic.	The decision to force cars to pay to access the Westgate car park is going to have an extremely negative impact on businesses. This is extremely short sighted and looks like a money making exercise for the council and nothing more. Keeping the congestion charge operational in weekends and so late into the evening seems incredibly ill thought out policy also. Again businesses will be neoatively affected.	Improve infrastructure first. Improve bus timetables (either before or to coincide with the introduction of these types of measures) not just within the ring road but for villages outside. My village is only just on the other side of the ring road but we have a terrible bus service, no cycle paths and no footpaths. If there was a better service I would always bus in but I do not have this option. If there were reliable and safe alternatives to a car I would use them.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Make buses cheaper for young people, Add new bus routes, Make bus services more frequent, Extend hours of operation for buses, Add public cycle parking		Very negative	Utterly useless idea. Infrastructure is diabolical in Oxford as countless bottlenecks have only been made worse with the addition of LTNs. Traffic barriers on side streets become a rat run for taxis and uninsured mopeds		Reduce number of private hire vehicles. Remove LTNs and replace with one way streets. Ban all delivery driving mopeds who cause collisions daily. Actually enforce traffic laws especially on private hire vehicles who regularly run lights and clog up junctions containing yellow boxes
an Oxford resident	daily		I commute to the central permit area by car	Neutral	Very positive	There should be no charges at all	Not sure	Add new bus routes, Make bus services more frequent, Extend hours of operation for buses		Negative	Charging Oxford and Oxfordshire residents for the Botely roadworks fiasco would be adding insult to injury. Please do not do it.	I think it is a poor idea. People who have the luxury of flexible work and bicycle commuting, and who may not have so many other obligations, will be happy, and all the others will be frustrated. This will fuel social divisions and divides, in a time where what we need is cohesion. No wonder that far right ooouibit oarties are on the rise.	Make sure that Botley road works end asap and no further than now planed, and provide subsidies to business and privates who are impacted by the extended road closure.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice, Community health or care workers who need to visit multiple locations or travel urgently	I don't	Negative	Negative	Too high	Yes	Make buses cheaper for all, Make bus services more frequent, Extend hours of operation for buses		Negative	For oncall work to JR hospital, added cost for NHS worker.		
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Positive	Positive	There should be no charges at all	No	Make buses cheaper for all, Add new bus routes		Very negative	Charges will force uses onto other roads increasing congestion on those. If people need to travel into Oxford they still will. Park and Ride is not a solution, people who are using cars for convenience would need an extremely regular park and ride service with wide ranging stops to be convinced. A congestion charge or any sort of charge disproportionately impacts those on lower incomes. Those with disposable income will not be concerned by a £5 charge but those on lower incomes could be greatly impacted.		

Survey Response													
I am responding to this survey as	How often do you travel in or around Oxford?	Please tick which of the following free permits and passes you think you may be eligible for	Do you live in, visit a resident by car or commute by car to the proposed central Oxford	Central Oxford residents' permitit is proposed that residents in the central Oxford	Central Oxford permit area commuters' permitit is proposed workers commuting	We are proposing a single charge of £5 to allow cars without a day pass or permit	Do you think that charges should vary, with drivers of longer cars paying more and	Income generated by introducing the proposed temporary congestion charge would be used to cover the set-up and operating costs of the scheme.	If other improvement, please state	Taking into account all the information we have provided about the proposal to	Please explain your answer	Do you have any other comments about the proposal for six temporary congestion charge locations in Oxford that you have not already shared in this survey?	Do you have any suggestions for other ways to reduce traffic and tackle congestion in and around Oxford?
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Positive	Negative	About right	No	Make buses cheaper for all, Make bus services more frequent, Add public cycle parking		Positive	I am hoping it will reduce traffic.	I am concerned this, like the fingers, will increase traffic through Old Marston at peak commuter times.	An aerial egg lift linking Thornhill P&R > Osler Road / JR hospital > Town Centre.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Negative	Too low	Yes	Make Park & Ride buses cheaper, Make buses cheaper for all, Make bus services more frequent		Positive	Could go further, eg restricting hours of access for "other" vehicles (delivery etc) to outside normal peak times		Reduce the amount of parking currently available with a aim to discourage driving into the centre
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Positive	Negative	Too low	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Add new bus routes, Make bus services more frequent, Extend hours of operation for buses, Add public cycle parking		Positive		I think 3 cars for commuting is excessive	restrict larger vehicles such as trucks and vans within certain hours - so not during peak schools hours (7:30-9, and 3:30 to 5). This would make cycling with kids safer and more appealing.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	About right	Not sure	Make buses cheaper for all, Add new bus routes, Add public cycle parking		Very positive	Would expect to see fewer cars crossing the city centre, so buses would be faster/more timely and walking/cycling would be safer and more pleasant	Seems like a good way to test out the traffic filter ideas before going into the trial proper	School term times seem to produce the heaviest traffic, finding better ways for children to get to schools (rather than being driven in and out individually) could make a big difference. A shift away from the near-universal 9-5 working hours could also help soread out "rush hours".
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on davs of vour choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	Yes			Very negative	I'm an NHS manager, working almost 24/7, working every day after job planned hours from hime, additional commuting time will have neoative impact on my service		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	Too low	Yes	Add new bus routes, Make bus services more frequent, Add public cycle parking		Very positive	It is currently quicker to cycle in and around the city than to go by bus. The roads should be clearer for people who *need* to use their cars and permit the free flow of traffic. Buses will be quicker, and therefore more appealing to use, and cycling will be safer.	Owing to the timing of sessions, there needs to be provision for access to the ice rink, whether that is by improving bus services or adjusting the congestion charge for users. Otherwise, training would be affected to such an extent that competitive skaters will need to move to other rinks, such as Swindon, which are further away, which will affect the rink's ability to operate and remain competitive	Look to other medieval cities abroad that have put cycling first and see what measures we can adopt. A good example is Uppsala, in Sweden, which is also a medieval university town and is almost entirely car-free in the centre. Cars should be used for getting out of Oxford, and not necessary for getting into or around Oxford.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	There should be no charges at all	Yes	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Negative	I will have to leave my job at the school where I work part time because the most direct route includes one of the charging zones and going the long way would take too long and will use too much petrol. Going there by bus would take ages as there is not a good direct service available.	They are not a good idea because the rich can afford to pay and will continue congesting the road, but those on lower income will struggle.	Removing the LTNs in East Oxford would be a good start. Have more bus routes that cover the entire city and better connection services to the surrounding villages.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	Too high	No	Make buses cheaper for all		Negative	Push traffic onto already busy alternate routes already impacted by LTNs		Use the river to provide alternative transportation into Oxford
an Oxford resident	daily	Taxis and private hire vehicles	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Make BUSES FREE FOR LOCAL PEOPLE BETWEEN WORKING HOURS AND SEE WHAT IMPACT THAT HAS ON TRAFFIC AND SCHOOL RUNS	Very negative	Will hurt people that come to Oxford to work and who live locally .. turning Oxford into a Prison	All the surrounding roads will be impacted massively, there wasn't a congestion problem before that LTNS went in.. SUMMERTOWN IS THE WORST FOR PEOPLE THAT DON'T LIVE LOCALLY	
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Fix the badly managed roads and roundabouts	Very negative	It's literally a money making scheme. Not everyone falls into the same category of 'they should walk, get a bus or cycle' I now live in Abingdon, but I grew up in Cowley, I work in Cowley, my partner works in Cowley, my daughter goes to nursery in Rose Hill, I still have a lot of friends and family in Cowley that I see regularly, usually after work. You have already made that difficult with LTNs, I have to sit in a lot more traffic now than I ever did before. People will not stop driving! We pay for our cars, our insurance, our tax, and you want to charge us more just for the privilege of driving in our own city! There is no bus route that will allow me to go to drop off my daughter at nursery, go to work, then to pick up my daughter, and then to visit my family! And if there was it would probably double my journey time! I cycle to work when I can, but not if I have to do the nursery run. I have never ever had a problem cycling round Oxford! The majority of families and households rely on these cars to go about their daily business! Stop trying to penalise them!	You never spoke about this pre election as you knew you would struggle to get voted in! You have ruined Cowley with your LTNs already! You as a council are not listening to residents. Just look at the petition with over 10,000 signatures against! Look at the comments! Put your congestion charge in areas where you were voted in! Leave Cowley alone! Majority of residents do not want your greedy schemes! You seem to be targeting the poorer areas! If you really want it, then open up some of the LTNs so that the traffic can flow freely!	Open up the LTNs! Simple!
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Neutral	Very negative	There should be no charges at all	No	Make buses cheaper for all		Very negative	Oxford is Oxfordshires city with key services which need to be accessed by residents of Oxfordshire not just Oxford. We as a family need access to our place of worship in the centre of Oxford for the whole year. We need access to hospital appointments which are frequent but not each week for both my husband and myself in the same car. Not suitable to use public transport when you immune system is vulnerable and need to avoid crowds and in closed spaces with others to travel. Concerned that we don't fit your criteria's for exceptions but putting my husbands health at risk as you are suggesting public transport is the answer.	Potentially this will reduce the number of shops which wish to remain in oxford. The impact on other roads will increase. The A34 is already heavily congested - so driving to park and rides will increase this congestion around oxford and there isn't adequate parking at all these locations.	Open all the roads as reducing roads use creates congestion. Walking and cycling is appropriate for those who live in Oxford and are able to. Not everyone fits your criteria ie those who live across Oxfordshire and people who use their cars to aid their mobility who can't stand or walk for extended periods of time.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	Too low	Yes	Make Park & Ride buses cheaper, Make buses cheaper for all, Make bus services more frequent		Very negative	Further restrictions to traffic on the proposed roads will push even more traffic onto the already congested roads around where I live eg Iffley Road, Cowley Road, Church Cowley Rd, Between Town's Road making the congestion and pollution even worse. These problems have quadrupled since the introduction of LTNs as the traffic now is constantly backed up and the pollution levels cause me/ others health problems (allergy, sinus, headaches) as well as practical problems re getting to/ from work/ hospital visits, etc	The LTNs need removing first to alleviate the horrendous problems they have caused by increasing traffic congestion and pollution. then the bus gates may help a bit to reduce traffic going into central Oxford. The current plan will not help reduce traffic in residential areas where the current problems are - it is likely to make these worse as traffic gets displaced -, only in the centre which is already low traffic. The bus gates need to be placed to stop people from outside Oxford from driving in, not residents who live within the city boundaries being able to get around. People living outside the city residential areas should not get any permits - they should use the park and ride as they do not have to live with the resulting congestion and pollution. Large cars that take up so much space , especially in car parks should be penalised at a much higher rate than small/ medium sized cars if any kind of scheme is introduced. More traffic cameras/ speed bumps should be introduced on the ring road and across Oxford to stop the 'boy racers' who drive round at break neck speed and constantly cause accidents on all main roads in the areas bringing traffic to a halt and endangering other peoples lives. Speeding and aggressive driving is becoming an increasing problem as people get more impatient and frustrated. Close down the Westgate car park and turn the space into social housing. Parking should be allowed on the road outside Florence Park when the car park is closed - currently women are being penalised and stopped from playing tennis at night if they have to walk/ cycle home alone in a dark and threatening area (allotments/ n street lighting). Giving the Premier coaches parking tickets is also completely idiotic as coaching sessions will now get cancelled as coaches don't want to run the sessions- the Council should be encouraging health & fitness, especially for girls/women. The Council needs to respect the wishes of local people and the democratic process and remove the East Oxford LTNS that make the congestion and pollution worse and do nothing to solve the issues (two independent candidates were elected in the affected are in the recent election illustrating the wishes of the	1-Regular (5/10 mins) free/ cheap shuttle buses should run from the P&R to the hospitals to support staff/ patients/ visitors. NHS staff should get free parking at P&Rs. -Traffic from outside Oxford dropping kids at private schools must be banned - they should use school buses (eg Magdalen College School) - The bus gates need to be placed to stop people from outside Oxford from driving in, not residents who live within the city boundaries being able to get around. People living outside the city residential areas should not get any permits - they should use the park and ride as they do not have to live with the resulting congestion and pollution. Large cars that take up so much space , especially in car parks should be penalised at a much higher rate than small/ medium sized cars if any kind of scheme is introduced. More traffic cameras/ speed bumps should be introduced on the ring road and across Oxford to stop the 'boy racers' who drive round at break neck speed and constantly cause accidents on all main roads in the areas bringing traffic to a halt and endangering other peoples lives. Speeding and aggressive driving is becoming an increasing problem as people get more impatient and frustrated. Close down the Westgate car park and turn the space into social housing. Parking should be allowed on the road outside Florence Park when the car park is closed - currently women are being penalised and stopped from playing tennis at night if they have to walk/ cycle home alone in a dark and threatening area (allotments/ n street lighting). Giving the Premier coaches parking tickets is also completely idiotic as coaching sessions will now get cancelled as coaches don't want to run the sessions- the Council should be encouraging health & fitness, especially for girls/women. The Council needs to respect the wishes of local people and the democratic process and remove the East Oxford LTNS that make the congestion and pollution worse and do nothing to solve the issues (two independent candidates were elected in the affected are in the recent election illustrating the wishes of the
a resident of Oxfordshire living outside Oxford	less than weekly		I don't	Neutral	Positive	There should be no charges at all	No	Make bus services more frequent, Extend hours of operation for buses		Very negative	I often have to attend hospital as a pregnant diabetic and with a partner post organ transplant. We wouldn't qualify for a medical permit so this would make travel that can already be stressful and time consuming either extra stressful and long (pushing congestion to the outskirts) or extremely expensive	I've honestly rarely had an issue when needing to use a bus or park and ride and don't feel the ends justify the means here. Extended bus timetables would be beneficial, but it takes so long to get a bus to a hospital it doesn't help remotely and with all hospitals being in the same area I think if you've an appointment to attend you should be exempt irrespective of the frequency of visits	
a resident of Oxfordshire living outside Oxford	weekly		I don't	Very negative	Very negative	There should be no charges at all	No	Other	You won't have spare money as this disgusting scheme should not go ahead	Very negative	Outrageous proposal that will only serve to drive more people away from Oxford. Disgusting that this is even being considered and a complete vanity project for your anti car obsessed council		
a resident of Oxfordshire living outside Oxford	less than weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice, Frequent hospital patients	I commute to the central permit area by car	Negative	Neutral	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Make buses cheaper for young people, Add new bus routes, Make bus services more frequent, Extend hours of operation for buses, Other		Negative	This system only works if there is a large amount of public buses to and from central Oxford, the current buses are often late or do not appear when the are meant too, im also worried that this is also going to be a tax on anyone using the hospitals of Oxford such as the Churchill. In this case you might be actively putting people off the idea of using hospitals and put further pressure on people who are having medical issues who might be struggling to afford this tax but due to the circumstances live in a part of the country without buses or public transport so rely heavily on the cars		I live near the Eynsham park and ride that has now been sat unused for years now even though it is compleate. I feel that if Oxfordshire county Council want to help ease pressure my suggestion would be to get this service open as quickly as possible and not to leave it as a testimonial to poor planning and what is currently as waste of money. I think this also is a bad time to test this idea as currently there is a charge to drive in to oxford that everyone heading to the westgate shopping center from the a40 direction has to now pay due to the closed Botley road, I would say it's only going to anger people of the Oxfordshire and oxford as it feels that the council are just trying to make people pay more taxes but aren't showing much in terms of why they have that right to do so when the planning of multiple large projects around oxford have been either badly organised and not completed in time causing disruption or have been so badly handled that they end up becoming large wastes of money sat empty (in this case in referring to the Eynsham Park & Ride). I would say the council have caused a lot of damage to the relationship with the people of there county and to try and pump more money from people when they time and time again fail the public espically when people are stuggelring financially is a horrible way to act.
a resident of Oxfordshire living outside Oxford	less than weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Negative	Negative	About right	Yes	Make Park & Ride parking cheaper, Make bus services more frequent, Extend hours of operation for buses		Neutral	Poorly thought out. Locations of charge sites affects people travelling to the hospital Everyone should be treated euually: ie they should all get the same amount of passes.		
a resident of Oxfordshire living outside Oxford	less than weekly		I don't	No impact	No impact	There should be no charges at all	No	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Negative	Having elderly parents who need to attend hospitals, teenage children who need to practice driving and then take their tests, the charge will make already expensive/stressful scenarios more expensive.		LTNs have had a big knock on impact to congestion onto surrounding roads.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Very negative	About right	Yes	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Add public cycle parking		Very positive	If this does actually reduce car usage, then as a parent, any reduction in pollution and interaction with cars is a good thing.		
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	Yes	Other	Disagree with the scheme	Very negative	I travel to Oxford once a week for an afternoon evening class, I won't get enough permits to cover my classes and it's also not possible to get the park and ride to this location. This will likely have a large impact on myself and other people in adult education. Also this is being advertised as temporary but insuspect once's it's in place it will stay otherwise it's a further cost to remove it all		Cycle routes off the main roads, better distinction between road and cycle ways. Ensuring cyclists actually use the routes. I often see them on the road and not using the cycle lane. Cameras on more hatched box's at junctions would stop cars blocking roads and holding up traffic
a resident of Oxfordshire living outside Oxford	less than weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very positive	Too high	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all		Neutral			
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	There should be no charges at all	Not sure	Make Park & Ride parking cheaper, Make buses cheaper for all, Make bus services more frequent		Very negative	I commute to from central oxford to the surrounding wider Oxfordshire area and need my car for work. With this scheme, I will no longer be able to exit oxford via headington as a Cowley road resident. This scheme disproportionately affects those living on Cowley road, further isolatina the community.	If this scheme is implemented, I will join any and all organised protests against it.	
an Oxford resident	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice, Blue badge holders, Disability benefit claimants, Frequent hospital patients	I commute to the central permit area by car	No impact	No impact	There should be no charges at all	Not sure	Other	Unable to access buses due to disability so massive affect	Very negative	Unable to access hospital if having to pay 5 pound a day, plus my partner works around Oxford as a trades person and will affect him being self employed having to pay 5 pounds a day.	I think it will have a massive negative affect	
a member of the public living outside Oxfordshire	daily		I commute to the central permit area by car	No impact	Very negative	There should be no charges at all	No	Other	Improve the condition & safety of the roads by fixing potholes.	Very negative	Life is already expensive enough without having to pay an extra £5 everyday because I need to drive through the confestion zone to get to work. Let's say as an average, each month has 22 working days... if I have to pay £5 per day just to go to work, that's an extra £110 per month (not including any weekend travel). On the chance that this continues for a year (because there's no confidence that any 'temporary' measures will stay temporary), this will be an extra £1,320 which myself & a massive amount of other people cannot afford.	I believe this scheme will drive a large amount of business away from Oxford. For people who go into Oxford to shop, this will push them towards other areas, reducing the overall economic well being of the entire city.	Most traffic problems can be solved by holding companies responsible for the work they carry out. I understand that unforeseen problems will eventually appear, but using network rail as an example, it's a total embarrassment to the council to have allowed this delay to continue crippling local businesses.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make buses cheaper for all, Add new bus routes, Other		Very negative	I have no option but to drive as this my only way of getting to work on time as I have to take my son to school first and they is no bus quick bus route for me to take either	This will not help traffic will be worse in other areas of Oxford all you doing is move one problem from the next especially with all the LTN as well you are making life hell for all oxford residents no other area I know do this	Take LTN out and not put traffic filters in we never had this problem 10 years ago .. a 20 minute journey in the morning before LTN know takes me 50 mins how is this good for pollution.. going any in oxford take forever since LTN putting filters in will make traffic worse not Better
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	Too high	Yes	Make bus services more frequent		Negative	it will make it difficult/expensive for me to travel during the day and early evening for events such as yoga class, book group and choir		
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make buses cheaper for all, Make bus services more frequent, Other	REDACTED	Very negative	REDACTED	REDACTED	REDACTED
a resident of Oxfordshire living outside Oxford	less than weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	No impact	No impact	There should be no charges at all	No	Other	Actually finish the botley road works, instead of continuing to be incompetent and coming up with stupid plans to hide your incompetence.	Very negative	There should be absolutely no congestion charge. And you should be ashamed for even proposing it	Your terrible plans for Oxford have already cost many business their livelihoods with people avoiding the city, this will make it even less likely people will visit. I now avoid Oxford at all costs because it is such a terrible place to visit	You forget that people live outside Oxford. No point in improving bus routes inside the city when I can't get a bus from where I live into the city
a member of the public living outside Oxfordshire	less than weekly		I commute to the central permit area by car	No impact	Very positive	There should be no charges at all	No	Make Park & Ride buses cheaper		Very negative	Residents need to transit through oxford. Parents need drop children off before going to work. They may have to go through the gates and therefore be adding to childcare costs. Workers need to get into town to allow them to work by charging them for either o&r or to get to their places of work they will look elsewhere.	Larger cars don't cause more/less congestion. Number of cars does. More/cheaper busses that service the surrounding areas will.	
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	This change must not happen, your are stealing money from hard dressed motorists aaain	Very negative	This is a rural area there is no reason to impose this, you are a car hating council	Pure theft	Put the roads back to what they were, you have made the so called congestion by narrowing roads, changing traffic light timinas
a resident of Oxfordshire living outside Oxford	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Add new bus routes, Extend hours of operation for buses		Very negative	Almost every week I take my family tocentral oxford for fun and activities specifically the library in westgate as unfortunately not many places in Oxfordshire has this kind of library	No congestion charge	Bridges for pedestrians where cars don't stop so often
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice, Blue badge holders, School students with special educational needs, Taxis and private hire vehicles	I don't	Very negative	Very negative	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all		Very negative	Since the LTN's congestion in Oxford has easily doubled/ Where you thought you would reduce emissions all you have done is increase it and cause severe anxiety and depression for residents of Oxford. I often have anxiety about leaving my house in fear of getting stuck in traffic as a full time career for my father who is bed bound I can never travel far incase he needs me.	DO NOT DO IT! WE (THE RESIDENTS) DO NOT AANT IT! Simply making a class war	REMOVE THE LTN's
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice, Blue badge holders	I don't	Positive	Neutral	There should be no charges at all	Yes	Make Park & Ride parking cheaper, Make buses cheaper for all, Make bus services more frequent		Very negative	REDACTED	As with the LTNs, when this is proposed it will without any doubt be passed by the council. Then again as with the LTNs, these will not be temporary, they will be permanent. I would also like to question the reasoning of not just LTNs, but this proposed scheme, not to include north Oxford at all? Due to the overall wealth/increased number of vehicles per family/likelihood of losing electoral votes of this area, it is absolutely clear why you are/have been focused on the more financially disadvantaged in power area of Oxford with a quieter voice, when implementing these unfair and often poorly thought out traffic schemes. If you want to introduce traffic schemes then more affluent areas of Oxford, just as close to the city centre as east Oxford, and make public transport more affordable. You can cross London for £1.75. A journey from Blackbird Leys to Cowley centre cost £3. It is no wonder people are ditching public transport for their cars. I would like to conclude with my earlier point which absolutely dumbfounds me - who decided 'Hollow Way was in the city??	Much of the congestion in the city centre is caused by buses with a handful of people on them. There is no point introducing environmentally friendly buses if people can't afford to use them. Those undertaking traffic modelling should understand the impact of the schemes the come up with. People will not be discouraged, even with a 'temporary' congestion charge to leave their cars at home when there is no affordable alternative with public transport. And wherever you introduce systems which push traffic out of certain areas, this will 'fudge out' to the nearest alternative way through, again causing queues and more pollution - maybe into north Oxford? But this area will always be protected by the council to the the detriment of those with less influence.
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	No impact	There should be no charges at all	No			Very negative	This will have a very negative impact on Oxfordshire residents ability to travel into Oxford for leisure or visiting friends and family. You cannot limit the number of times someone is able to travel into the main city within Oxfordshire. The fee is outrageous given the extreme cost of parking in Oxford already and considering there are such limited routes into Oxford there is no alternative route that excludes concestion zones if you wish to park. The businesses in the area will suffer.	I do not think this should be implemented at all.	Open Botley Road.
a resident of Oxfordshire living outside Oxford	less than weekly	Disability benefit claimants	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	Not sure	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper		Very negative	Banbury people have to come to Oxford hospitals and this is an extra charge on patients and people visiting the sick. The Marsden Road Concestion charge point should be removed.	See above	Put on more buses.
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Very negative	Neutral	There should be no charges at all	Not sure	Add new bus routes, Make bus services more frequent, Extend hours of operation for buses	By placing the congestion charge zones where they are (which I object to on principle anyway), it will invariably send more people down Banbury and Woodstock Rds which are already very crowded and subject to excessive traffic. I absolutely do not believe this would improve bus services. esoecially those in this area.	Very negative		Don't do it. More attempts to limit and control traffic is making an already burdensome situation untenable. More regulation is not the answer.	Learn from other cities rather than pioneer things in Oxford that no one else wants because they perform so badly.
an Oxford resident	less than weekly		I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make Park & Ride parking cheaper, Make buses cheaper for all, Make bus services more frequent		Very negative			
a resident of Oxfordshire living outside Oxford	less than weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	No impact	No impact	About right	No	Make Park & Ride parking cheaper		Negative	There is no option to be able to park by the ice rink or westgate without going through the congestion charge. Your are proposing to use the bus gates for the locations but these are based on Botley road being open. Thames street will not provide any relief to congestion, due to Botley road being closed Hythe Bridge Street will capture all traffic going through the town.	There should only be 5 locations, Thames street is excessive and will cause major negative impact to leisure facilities like the ice rink which you need to support.	To reduce congestion you need to make the traffic flow much better, not hinder it. Oxford is the centre of a very rural county and the car is a necessity. One major failing for the City is the inability to provide suitable parking at the hospitals. That alone causes huge congestion and has been for over 20 years. The level of incompetence is astronomical and continues to be so. There was major work carried out on the Wolvercote roundabout a few years ago that resolved the big queues on the A40. This has been undone by recent roadworks and road redesign and another complete failure by the planners. The A40 is an arterial route through Oxford, the traffic is not going to Oxford so you're only causing congestion by these pointless changes.
a resident of Oxfordshire living outside Oxford	less than weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	Yes	Make buses cheaper for all, Make bus services more frequent, Extend hours of operation for buses		Very negative	I don't believe that there should be a permit in place at all.	I think this would ruin Oxford, people wouldn't travel to Oxford and locals where this is the only mail shopping area. This scheme is out of reach for many people not only because of the current climate but because not everyone has £5 to spare. This will lead to people to travel further to other areas such as reading. I see that businesses will be affected, less income into the Oxford area	Sort the roads out.. Botely road has been out for a long time and should've been resolved way before this. This would be one of the main reasons of congestion
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice, Firefighters	I commute to the central permit area by car	No impact	No impact	There should be no charges at all	No	Other	Stop punishing drivers who have NO option other than to drive because you provide awful public transport from west oxfordshire	Very negative	It is 2hrs to Oxford by bus from Carterton and a 40 minute drive. We lost our direct busses in the last few years and all the new housing estates being built in west Oxfordshire have made the journey longer. Our nearest park and ride is Eynsham but despite spending millions to build it the council decided not to finish the last part - access. The next nearest is botley road but of course that's been shut (the road) for years. So we can travel out of the way to the next one spending more on fuel and less friendly for the environment and then we have to pay to park (used to be free) and pay to catch the bus. Then if you want to do a lot of shopping or buy something bulky you have to carry it on the bus. It seems the council don't want us to drive but also don't want us to use public transport. It is easier and cheaper to go to Swindon, Cheltenham or Gloucester and not that much further to drive. Is that what you want Oxfordshire County Council?	It is 2hrs to Oxford by bus from Carterton and a 40 minute drive. We lost our direct busses in the last few years and all the new housing estates being built in west Oxfordshire have made the journey longer. Our nearest park and ride is Eynsham but despite spending millions to build it the council decided not to finish the last part - access. The next nearest is botley road but of course that's been shut (the road) for years. So we can travel out of the way to the next one spending more on fuel and less friendly for the environment and then we have to pay to park (used to be free) and pay to catch the bus. Then if you want to do a lot of shopping or buy something bulky you have to carry it on the bus. It seems the council don't want us to drive but also don't want us to use public transport. It is easier and cheaper to go to Swindon, Cheltenham or Gloucester and not that much further to drive. Is that what you want Oxfordshire County Council?	Unless you have a transport syeyem like London, ie transport to all areas of Oxfordshire every 5 minutes, your plans will not work. People simply do not have alternatives because you have failed to put the infrastructure in place. Just look at the failed A40 park and ride. Instead of solving that you just want to push ahead with congestion charges? Crazy
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	No impact	No impact	About right	No	Make buses cheaper for all, Extend hours of operation for buses, Add public cycle parking		Neutral	It does not seem fair that residents of Kennington are not included in the Oxford area permits (and eligible for 100/year) while other similar areas just outside the ring road (such as all of Botley and Cumnor)		
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Very positive	Positive	About right	Yes	Make buses cheaper for all		Very positive	Currently I do not use buses to commute as it takes too long		
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	There should be no charges at all	No	Make buses cheaper for all, Extend hours of operation for buses, Add public cycle parking		Very negative	The high traffic levels in Oxford already dissuade car usage - only those who need to drive do. Therefore, why further penalise those who feel this is their only option? Situations seemingly not considered: taking multiple children to school, going to the supermarket, families visiting friends. All of this is normal life that just isn't suited to bus, cycling or walking so adding an additional burden will just make the city poorer. Please rethink it (and ooen Botley Road)	Please don't do it. 100 permits a year is not enough for city residents and 50 per year for those in Oxfordshire is an absolute joke. Do we want the city to be the hub of the county?! If so, make it accessible on more than 50 days per year! It should be 250 for the city and 150 for those outside, at least.	Remove the LTNs. Increase sensible bus services from the villages - more frequent, more reliable and more direct routes. One option to go into Oxford and one option to return is not a viable service. Add a park and ride from south Oxford to the JR.
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	No impact	Very negative	There should be no charges at all	No	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Very negative	1 This scheme will make life difficult for many people, making previously short journeys much longer (time and distance) and/or more expensive. 2 This scheme will push more traffic onto the ring road and other roads, as people try to avoid the congestion charge - it will therefore INCREASE congestion, INCREASE pollution, and INCREASE stress which is very bad for people's health and wellbeing. 3 The central zone, which is inaccessible without going through a charge location, includes Westgate car park, both station car parks, Oxpens car park, Worcester Street car park and City of Oxford College. This will deter many people from coming to Oxford for retail or leisure, and will likely have a huge impact on businesses in Oxford, leading to further closures and yet further decline in the city centre.	1 It is a really BAD idea - will cause more harm than good. Nearly everyone I know does NOT want this scheme. I MOST CERTAINLY DO NOT WANT IT 2 The level of congestion in Oxford has been made much worse by the introduction of low traffic neighbourhoods in East Oxford and Cowley. The LTNs, together with the 'no left turn' from Cowley Road to Iffley Road at the Plain roundabout, have particularly exacerbated congestion on St Clements, for example. i.e. The County Council has caused the problem they now claim to be trying to solve. There is a much better and more effective solution: TAKE OUT THE LTNs. 3 I can see NO reason for allowing central Oxford permit area commuters to have free permits for up to THREE vehicles - why do they need more than one? This is VERY UNFAIR, especially when compared with disabled people who rely on others for transport and can register ONLY TWO vehicles. (They may have many helpers.) This scheme is DISCRIMINATORY. 4 Data shows that other towns in the county have more cars daily - so why is Oxford the target for this scheme?	First REMOVE THE LTNs. Then add in sensible traffic smoothing and calming measures, including the use of one way streets. Such proposals, devised in collaboration with local people, businesses, etc have already been developed by the IOA. Add to that improvements in public transport - more bus routes, more frequent services, subsidised P&R, specific services for commuters to key areas in Oxford, etc. i.e. Remove the damage you have already done, and then bring in more sensible solutions.

Survey Response													
I am responding to this survey as	How often do you travel in or around Oxford?	Please tick which of the following free permits and passes you think you may be eligible for	Do you live in, visit a resident by car or commute by car to the proposed central Oxford	Central Oxford residents' permitit is proposed that residents in the central Oxford	Central Oxford permit area commuters' permitit is proposed workers commuting	We are proposing a single charge of £5 to allow cars without a day pass or permit	Do you think that charges should vary, with drivers of longer cars paying more and	Income generated by introducing the proposed temporary congestion charge would be used to cover the set-up and operating costs of the scheme.	If other improvement, please state	Taking into account all the information we have provided about the proposal to	Please explain your answer	Do you have any other comments about the proposal for six temporary congestion charge locations in Oxford that you have not already shared in this survey?	Do you have any suggestions for other ways to reduce traffic and tackle congestion in and around Oxford?
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Positive	Negative	About right	No	Make buses cheaper for all, Make bus services more frequent, Add public cycle parking		Positive	I am hoping it will reduce traffic.	I am concerned this, like the fingers, will increase traffic through Old Marston at peak commuter times.	An aerial egg lift linking Thornhill P&R > Osler Road / JR hospital > Town Centre.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Negative	Too low	Yes	Make Park & Ride buses cheaper, Make buses cheaper for all, Make bus services more frequent		Positive	Could go further, eg restricting hours of access for "other" vehicles (delivery etc) to outside normal peak times		Reduce the amount of parking currently available with a aim to discourage driving into the centre
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Positive	Negative	Too low	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Add new bus routes, Make bus services more frequent, Extend hours of operation for buses, Add public cycle parking		Positive		I think 3 cars for commuting is excessive	restrict larger vehicles such as trucks and vans within certain hours - so not during peak schools hours (7:30-9, and 3:30 to 5). This would make cycling with kids safer and more appealing.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	About right	Not sure	Make buses cheaper for all, Add new bus routes, Add public cycle parking		Very positive	Would expect to see fewer cars crossing the city centre, so buses would be faster/more timely and walking/cycling would be safer and more pleasant	Seems like a good way to test out the traffic filter ideas before going into the trial proper	School term times seem to produce the heaviest traffic, finding better ways for children to get to schools (rather than being driven in and out individually) could make a big difference. A shift away from the near-universal 9-5 working hours could also help soread out "rush hours".
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	Yes			Very negative	I'm an NHS manager, working almost 24/7, working every day after job planned hours from hime, additional commuting time will have neoative impact on my service		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	Too low	Yes	Add new bus routes, Make bus services more frequent, Add public cycle parking		Very positive	It is currently quicker to cycle in and around the city than to go by bus. The roads should be clearer for people who *need* to use their cars and permit the free flow of traffic. Buses will be quicker, and therefore more appealing to use, and cycling will be safer.	Owing to the timing of sessions, there needs to be provision for access to the ice rink, whether that is by improving bus services or adjusting the congestion charge for users. Otherwise, training would be affected to such an extent that competitive skaters will need to move to other rinks, such as Swindon, which are further away, which will affect the rink's ability to operate and remain competitive.	Look to other medieval cities abroad that have put cycling first and see what measures we can adopt. A good example is Uppsala, in Sweden, which is also a medieval university town and is almost entirely car-free in the centre. Cars should be used for getting out of Oxford, and not necessary for getting into or around Oxford.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	There should be no charges at all	Yes	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Negative	I will have to leave my job at the school where I work part time because the most direct route includes one of the charging zones and going the long way would take too long and will use too much petrol. Going there by bus would take ages as there is not a good direct service available.	They are not a good idea because the rich can afford to pay and will continue congesting the road, but those on lower income will struggle.	Removing the LTNs in East Oxford would be a good start. Have more bus routes that cover the entire city and better connection services to the surrounding villages.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	Too high	No	Make buses cheaper for all		Negative	Push traffic onto already busy alternate routes already impacted by LTNs		Use the river to provide alternative transportation into Oxford
an Oxford resident	daily	Taxis and private hire vehicles	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Make BUSES FREE FOR LOCAL PEOPLE BETWEEN WORKING HOURS AND SEE WHAT IMPACT THAT HAS ON TRAFFIC AND SCHOOL RUNS	Very negative	Will hurt people that come to Oxford to work and who live locally .. turning Oxford into a Prison	All the surrounding roads will be impacted massively, there wasn't a congestion problem before that LTNS went in.. SUMMERTOWN IS THE WORST FOR PEOPLE THAT DON'T LIVE LOCALLY	Free bus passes, council has the ability now to run its own bus services due to changes in the law, also bus ticket prices are extortionate for such small journeys and cause issues financially, Park and Ride should be free and buses to and from them should be one pound no more, if you want people to use Oxford and use it services make it cheaper for them to access them.
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Fix the badly managed roads and roundabouts	Very negative	It's literally a money making scheme. Not everyone falls into the same category of 'they should walk, get a bus or cycle' I now live in Abingdon, but I grew up in Cowley, I work in Cowley, my partner works in Cowley, my daughter goes to nursery in Rose Hill, I still have a lot of friends and family in Cowley that I see regularly, usually after work. You have already made that difficult with LTNs, I have to sit in a lot more traffic now than I ever did before. People will not stop driving! We pay for our cars, our insurance, our tax, and you want to charge us more just for the privilege of driving in our own city! There is no bus route that will allow me to go to drop off my daughter at nursery, go to work, then to pick up my daughter, and then to visit my family! And if there was it would probably double my journey time! I cycle to work when I can, but not if I have to do the nursery run. I have never ever had a problem cycling round Oxford! The majority of families and households rely on these cars to go about their daily business! Stop trying to penalise them!	You never spoke about this pre election as you knew you would struggle to get voted in! You have ruined Cowley with your LTNs already! You as a council are not listening to residents. Just look at the petition with over 10,000 signatures against! Look at the comments! Put your congestion charge in areas where you were voted in! Leave Cowley alone! Majority of residents do not want your greedy schemes! You seem to be targeting the poorer areas! If you really want it, then open up some of the LTNs so that the traffic can flow freely!	Open up the LTNs! Simple!
an Oxford resident	weekly		I commute to the central permit area by car	Negative	Negative	There should be no charges at all	No	Other	I think it is not fair to introduce charges on Sundays when there are really no congestions and some people go to church for worship, also buses are not frequent nor convenient especially during winter.	Negative	I think it is good to highlight the benefit but some groups should not be penalised much more than others. This type of measures should be done gradually so that people can plan accordingly and be increasing making positive choices. Introducing charges based on congestions on Sunday is not evidence based and it would affect those who go to church for worship unfairly because they would be paying more for a noble cause. I think Sundays should not me included in this charge because there is less congestions on these days especially St Clement Street. Thank you.	I also think, every day charge of £5 for other week days is too much.	I think all the above are good but it should be balanced. There are people who do not know how to cycle and even if they want to cycle and not fit and are also not disabled. We have families with children, babies who go long distance to church and a car is more convenient, cycle nor walking for such event will not always be appropriate. On Sundays, many people do not go out and it will not be cost effective to propose more frequent buses, so my proposal is that Sundays and public holidays should be left out of the congestion charges especially for areas outside city centre; on week days, buses should run more frequently and reliably. Thank you for all your efforts.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very positive	Very positive	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all		Very negative			
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I commute to the central permit area by car	Very negative	Positive	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all		Very negative	when we going to oxford train station, we will need to pass by the congestion filter to be able to access park and ride of train station. it is really asking people not to take train but drive? i don't see how it can improve the traffic.		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice, Blue badge holders, Unpaid carers	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Neutral		There should be no charges at all		Make Park & Ride buses cheaper, Make buses cheaper for all, Add new bus routes		Negative	Out of county family would be caught in the charge system. Unfair if visiting unwell family or friends.	Air pollution would be pushed to other residential areas which is pointless in my view. There is no mention of Oxford University and Brookes University students being dropped off at the beginning of each term and collected at the end of each term, or indeed students driving themselves to university. Their cars will undoubtedly go through the congestion charge locations. Are you going to waive their charges? I am aware that they currently do not have to adhere to any restrictions unlike local residents. Students do not pay council tax, will probably be exempt of congestion charges and will not, therefore, be paying towards this scheme. Totally unfair situation.	Thornhill P&R would run more quickly and reliably if it returned to just stopping at the P&R stops and is not used as a joint Brookes University bus service. It is very frustrating for local residents as the journey takes a lot longer. Cyclists do not all cycle safely, fact. If there is a cycle lane it should be used and the council needs to keep it clean and clear.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice, Community health or care workers who need to visit multiple locations or travel urgently	I commute to the central permit area by car	Negative	Very positive	There should be no charges at all	No			Very negative	From personal experience there is 0 traffic in the Hollow way roundabout at 7.30am.	Overcomplicated. Too much extra admin for hundreds of thousands of people. Any commuting time saved would be comparable or less than the cumulative admin required from the council and people to adhere to it. Let alone the stress of have I accidentally crossed the area one time too many?	Scrap to 20mph limit. It resulted in only 5-10% reduction in accidents in Oxford (arguably underreported small damages accodents increased) instead of the 2/3 that was advertised.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice, Unpaid carers	I commute to the central permit area by car	Positive	Positive	There should be no charges at all	Not sure	Make buses cheaper for all		Very negative	My life will be negatively impacted by the proposed congestion charges.	There shouldn't be any congestion charges in Oxford at all.	Remove the LTNs so there can be alternative routes.
an Oxford resident	daily		I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Make buses cheaper for young people, Add new bus routes, Make bus services more frequent, Extend hours of operation for buses, Other	In Moncker France when they introduce the charge they offered absolute free transport buses and train from all park and ride and villages surrounding Montpelier . You just want money. You are killing Oxford .	Very negative	We need to use cars and go to Oxford shopping and commuting or just for pleasure . You are killing the city and businesses with what you doing . Closing so many roads oddly and cowley area and now making us paying to come to Oxford ! We haven't been able to come to Oxford prolly for long with closing Botley road , my journey which could take me 10 min taking now 30-45 min . Costing time and money and damaging the environment , out petrol cost increased . What you doing is wrong listn to oecple . We will not vote you back .	You saying it is £5 and only six and it is temporary. What next this will go up and up for ever . Scam .	You causing congestion by closing all side roads and narrowing roads and trying to charge . Causing the problem and trying to fix it with another problem !!
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make buses cheaper for all, Make buses cheaper for young people, Make bus services more frequent, Extend hours of operation for buses		Very negative	We are living at a time where everything has become more expensive (at a higher rate than wage increases). Implementing another charge is not helpful to residents. I don't see how this is supposed to help with traffic. Surely if there are 6 places in Oxford that will incur a fee for simply passing through, drivers are of course going to avoid these places, this all going on the same route, which will cause more traffic. Traffic is already so bad in the city (particularly since the introduction of LTNs that only benefit a small percentage of Oxford residents) it all seems very counterintuitive and a money grab from the council. More traffic in the city means more idling cars which means worse outcomes for the environment.		Remove or reduce number of LTNs to allow people to take different routes. If everyone is on the same road, there obviously will be more traffic. LTNs only benefit a few people, for everyone else they are a nuisance and a poor use of council funds.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very positive	Positive	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Make buses cheaper for young people, Extend hours of operation for buses		Very negative	I think it is ridiculous to introduce congestion charges and overall traffic filters in oxford. It is not fair and so inconvenient for us commuters who need to get to work. Having to pay to get to work already through things like petrol, parking or even bus charges is enough but now having to pay a congestion charge is ridiculous. The cost of living is already causing so many homes in oxford grief and adding another cost is so unhelpful. These congestion charges won't stop people either, people will continue to drive where they need or want to. Bus services in Oxford aren't great, it's not even about traffic - they're so rarely ever on time. The fares are too expensive as well. I'm someone who needs to drive to work because of my health condition however i do not qualify for a disabled badge. Walking or cycling to work is out of the question and buses are never on time, too expensive, awfully long routes which causes me issues and in general a pain to be on. I will continue driving to work because it works for me perfectly.	Please don't do it.	Get rid of the LTN's.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice, 25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Negative	Negative	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Make buses cheaper for young people, Add public cycle parking		Negative	The busses are running empty because they cost too much!! Having a sign up on Jordan hill saying 'all single fares capped at £3'. Doesn't help. £3 is far too much money for a single ride!!! You could halve that and more people would use the busses! Simple. The bus is way too expensive for a public service.	Just drop the bus ticket prices!! Do that and there will be less cars. Stop charging more to drive into Oxford and give people more options, at the moment, it's cheaper for 4 of us to drive to town and park for a couple of hours than it is to get 4 bus tickets!!! There is vour issue.	Charge less on the busses!! Or you will stop people coming to Oxford at any time. And the centre will just become a ghost town.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make buses cheaper for all		Very negative	Please don't introduce this charge.	Don't do it.	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very positive	Too high	No	Other	After the money is recruit for the initial set up. The money needs to go into rebuilding the community. A lot of traffics is from people who live outside the city and it's the residence are paying for it it's unfair so making the community better	Very negative	Living and working in Oxford is a nightmare the traffic has got increasingly work mostly since the LTNs when in , I think we need to protect Oxfordshire residents, I think that going to work and back and having to contest fine will not go well for many people including myself, I believe it will just be another source of income for Oxfordshire council I don't disagree completely but I do believe we should look after the residence of Oxford we have a lot of tourists and they contribute towards a lot of traffic our business will be impacted on those roads too what is the plan there ? I do not believe this is a good thing for the people	Don't do it	Implements to Oxford ring road might help , but generally I'd say have outside parking for visitors or maybe a train like could be added to the bottle road or from north Oxford or bussis from pair tree .
a resident of Oxfordshire living outside Oxford	less than weekly		I don't	Very negative	Very negative	There should be no charges at all	No	Make Park & Ride buses cheaper, Make buses cheaper for all		Very negative	We visit Oxford infrequently. Hospital visits when required or cultural activities. Shopping used to be nice here but we will certainly go to Swindon, Aylesbury or Reading or even Birmingham instead should this be implemented. This would be the same for theatre etc. If we have to pay anyway we'd probably go to London more.	Don't do this. It's greedy and pointless. You are making life more difficult for shops and business in the area and we all know it won't be temporary.	Stop taking so long to work on Botley road, it's absolutely ridiculous. Maybe offer city centre discounts at local shops or restaurants etc when people come in on the bus - eg 10% off story museum.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Positive	Negative	About right	Yes	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for young people, Add new bus routes, Extend hours of operation for buses		Negative	We don't drive through those locations very often. No impact or worse on Woodstock Road.	The exemption for workers in central area defeats the object of the scheme. There so many exemptions some people will find way around scheme. I would focus on the main issue which is peak hours and make all apply only in peak hours. People in south and east of city think people in north get away without restrictions on Woodstock and Banbury roads and that is unfair.	Focus on peak hours. That is where main problem is.
a member of the public living outside Oxfordshire	daily		I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make Park & Ride parking cheaper, Make buses cheaper for all, Make bus services more frequent		Very negative	You are going to destroy local businesses and communities. People don't have money to pay for anything nowadays and you are absolutely wrong doing that	You are trying to kill local businesses in oxford. Don't you see that we all not go shopping eating having evening out if we have to go to Oxford? I will as to another citv. You are hopeless	Pay for a decent traffic consultant. Look at Cambridge. Everything works there
a resident of Oxfordshire living outside Oxford	daily		I don't	Neutral	Negative	Too low	Yes	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Add new bus routes, Add public cycle parking		Very positive	I cycle daily. Fewer motor vehicles makes it safer in terms of collisions. Also improves air quality.		
a resident of Oxfordshire living outside Oxford	weekly			Very negative	Very negative	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make bus services more frequent, Add public cycle parking		Very negative	Residents of Oxfordshire will choose to visit other towns and cities rather than Oxford when the charges, temporary or permanent are applied. It is the cost and hassle of the permits which will prevent visitors and local businesses will be impacted. In the long terms, this will impact the viability and vitality of Oxford. At the very least, park and ride facilities should be much cheaper and buses more frequent, bus lanes introduced where possible and public bike hire services available on pay as you go from the park and rides.	As per above	As per above
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	No impact	No impact	There should be no charges at all	No	Make bus services more frequent, Extend hours of operation for buses		Very negative	I get picked up/dropped off from the Oxford bus station twice a week by car. Existing bus routes (the number 11) are insufficiently reliable or frequent or run late or early enough to make it practical to travel by bus. As a student I have very limited funds available. As far as I can gather, I would not qualify for one of these permits. This expense would be deeply irritating and likely dissuade me from coming home to help my family with various tasks during term time.	Much like the LTN scheme, I have very little faith that after this two year 'trial period' the scheme won't just run indefinitely(be replaced by a similar thing that achieves the same effect. I would like a guarantee that in two years time, this scheme actually will be disposed of and driving in Oxford will once more be free, as I believe it should be.	Make the provincial buses (particularly the number 11) run more regularly and with wider hours of operation.
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Very negative	Very negative	There should be no charges at all	No	Other	Make travel better for those who have no choice but to drive into oxford for work	Very negative	Traffic is already pushed to a limited number of routes to get to my place of work (jr hospital). Adding this would further add to the strain of getting to work.	Making the commute to the hospital harder will force hospital staff to look at other career options. My department is already struggling with staffing and anything that will make the commute harder is going to force more people to look at other options. However I feel these won't be other travel options as you hope and will instead be alternative places of work. Oxford is too expensive for many people to buy a house in resulting in many of us commuting. If this is now not feasible we still can't afford to live in Oxford so will have to look for work elsewhere.	Improve traffic management. Look to see if the ltns and 20mph limit have actually helped. I've seen complaints about the low average speed of buses but surely this is to be expected with lower speed limits. It feels like the traffic used to distribute itself across the city and keep moving. We are now more often sat stationary or crawling along. This can't be good for the emissions you were trying to reduce
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Negative	Negative	There should be no charges at all	No	Add new bus routes, Make bus services more frequent, Extend hours of operation for buses		Negative	I live and work in Oxford and visit my elderly mother who lives off st clements. I have children who attend local state school. Unless there are more bus routes with more frequent buses, there is no viable alternative to driving.	Why are there no charges for those commuting in from the wealthy north oxford roads? Woodstock, Banbury.	Make sure that the private schools in Central Oxford use the park and ride facilities. When they are closed, traffic goes down considerably. Extend bus routes (nearest bus to me is a 20 minute walk).
a member of the public living outside Oxfordshire	daily		I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	No charge at all.	Very negative	You're making it impossible to commute around Oxford. Not everyone who works in the city lives in the area or can take public transport. You're making it less and less attractive to potential employees and harder to recruit to the most expensive city in the UK outside of London. You're using the money to pay for the scheme and on y after that, if there's anything less, using it for so called improvements, which you're also attempting to fund out of business parking permits. What's the pint? Stop the madness now.	You're going to make the traffic worse in the non charging areas and then you'll argue there's a problem there because you e created it. No one has any faith in the 'only two years' comment.	Improve the traffic flow by looking at the traffic's lights phasing. Cyclists are a menace as it is and make walking and driving more dangerous around the city.
a resident of Oxfordshire living outside Oxford	less than weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	No impact	No impact	About right	Yes	Add new bus routes, Extend hours of operation for buses, Add public cycle parking		Neutral	I rarely travel into Oxford and as long as the administration of the Oxfordshire residents passes is not overly complicated it's unlikely to have much effect on me personally and and minor negatives for me would be outweighed by the positives of lower pollution and fewer cars.	No	Better enforcement in pedestrian only areas so that there are fewer cycles and electric scooters to avoid.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Very negative	Positive	There should be no charges at all	No	Make Park & Ride parking cheaper, Make buses cheaper for all, Add new bus routes		Very negative	Older people with informal careers coming into Oxford, or people that can't walk or cycle but need a car for their shopping and access to care will be heavily penalised by these charges. People of low income who fall into this category will have to forego care.	If you can't walk far, or cycle, or even get to the bus stop (for example from Jericho) this is going to mean that people are not able to access daily living like shopping or healthcare. Most people can't afford to pay everyday for crossing their home town.	Have some exemptions for EVs.
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Neutral	No impact	About right	No	Make Park & Ride buses cheaper, Extend hours of operation for buses		Very positive	If residents of Oxfordshire get some free permits I think it's ok. I sometimes use the train station car park	I was very surprised that park and ride bus to Peartree finish's early. I wanted to use public transport for a concert in Oxford recently and I had no choice but to park in George Street. The train isn't frequent or reliable and I could not use park & ride.	Keep the S7 bus More frequent park and ride buses, and running later so if you go to a show, you are not concerned about missing the bus. Find a way to open the Park & Ride at Eynsham. Park & ride for Cowley
an Oxford resident	less than weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Very positive	Very negative	Too low	Yes	Make buses cheaper for all, Make buses cheaper for young people, Add new bus routes		Very positive			
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make buses cheaper for all, Make bus services more frequent, Other	fix potholes to make roads safer for cyclists	Very negative	more traffic will be pushed onto the already congested roads resulting in longer journeys and more pollution. By keeping traffic away from specific areas you are not reducing traffic you are simply moving it elsewhere reducing the quality of life for those living/ working in those congested areas and those having to spend more time in traffic trying to go about their normal life	I feel these proposals, just like the LTN's, are discriminatory.	Instead of wasting all this money on hairbrained schemes, why not invest the money into repairing the roads and providing better, more frequent bus services to make travelling by bus/ cycling a more feasible option for those who are able to. I was a cyclist but am now too scared to cycle to work because of the increased traffic on my route caused by the LTN's. I travel to work by bus but the service is not very frequent and not always reliable. Because if this it is not practical for me to travel to my parents house or friends houses by bus so I have no choice but to drive. Why do all the buses go into town? Would it not make more sense to have some buses going from outer areas which avoid going into central Oxford. EG from Headington to Littlemore to Kennington to Botley.... using the ring road so people can get to these places without having to change buses in the town centre.
a resident of Oxfordshire living outside Oxford	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	About right	Yes	Make Park & Ride parking cheaper, Make buses cheaper for all, Make bus services more frequent, Extend hours of operation for buses		Very positive	I really hope this will reduce car traffic in the city - it certainly has that potential. If so, it will make me feel safer cycling in the city, and make it generally more pleasant to be in the city. It should also make bus journeys more reliable (consistent journey time, on time bus arrivals etc).	Bigger cars (SUVs and gross American style trucks) are one category that should be charged more. If possible, I'd really like higher-emissions vehicles to have a higher charge, and also NOISIER vehicles. Noise emissions are really overlooked but it's a really significant factor. Permits for residents, commuters, etc, are all very well but these should be structured to incentivise small, quiet, low-emissions vehicles. There should be a surcharge for the 100 or 25 annual permits, if your vehicles aren't all of these things. I would also totally support a London style congestion charging zone of a similar area instead of these point-by-point charge locations - with similar allowances for residents living within the zone, commuters, business travellers etc as per the current scheme.	Demolish or repurpose the parking at the Westgate. It's ludicrous. Like, you could PAY people to park at P&Rs if they can prove they shopped at the Westgate if you want. That'd be a huge improvement. There is already the "deliver my shopping to me" option; advertise that a lot more. Make it possible to park at the P&Rs for longer than the current 73 day? limit. For a few, sure, but this limit forces people to bring cars into the city. Especially Thornhill - because of the Oxford Tube and Airline coach connections there. The longer stay fee shouldn't be extortionate because this is a better option than a car in the city. I've never seen any of the P&Rs close to full up - we should make more use of that barrrac, if it leads to a new future problem of them filling up, that's a good problem to have! More EV charging at the P&Rs too, perhaps serviced (give them the key, car is moved to a normal space once charged, ready for when you return). The P&Rs could become a place for city residents to store their car, not using them in the city itself but still practical to keep a car for longer distance journeys. Economics of this need thought but it helps reduce city traffic.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Negative	Negative	Too low	Yes	Make Park & Ride buses cheaper, Make buses cheaper for all, Add new bus routes		Negative	Charges should be higher for people commuting into Oxford to drop off/collect students from private schools. There is a massive positive impact to traffic along and around St Clements and Headington when private schools are on holiday	Obviously if makes sense to try and reduce traffic round the pinch points included as charging areas but the ring road is already log-jammed at peak times particularly travelling from horspath driftway down towards Littlemore/Heyford Hill etc but more allowance should be made for residents of central Oxford to avoid having to go out and round the ring road for example (for me) from Headington to visit friends and family who live in East Oxford/Temple Cowley	Make park and ride parking and buses free and increase services. All vehicles travelling into the city centre from out of town should pay a congestion charge. Require private schools to bus in/out their students from outside the city centre. Change Howard Street and Magdalen Road back to one way. Change East Oxford LTN streets apart from James Street and Bullingdon Road to one way streets. Then were never cut throughs in the first place.
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice, Firefighters	I don't	No impact	No impact	There should be no charges at all	No	Make buses cheaper for all, Make buses cheaper for young people, Make bus services more frequent		Very negative	I already have to pay weekly at the Westgate car park for church in central Oxford, this would almost double that cost. I have 3 kids so the bus is more expensive. Can you at least give 50 free passes to residents in Oxfordshire who come in for church?		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	About right	Yes	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Neutral	My daily drive to work will not be directly impacted		Close Westgate car park for visitors. This is the main cause of traffic in the weekends.
a resident of Oxfordshire living outside Oxford	less than weekly	Blue badge holders	I don't	Neutral	Neutral	About right	Not sure	Make buses cheaper for all		Negative	People will avoid going into Oxford with a detrimental effect on businesses.	Oxford doesn't like cars, why not do what you really want to do and just ban them altogether.	See previous comments.

Survey Response													
I am responding to this survey as	How often do you travel in or around Oxford?	Please tick which of the following free permits and passes you think you may be eligible for	Do you live in, visit a resident by car or commute by car to the proposed central Oxford	Central Oxford residents' permitit is proposed that residents in the central Oxford	Central Oxford permit area commuters' permitit is proposed workers commuting	We are proposing a single charge of £5 to allow cars without a day pass or permit	Do you think that charges should vary, with drivers of larger cars paying more and	Income generated by introducing the proposed temporary congestion charge would be used to cover the set-up and operating costs of the scheme.	If other improvement, please state	Taking into account all the information we have provided about the proposal to	Please explain your answer	Do you have any other comments about the proposal for six temporary congestion charge locations in Oxford that you have not already shared in this survey?	Do you have any suggestions for other ways to reduce traffic and tackle congestion in and around Oxford?
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Positive	Negative	About right	No	Make buses cheaper for all, Make bus services more frequent, Add public cycle parking		Positive	I am hoping it will reduce traffic.	I am concerned this, like the fingers, will increase traffic through Old Marston at peak commuter times.	An aerial egg lift linking Thornhill P&R > Osler Road / JR hospital > Town Centre.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Negative	Too low	Yes	Make Park & Ride buses cheaper, Make buses cheaper for all, Make bus services more frequent		Positive	Could go further, eg restricting hours of access for "other" vehicles (delivery etc) to outside normal peak times		Reduce the amount of parking currently available with a aim to discourage driving into the centre
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Positive	Negative	Too low	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Add new bus routes, Make bus services more frequent, Extend hours of operation for buses, Add public cycle parking		Positive		I think 3 cars for commuting is excessive	restrict larger vehicles such as trucks and vans within certain hours - so not during peak schools hours (7:30-9, and 3:30 to 5). This would make cycling with kids safer and more appealing.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	About right	Not sure	Make buses cheaper for all, Add new bus routes, Add public cycle parking		Very positive	Would expect to see fewer cars crossing the city centre, so buses would be faster/more timely and walking/cycling would be safer and more pleasant	Seems like a good way to test out the traffic filter ideas before going into the trial proper	School term times seem to produce the heaviest traffic, finding better ways for children to get to schools (rather than being driven in and out individually) could make a big difference. A shift away from the near-universal 9-5 working hours could also help soread out "rush hours".
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	Yes			Very negative	I'm an NHS manager, working almost 24/7, working every day after job planned hours from hime, additional commuting time will have neoative imoact on my service		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	Too low	Yes	Add new bus routes, Make bus services more frequent, Add public cycle parking		Very positive	It is currently quicker to cycle in and around the city than to go by bus. The roads should be clearer for people who *need* to use their cars and permit the free flow of traffic. Buses will be quicker, and therefore more appealing to use, and cycling will be safer.	Owing to the timing of sessions, there needs to be provision for access to the ice rink, whether that is by improving bus services or adjusting the congestion charge for users. Otherwise, training would be affected to such an extent that competitive skaters will need to move to other rinks, such as Swindon, which are further away, which will affect the rink's ability to operate and remain competitive	Look to other medieval cities abroad that have put cycling first and see what measures we can adopt. A good example is Uppsala, in Sweden, which is also a medieval university town and is almost entirely car-free in the centre. Cars should be used for getting out of Oxford, and not necessary for getting into or around Oxford.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	There should be no charges at all	Yes	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Negative	I will have to leave my job at the school where I work part time because the most direct route includes one of the charging zones and going the long way would take too long and will use too much petrol. Going there by bus would take ages as there is not a good direct service available.	They are not a good idea because the rich can afford to pay and will continue congesting the road, but those on lower income will struggle.	Removing the LTNs in East Oxford would be a good start. Have more bus routes that cover the entire city and better connection services to the surrounding villages.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	Too high	No	Make buses cheaper for all		Negative	Push traffic onto already busy alternate routes already impacted by LTNs		Use the river to provide alternative transportation into Oxford
an Oxford resident	daily	Taxis and private hire vehicles	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Make BUSES FREE FOR LOCAL PEOPLE BETWEEN WORKING HOURS AND SEE WHAT IMPACT THAT HAS ON TRAFFIC AND SCHOOL RUNS	Very negative	Will hurt people that come to Oxford to work and who live locally .. turning Oxford into a Prison	All the surrounding roads will be impacted massively, there wasn't a congestion problem before that LTNS went in.. SUMMERTOWN IS THE WORST FOR PEOPLE THAT DON'T LIVE LOCALLY	Free bus passes, council has the ability now to run its own bus services due to changes in the law, also bus ticket prices are extortionate for such small journeys and cause issues financially, Park and Ride should be free and buses to and from them should be one pound no more, if you want people to use Oxford and use it services make it cheaper for them to access them.
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Fix the badly managed roads and roundabouts	Very negative	It's literally a money making scheme. Not everyone falls into the same category of 'they should walk, get a bus or cycle' I now live in Abingdon, but I grew up in Cowley, I work in Cowley, my partner works in Cowley, my daughter goes to nursery in Rose Hill, I still have a lot of friends and family in Cowley that I see regularly, usually after work. You have already made that difficult with LTNs, I have to sit in a lot more traffic now than I ever did before. People will not stop driving! We pay for our cars, our insurance, our tax, and you want to charge us more just for the privilege of driving in our own city! There is no bus route that will allow me to go to drop off my daughter at nursery, go to work, then to pick up my daughter, and then to visit my family! And if there was it would probably double my journey time! I cycle to work when I can, but not if I have to do the nursery run. I have never ever had a problem cycling round Oxford! The majority of families and households rely on these cars to go about their daily business! Stop trying to penalise them!	You never spoke about this pre election as you knew you would struggle to get voted in! You have ruined Cowley with your LTNs already! You as a council are not listening to residents. Just look at the petition with over 10,000 signatures against! Look at the comments! Put your congestion charge in areas where you were voted in! Leave Cowley alone! Majority of residents do not want your greedy schemes! You seem to be targeting the poorer areas! If you really want it, then open up some of the LTNs so that the traffic can flow freely!	Open up the LTNs! Simple!
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice		Neutral	Neutral	There should be no charges at all	Yes	Make buses cheaper for all, Make bus services more frequent, Extend hours of operation for buses		Negative	To charge residents to travel in their own town or have to obtain a permit to do this is a violation of freedom. Having been born in Oxford and lived here the majority of my life (no over 60) I find this appalling. The council tax is high, living and food buying is expensive, I have to take a car to shop and go to dentist, osteopath, physiotherapist etc as I can't ride a bike or walk well since having breast cancer and the medication affected my joints. I do not qualify as a disabled person but my mobility is challenged. Why should I pay? I pay a huge council tax. I pay huge parking fees. It's totally unfair you take so much money from me already. I speak for many. The girl who told me about this was in tears as she has to travel in Oxford most days. She cannot afford rent. What is wrong with you?! Do you not realise we are being unjust to so many? It's like The PM stripping pensioners of the winter warmer bonus. It's the fringe people like me, who don't quite qualify for anything yet are dependent on using the car for medical visits and shopping . We suffer. And then pay for you to implement a cruel scheme. This is not black and white. We already live in the LTN area. This has doubled many journeys and so use more petrol and make more pollution by being caught up in appalling St Clement's traffic. You are punishing the ones (like Keir Starmer did) who are just not quite qualifying as disabled but help themselves by paying local practitioners to help them. This involves travel. I am not disabled but need to use a car due to painful mobility issues. And I am now to be punished despite being on the state pension with no other income. I don't qualify for Pension Credit. It is us in the grey area that always suffer and take the financial hit. I hope you understand the point I am making. I have contributed greatly to Oxford. I worked in Oxford. My father was Deputy editor of the Oxford Mail. I am an Oxford person. One who is saddened at now being punished at 66 years old and wanting just the freedom of my city to go where I choose or need to go without permits or paying.	See above please	Do not punish residents as this affects businesses. Visitors and tourists can pay a charge as they now do in Venice and other tourist towns in Europe.
a resident of Oxfordshire living outside Oxford	less than weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	No impact	No impact	Too high	No	Other	Fixing the roads	Very negative	Oxford is already hostile to motorists. I already avoid going in to Oxford and go elsewhere wherever there is an option. This will just harm local businesses. many of which have already ceased trading.	As usual, I don't expect the council to take any account of the survey results.	
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice, 25 day passes for residents in the Oxfordshire permit area, on days of your choice, Blue badge holders, Disability benefit claimants, Disabled tax cars, School students with special educational needs, Unpaid carers, Community health or care workers who need to visit multiple locations or travel urgently, Frequent hospital patients, Emergency service vehicles, Firefighters, Registered car clubs, Hearses and funeral cars	I commute to the central permit area by car	Positive	Positive	Too high	No	Make Park & Ride parking cheaper, Make buses cheaper for all, Make bus services more frequent		Negative	As a disabled person I may not have sufficient permits for my carer also, as a health care worker having a disabled permit I would be expected to drive more so as to make it more cost effective for my employer so that they don't have to pay for permits!	I think that the fee should be £2.50 per day and run similarly to the Tyne Tunnel structure.	A better road maintenance plan that doesn't see several works taking place at the same time causing a bottleneck would be better.
a resident of Oxfordshire living outside Oxford	weekly		I live in the central Oxford permit area, or visit a resident of the central permit area by car	Negative	Neutral	There should be no charges at all	Not sure	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Add new bus routes, Make bus services more frequent, Extend hours of operation for buses		Negative			
a resident of Oxfordshire living outside Oxford	daily		I commute to the central permit area by car	No impact	Neutral	There should be no charges at all	No			Very negative	I work in a school along Marston Ferry Road. I do not live in Oxford as I cannot afford it, so I choose to commute in. My commute is already over an hour. This is the same for many of the other teachers in my school who are now questioning whether they can keep working in the school if this comes in. We cannot get the bus to work as we are a 'cross site' school and rely on staff to travel with students in their cars. You are penalising people just trying to get to and from work each day.	There will be a massive impact on teachers that choose to work in Oxford who will leave to work somewhere easier to get to.	
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice, Student students with special educational needs	I commute to the central permit area by car	Very negative	Very positive	There should be no charges at all	No	Make buses cheaper for all, Make buses cheaper for young people, Add new bus routes, Make bus services more frequent, Extend hours of operation for buses		Very negative	Unable to drive short distances due to congestion cameras. Outer road around Oxford and A34 already congested so will cause more delays. Marston to Summertown will become chaos at Banbury Road round about . Traffic will not decrease but the problems will be pushed out further and affect other bus routes comina into Oxford.		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very positive	Negative	About right	Yes	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Add new bus routes, Make bus services more frequent		Very positive	Less traffic, better bus service,better air quality	Charge more for large and polluting cars. Tackle private school traffic.	Charge private school traffic a higher rate
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Very negative	Very negative	There should be no charges at all	Yes	Other	Enforce speed limits. Make bicycle routes better and safer.	Very negative	It is far too complicated, completely baffling as a scheme. It fails to addressing the targets (reduce traffic, pollution) since most of these are generated by larger commercial vehicles and speeding. Any congestion charge must apply to all vehicles (except perhaps public transport) and must be simple to understand and administer (eg any vehicle coming within the ring-road must pay £x per day). Pollution (sound and emissions, including particulates from tyre wear) could be simply reduced (in the first instance) by actually enforcing the 20mph limit - which, again, could also be made simpler(all roads within ring-road...).	Absolute balmy. Why not just go ahead with the bus-gate scheme? I can't understand why the Botley Road closure should have any impact on this plan. Not that I like that plan either (again, too complicated, failing to address actual targets), but at least it would be thematic. Having some sort of a temporary-sticking-plaster-plan (complicated, baffling in itself) seems to be a desperate failure to understand your residents' wishes and the City's requirements (clearer air, safer environment), a proposal born in some sort of vaccuum of governing (we must do something, anything will do!). Please, please reconsider.	1. Enforce the 20mph speed limits. Extend them to all roads within the ring road. This will reduce particulare and sonic pollution, as well as increase road safety. 2. A simple daily congestion charge for driving within the ring-road, for all vehicles except buses and emergency vehicles, with exemptions for individuals and businesses with addresses within that area (along the lines of the qualifications for parking permits). Oxford is blessed (as well as cursed, as far as queues of traffic go) by only a few entrances and exits, so this would be simple to set up and easy to understand. The charge could alternatively be graded by vehicle emissions. You could have fun setting the charge, either very low to avoid discouraging users but generating income, or ramp it up to see if it actually reduces traffic. If you wanted you could offer further exemptions for the disabled and key workers, though each complication adds to possible frustration (key worker has temporary car while other one is in garage, what to do?) and abuse (someone else is driving key worker's car, or key worker is going shopping while off duty). 3. Ideally, both 1 and 2. Note that both are relatively simple proposals, easily understood, and applicable to all vehicles - ie, particularly to vehicles and vans. These are the most dangerous and abusive vehicles in the city; any measure that simply exempts them loses my vote.	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Very negative	Very negative	There should be no charges at all	Yes	Other	Enforce speed limits. Make bicycle routes better and safer.	Very negative	I have a disabled sister and a niece with mental health issues. I need to be able to visit them whenever they need me. Currently I can't do down my sister street at certain times of the day due to restrictions. Your LTN's have already had a massive negative impact where my niece lives as it takes so long for me to get there. You have destroyed Oxford beyond belief. Congested traffic around Oxford is causing more pollution but as long as you get some money in your pockets guess us mere mortals don't matter!	Wonder when you will see that you are harming people who have to live on the alternative routes due to ever increasing traffic fumes due to the introduction of the ridiculous LTNs let alone businesses who have now closed in Oxford	
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make buses cheaper for all, Make bus services more frequent, Extend hours of operation for buses		Very negative	The Oxford City Bypass is not able to cope with the traffic already. It's not designed well and has multiple choke points. A free-flow city bypass is required to start limiting travel within the city.		Make the city bypass better. Redesign the roundabouts in and out of the city so that traffic leaving the city does not have to stop the flow of cars on the bypass.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Very negative	Very negative	About right	Yes	Make buses cheaper for all, Add new bus routes, Add public cycle parking		Negative	There is no camera recognition point in north Oxford, which would allow free access to St Giles via Woodstock and Banbury roads. These would be cleared all day with cars dropping off/parking/using round, trying to avoid the charge.	As above, it would need to be comprehensive to stop avoiders accessing the northern entry points.	Traffic police on the pedestrian areas in town to prevent cyclists from using them (i.e. Cornmarket). More cycle racks.
an Oxford resident	daily		I commute to the central permit area by car	No impact	No impact	There should be no charges at all	No	Make buses cheaper for all, Make buses cheaper for young people, Make bus services more frequent		Very negative	Bus ticket prices are already rising, and with inflation affecting everything—from higher water bills to increased council tax, managing living expenses is becoming extremely difficult. This will only add to the financial burden	Bus ticket prices are already rising, and with inflation affecting everything—from higher water bills to increased council tax—managing living expenses is becoming extremely difficult. This will only add to the financial burden	Reduce bus fares to make public transport more affordable for everyone. Increase the number of buses to reduce wait times and overcrowding. Ensure reliable and timely service by improving the accuracy and consistency of bus schedules, as delays and unpredictable timinas are a common issue.
a parish, town, district or county councillor	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Neutral	Positive	About right	Not sure	Make Park & Ride parking cheaper, Add new bus routes, Make bus services more frequent		Positive	Overall, it will make bus journeys into Oxford more reliable, when using the bus or the park and ride. This will encourage greater ridership. Hopefully, funds raised will go into improving the frequency of buses to Chalgrove, and extend the hours of operation. It would be great to also see a bus that connects Chinnor, Lewknor, Tetsworth and Milton Common with Oxford and ideally also with Thame.	No.	
a resident of Oxfordshire living outside Oxford	weekly	Blue badge holders	I commute to the central permit area by car	Neutral	Positive	There should be no charges at all	Not sure	Other	You shouldn't be doing this to begin with, as it's just another tax on people going about their business. You say it's temporary, but it will not be, as you will get use to the additional revenue.	Very negative	You are restricting peoples lives as if we live in a destopia / fascist claiming to be trying to improve things, when there is no real scientific data to back up your claims. It is a Council be overcontrolling, hooked on power and a self agenda, representing themselves and their own personal views and that not of the greater public. Even the way you've worded this survey is based on deception.	Hold a full, open and transparent public enquiry with all aspects of society, not just the selected few that will support your agenda.	Invest in ideas that will keep traffic flowing, instead of the draconian approach of restrictions and taxes.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Making alternative free options for residents who have children of various areas and go to different schools and then heading to work. Busses are not possible in these situations	Very negative	I do the school run between 730 and 830 and start work for 9am I cannot use the bus service as the children go to two different schools. As the nearest school are over subscribed. Even though I rather not choose to drive I don't have much choice. Should the temporary traffic take place, I will have to do a detour which cost me time, more files, and end up being less green. So from my point of view this is not a good idea, and alternative modes need to be explored rather than taxing and making limitino mobility around Oxford	I do the school run between 730 and 830 and start work for 9am I cannot use the bus service as the children go to two different schools. As the nearest school are over subscribed. Even though I rather not choose to drive I don't have much choice. Should the temporary traffic take place, I will have to do a detour which cost me time, more files, and end up being less green. So from my point of view this is not a good idea, and alternative modes need to be explored rather than taxing and making limitino mobility around Oxford.	I'd say if this is a must then please allow parents freedom to drive their children to and from school and go to work in the city centre without charges and detours and therefore adding congestion in other parts of Oxford
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I commute to the central permit area by car	Very negative	Neutral	There should be no charges at all	No	Make bus services more frequent, Extend hours of operation for buses, Add public cycle parking		Negative	Getting to hospital means travelling more miles than need be and you are also causing more pollution due to having to drive longer. It seems that what you are doing is just causing more pollution outside of the city and you don't care about it.	Instead of pulling in fillers you should have sorted out Botley road issues. In my view you seem to ignore those that live on the Botley road and the issues the Botley road closure has had on the residents. The gates are just another kick in the teeth for us and rest of Oxford. It would help improve things if the bus companies provided a decent bus service instead of cutting them like they did a few years ago back. Also, employee bus drivers who have people skills and stop at the bus stop rather than ignore someone who wants to get on that service. My final point relates to the bus app, it says a bus will be coming in 5 minutes but the bus does not turn up, you email the company to complain and they swear it completely	Travelling by car is easier - possible true for those exempt but not for those that are not. Do you know how many trips take place today by those that are exempt against total traffic use.
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Neutral	Neutral	Too high	Yes	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make bus services more frequent		Neutral	Congestion needs to be reduced but I'm not sure this is the optimum solution. It will be a disaster unless Park & Ride is improved (i.e. it becomes both faster and cheaper). I think the scheme will achieve some reduction in congestion and pollution but at a huge political cost, which will greatly fuel the rise of UKIP. The perception is that this is part of a war on cars and yet another increase in taxes on the citizen. The reality (e.g. it won't cost me anything if I do indeed get 25 free passes a year), is lost on most people. You will need to publicise this strondly and keep your promises.	There is a great danger that it will push even more traffic into the already congested routes from the Ring road to the hospitals; and that these will become gridlocked, creating a public health emergency. It is also essential that you have an emergency process in place to remove the charges whenever the A34 is blocked (as it frequently is); otherwise the Council will rightly be accused of profiteering from and worsening the disruption and delays that result from those events.	You can only do this through a much bigger and wider strategy, probably only possible via the new Regional Mayoral Authority, which gains overall control of budgets and profit centres that are currently run separately (e.g. the Oxford Bus Company, the Highways Authority ...). Until Park & Ride is free, frequent and fast, you will never get enough people out of their cars to solve the problem.
an Oxford resident	weekly		I commute to the central permit area by car	No impact	Very positive	There should be no charges at all	No	Other	Open eynsham park and ride	Very negative	Oxford council continue to make life hard for a motorist especially those who live where park and ride isn't serving. I want to drive an ev in to town and park		
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	There should be no charges at all	No	Make bus services more frequent		Very negative	This will increase congestion on the roads that are open, such as Cowley Road. The LTNs have increased congestion on these roads and this proposal will worsen an already severe problem. Queuing traffic wastes time, fuel and causes pollution.Buses		Bus companies liaise so that their timetables work in harmony to avoid the current situation on Cowley Road when 3 buses arrive in convoy and then there is a long wait for the next convoy.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice. Blue badge holders	I don't	Neutral	Neutral	About right	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all		Very positive	Something obviously needs to be done, and this is a good idea. There are tons of concessions for people that need to drive through the areas. I suspect concessions will need to be tightened in future. but this is a good start.	None	Please please please enforce legal parking in residential areas. People frequently park opposite junctions or otherwise illegally, and it stops traffic flowing properly which contributes to congestion. This is particularly bad in Littlemore.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Very negative	These are all major routes to get to the hospitals in Oxford and you are forcing people to use ring roads which are already congested. Additionally I refuse to believe this council will use the money to improve public transport as time and again they've shown to use it for their own personal gains.		Make park and rides free. You don't even invest the money you currently generate from these charges so I refuse to believe you will make an change on this front.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	Neutral	Too low	Yes	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all		Positive	If the congestion charge works, it should reduce the number of vehicles on Oxford roads, and the proliferation of the number of cars parked illegally (in the stubs of LTNS, in bike lanes, across double yellow lines, and on the pavement). Reducing the number of vehicles driving into Oxford is the only way to improve bus service because they use the same roads! The congestion charge should also help reduce air pollution and make cycling and walking safer. At present there seems to be more road rage, with angry drivers posing a risk to all.	I fear that the measure is set at too low a level; £5 is not much for many people at upper income levels. I fear that it has too many exemptions and permissions for drivers. As a result, I fear that the congestion charge may not actually reduce congestion! I am afraid that if it doesn't deter driving, it will give people a bad impression of the basic premise.	Instead of giving away so many exemptions and passes for vehicles (which may reduce the effectiveness of the congestion charge), there should be offers of free bus passes and reduced bus passes. This would encourage people to use public transport instead of their cars. Reduced congestion in Oxford would benefit everyone! The bus companies should also help cross subsize things. They should offer reduced-price tickets for a period of time to help launch it. Destinations - such as the Westgate and restaurants - should have promotions, giving some token discount on a purchase for those who present their bus tickets. The Park & Ride should also offer discounts for at least a period of time to get things off to a good start. I would also like to see bus fares reduced. (I believe that this is a national policy of sorts.) Those who are concerned about the effect of the congestion charge on low-income people should help find ways to make public transportation options cheaper so that the bus is more affordable. I would like to see a congestion charge that costs more than a two-person, round-trip ticket. There should be steep discounts for multiple family members so that public transport is affordable. Perhaps letting children ride for free with parents. The number of annual passes/exemptions allowed in 2025 not be for the full calendar year. It should be set an an amount in line with the number of days remaining in the year when the charge comes into place. Again, reducing congestion should be something in the interest of everyone! We should solicit support from all business and the bus companies themselves to make this a success.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Negative	Negative	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all		Very negative	If implemented I can only foresee yet more congestion spreading out elsewhere within the ring road.	Well I plain don't see why the council is even contemplating more restrictions with the Botley farce still in full force. If you can't do the bus gates with that route blocked, why on earth think you can do this??	Completely reconfigure The Plain - lose the parking spaces, take a whole heap off the islands. Put roundabouts in at the foot of South Park, at either end of the Donnington Rd, Temple Cowley and anywhere it's feasible and traffic is currently stymied by traffic lights. Ooen the LTNs and install averade speed check cameras.
a resident of Oxfordshire living outside Oxford	less than weekly		I don't	Very negative	Negative	There should be no charges at all	No	Other	Improve the road for cars. There are already enough cycle routes, bus routes which largely get used by taxis. Oxfordshire Council needs to recognise you cannot force people not to use the transportation they want it ude	Very negative	People wi end up getting trapped into paying heavy fines because they either didn't see the signs or weren't able find out how to pay		Improve roads for all users including cars. For many people this is the preferred & more convenient means of transport
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	About right	No	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		No impact	I rarely travel through ny of the proposed restrictions, except for occasionally using Hollow Way, and then much less than 100 times in a vear		Like the LTNs, this is OK but still 'all stick and no carrot'. People need to see the bnefit, not just the possible downside. How about offerina a council tax reduction if people can prove they are usina their car less in Oxford?

Survey Response													
I am responding to this survey as	How often do you travel in or around Oxford?	Please tick which of the following free permits and passes you think you may be eligible for	Do you live in, visit a resident by car or commute by car to the proposed central Oxford	Central Oxford residents' permitit is proposed that residents in the central Oxford	Central Oxford permit area commuters' permitit is proposed workers commuting	We are proposing a single charge of £5 to allow cars without a day pass or permit	Do you think that charges should vary, with drivers of longer cars paying more and	Income generated by introducing the proposed temporary congestion charge would be used to cover the set-up and operating costs of the scheme.	If other improvement, please state	Taking into account all the information we have provided about the proposal to	Please explain your answer	Do you have any other comments about the proposal for six temporary congestion charge locations in Oxford that you have not already shared in this survey?	Do you have any suggestions for other ways to reduce traffic and tackle congestion in and around Oxford?
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Positive	Negative	About right	No	Make buses cheaper for all, Make bus services more frequent, Add public cycle parking		Positive	I am hoping it will reduce traffic.	I am concerned this, like the fingers, will increase traffic through Old Marston at peak commuter times.	An aerial egg lift linking Thornhill P&R > Osler Road / JR hospital > Town Centre.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Negative	Too low	Yes	Make Park & Ride buses cheaper, Make buses cheaper for all, Make bus services more frequent		Positive	Could go further, eg restricting hours of access for "other" vehicles (delivery etc) to outside normal peak times		Reduce the amount of parking currently available with a aim to discourage driving into the centre
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Positive	Negative	Too low	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Add new bus routes, Make bus services more frequent, Extend hours of operation for buses, Add public cycle parking		Positive		I think 3 cars for commuting is excessive	restrict larger vehicles such as trucks and vans within certain hours - so not during peak schools hours (7:30-9, and 3:30 to 5). This would make cycling with kids safer and more appealing.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	About right	Not sure	Make buses cheaper for all, Add new bus routes, Add public cycle parking		Very positive	Would expect to see fewer cars crossing the city centre, so buses would be faster/more timely and walking/cycling would be safer and more pleasant	Seems like a good way to test out the traffic filter ideas before going into the trial proper	School term times seem to produce the heaviest traffic, finding better ways for children to get to schools (rather than being driven in and out individually) could make a big difference. A shift away from the near-universal 9-5 working hours could also help soread out "rush hours".
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	Yes			Very negative	I'm an NHS manager, working almost 24/7, working every day after job planned hours from hime, additional commuting time will have neoative impact on my service		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	Too low	Yes	Add new bus routes, Make bus services more frequent, Add public cycle parking		Very positive	It is currently quicker to cycle in and around the city than to go by bus. The roads should be clearer for people who *need* to use their cars and permit the free flow of traffic. Buses will be quicker, and therefore more appealing to use, and cycling will be safer.	Owing to the timing of sessions, there needs to be provision for access to the ice rink, whether that is by improving bus services or adjusting the congestion charge for users. Otherwise, training would be affected to such an extent that competitive skaters will need to move to other rinks, such as Swindon, which are further away, which will affect the rink's ability to operate and remain competitive	Look to other medieval cities abroad that have put cycling first and see what measures we can adopt. A good example is Uppsala, in Sweden, which is also a medieval university town and is almost entirely car-free in the centre. Cars should be used for getting out of Oxford, and not necessary for getting into or around Oxford.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	There should be no charges at all	Yes	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Negative	I will have to leave my job at the school where I work part time because the most direct route includes one of the charging zones and going the long way would take too long and will use too much petrol. Going there by bus would take ages as there is not a good direct service available.	They are not a good idea because the rich can afford to pay and will continue congesting the road, but those on lower income will struggle.	Removing the LTNs in East Oxford would be a good start. Have more bus routes that cover the entire city and better connection services to the surrounding villages.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	Too high	No	Make buses cheaper for all		Negative	Push traffic onto already busy alternate routes already impacted by LTNs		Use the river to provide alternative transportation into Oxford
an Oxford resident	daily	Taxis and private hire vehicles	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Make BUSES FREE FOR LOCAL PEOPLE BETWEEN WORKING HOURS AND SEE WHAT IMPACT THAT HAS ON TRAFFIC AND SCHOOL RUNS	Very negative	Will hurt people that come to Oxford to work and who live locally .. turning Oxford into a Prison	All the surrounding roads will be impacted massively, there wasn't a congestion problem before that LTNS went in.. SUMMERTOWN IS THE WORST FOR PEOPLE THAT DON'T LIVE LOCALLY	Free bus passes, council has the ability now to run its own bus services due to changes in the law, also bus ticket prices are extortionate for such small journeys and cause issues financially, Park and Ride should be free and buses to and from them should be one pound no more, if you want people to use Oxford and use it services make it cheaper for them to access them.
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Fix the badly managed roads and roundabouts	Very negative	It's literally a money making scheme. Not everyone falls into the same category of 'they should walk, get a bus or cycle' I now live in Abingdon, but I grew up in Cowley, I work in Cowley, my partner works in Cowley, my daughter goes to nursery in Rose Hill, I still have a lot of friends and family in Cowley that I see regularly, usually after work. You have already made that difficult with LTNs, I have to sit in a lot more traffic now than I ever did before. People will not stop driving! We pay for our cars, our insurance, our tax, and you want to charge us more just for the privilege of driving in our own city! There is no bus route that will allow me to go to drop off my daughter at nursery, go to work, then to pick up my daughter, and then to visit my family! And if there was it would probably double my journey time! I cycle to work when I can, but not if I have to do the nursery run. I have never ever had a problem cycling round Oxford! The majority of families and households rely on these cars to go about their daily business! Stop trying to penalise them!	You never spoke about this pre election as you knew you would struggle to get voted in! You have ruined Cowley with your LTNs already! You as a council are not listening to residents. Just look at the petition with over 10,000 signatures against! Look at the comments! Put your congestion charge in areas where you were voted in! Leave Cowley alone! Majority of residents do not want your greedy schemes! You seem to be targeting the poorer areas! If you really want it, then open up some of the LTNs so that the traffic can flow freely!	Open up the LTNs! Simple!
an Oxford resident	daily		I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No			Very negative			
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Positive	No impact	About right	Yes	Make Park & Ride parking cheaper, Make bus services more frequent, Extend hours of operation for buses		Very positive	I think it should be permanent as its a market based solution - only people who need to travel will do so but giving perimist for three ars per household seems excessive and you can then get rid of all the LTNs as well.	No	Introduce an Oyster card scheme that can be used on ANY bus and that will reduce the time spent waiting for people to pay. Second more frequent bus service will be great. I would say instead of bus gates use the congestion charge permanently as it gives an income to improve bus service. Remove the LTNs once there is a congestion charge. Finally too many permits will not be useful to reduce traffic.
a resident of Oxfordshire living outside Oxford	less than weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Neutral	Neutral	About right	Yes	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Neutral	When I travel into Oxford I try to use the park and ride		
an Oxford resident	daily		I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Add new bus routes, Make bus services more frequent, Extend hours of operation for buses, Other		Very negative	It's just a tax on the poor living in Oxford and locals are already at breaking point financially being priced out of the city we were born in. The let's just turn it into a massive campus for students theme has gone too far		Open the LTNs that clearly do not work
a resident of Oxfordshire living outside Oxford	less than weekly		I don't	No impact	No impact	There should be no charges at all	Not sure	Make Park & Ride parking cheaper		Very negative	I dive into Oxford several times a year and park in the Westgate Centre to do shopping in the Centre and in the town. Introducing this congestion charge will increase the cost of me doing this and therefore stop me coming and spending money in the shops. I will go to Cribbsworth and other out of town car friendly towns to do my shopping there instead. You will loose lots of people like me who live in Oxfordshire who come to Oxford to shop. The shops will suffer and some may even close, just like the poor retailers in Botley Road who have seen huge footfall drops which affects their businesses. This will be another nail in the coffin of Oxford retailers. Even with Botley Road closed at the moment, I don't find it too difficult driving in and out of town, so this proposal seems totally unnecessary and smacks of being purely a money making scheme for the Council.	You are proposing to introduce this scheme whilst not providing me with a suitable alternative to travel into Oxford. I live in Burford, so approach from the west along the A40. You have built a £50m white elephant park and ride car park east of Witney which is just sitting there unused. If you opened this (even without the upgrades to the A40 to add a bus lane) and started operating a reasonably priced park and ride scheme, I could use this and avoid paying the proposed congestion charge (plus of course this would take more cares off the road driving into Oxford). You have operating park and rides to the north, south and east of Oxford, but nothing that serves people coming from the west, therefore this is unfair. Please consider opening up the new park and ride east of Witney if you do go ahead with this congestion charging scheme.	Aside from obviously accelerating the time for when Botley Road reopens, I suggest you need to look at easing congestion caused by the roundabout by the BMW garage north of Oxford where the A40 meets the Woodstock Road. This is a massive bottleneck at almost all times of the day for traffic approaching from all directions. People who just want to by-pass Oxford can't and there are huge queues at the roundabout. People who want to go north to the A34 also have to queue there. I really don't understand why a cut through by the new Science Park wasn't put in when that was being built, as it would have taken a lot of traffic away from this roundabout). People come out of Oxford city centre up the Woodstock Road have to suffer long queues (certainly at rush hour) because of traffic backing up at this roundabout. There are just two many roads going into this roundabout with too much traffic on all of them. If you could solve this bottleneck, it would massively reduce congestion for Oxford City traffic going north and people trying to bypass Oxford.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Negative	Neutral	There should be no charges at all	Yes	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Negative	We live in the central area and are elderly. If one of us was hospitalised, as happened for a three week period, the impact of getting to and fro is huge. I once waited over an hour in St Clements for a bus that never came, I was rescued by a taxi. If they brought back the bookable small buses that would make life easier for many. The best thing of all would be to remove a couple of the LTNs in East Oxford which would instantly reduce the amount of traffic going round The Plain roundabout who currently have no other option And the county council also needs to appreciate that not everyone who lives in East Oxford is able to cycle due to age and infirmities.	Just to repeat that free up a couple of LTNs just in one direction each would instantly reduce the traffic round The Plain. To take our animals to the vet, for instance, we have to go round The Plain twice. The recent announcement by the Green county councillor that the air quality is better does certainly not apply to Iffley Road (which for over three hours each morning is just a traffic jam), or Cowley Road, though the electric buses may have had a small impact.	As above, Real people in East Oxford and their quality of life is suffering as a result of LTNs and the proposed congestion charge/bus gates or whatever you want to call it. Cyclists should also need to be licensed and trained to cycle properly, and not on the pavement. They think the rules of the road, and pavements, dont apply to them.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I commute to the central permit area by car	Very positive	Positive	About right	No	Make buses cheaper for all, Add new bus routes, Add public cycle parking		Positive	People unnecessarily use their cars who live in and work in Oxford. It may make them think before travelling also those people who drive 500m to drop off kids at school.	I am concerned about the ring road becoming unusable due to traffic displacement.	Really make parking to drop off children outside school by making it immediately fineable. It is dangerous and unnecessary more often than not.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Negative	Negative	Too high	No	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Negative	previous schemes do not seem to have improved life for many people who are neither young enough or fit enough to cycle and the proliferation of abandoned scooters creates problems for oecple with mobilty or visual problems.	This seems a punitive step Many key works rely on their car to get them to work places at times of the day which are not well served by public transport	Do not allow tourist buses to run their air con systems whilst stationary or waiting in St Giles, and increase the charges for tourist buses in the city.
a resident of Oxfordshire living outside Oxford	less than weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Neutral	Neutral	There should be no charges at all	No	Add new bus routes, Make bus services more frequent, Extend hours of operation for buses		Negative	Will go to other towns without the hassle.	People are used to the freedom and convenience a car gives them and will take their custom elsewhere so if failing businesses is the obiective then vou will succeed.	If you want people to abandon their cars and park out of town then parking and transport into the city all needs to be free and high quality (air conditioned etc). Visit Luxembours City to see how it works well.
a resident of Oxfordshire living outside Oxford	less than weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Negative	Neutral	Too high	Yes	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all		Negative	I think it should stop a bit earlier to let people attend evening shows and there should be an access to the Westgate shopping centre		
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	About right	Yes	Make buses cheaper for all, Add public cycle parking		Negative	It will obviously limit freedom to travel around the city - taking kids swimming etc. the permits will help of course and may offset this. Not sure. It will clearly increase traffic on ring road which is already often congested	Scheme will benefit people/families with more than 1 car.	
a resident of Oxfordshire living outside Oxford	less than weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice. Frequent hospital patients	I don't	No impact	No impact	There should be no charges at all	Not sure	Make buses cheaper for all, Add new bus routes, Other	Park and ride parking free as per Cambridge. Only pay to use bus. Encourages people to park and cycle.	Negative	The ring road will become busier. It already can't take the volume of traffic. There needs to be solutions to that too. Getting to hospitals in rush hour takes ridiculous amount of time.	I'm pleased that regular hospital users would get a permit to enable them alternative routes to hospitals.	
an Oxford resident	daily	Community health or care workers who need to visit multiple locations or travel urgently, Personal cars used as goods vehicles for business purposes	I commute to the central permit area by car	Negative	Negative	There should be no charges at all	No	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Very negative	Limited funds to cover for the charges as well as loss in time as I have to use connecting buses to arrive at my destination every day		
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Very positive	Very positive	There should be no charges at all	No	Make bus services more frequent, Add public cycle parking		Very negative	Without free passes anyone going to the station will have to pay as you can't get there without going through a filter.	The over priority of buses is causing traffic jams. Especially the new oxford north development bus lanes.	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I commute to the central permit area by car	No impact	No impact	There should be no charges at all	Not sure	Make Park & Ride parking cheaper, Make buses cheaper for all, Make bus services more frequent		Very negative	I need to commute into and out of town everyday to drop and collect my son from his school. I cannot afford to pay £25 per week to do this!! I think if your child goes to school in town, there should be no concestion charges applicable either	Bus lanes on Woodstock road are causing traffic to block the roundabouts. A bit more thought would help buses and cars. I don't understand why marston ferry Road and hollow Way are being included in congestion zone. That makes no sense and should be scrapped.	
a resident of Oxfordshire living outside Oxford	less than weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	No impact	Positive	There should be no charges at all	No	Make buses cheaper for all, Extend hours of operation for buses, Add public cycle parking		No impact	I would not be affected by the congestion charges as I avoid driving into the centre of Oxford where at all possible. I do however worry about young parents and families who need to use their car to get into the centre to visit city centre attractions due to difficulty in walking or using pushchairs on buses.	Good luck with it all. I think the LTNs have a worse impact on Oxford centre and local residents.	A cycle route from Eynsham to Botley would be a brilliant use of council money even though it's installation would be a nightmare traffic wise. Also concentrate on actually opening the park and ride at Eynsham, it's a huge white elephant and embarrassment to all involved.
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	Yes	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all		Very negative	I wil not be able to afford to go to work in Oxford, I already have to pay expensive car parking charges.	You will be penalising working people, it's already difficult enough to commute into Oxford to work. The rich and privileged will not care about this charge but will make a massive difference to those on low pay. Crazy	Free frequent buses. Much improved bus routes. Better train links from all satellite towns (Witney)
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Negative	Neutral	There should be no charges at all	Yes	Add new bus routes, Make bus services more frequent		Very negative	My husband and I are both over 65, living in a village with no direct or regular bus route to the JR or other hospitals. We are - unsurprisingly - not able to walk or cycle to hospital appointments. It is completely unacceptable that you are including Marston Ferry Road in this scheme - or the traffic filters. Neither patients, those helping transport them or healthcare and ancillary staff have an option of choosing the times they need to be at the hospital. This is effectively a tax on sickness. Anyone working at the hospital or having the need to visit it should be exempt from any charge for any number of visits needed.	Abolish the proposed congestion charge for Marston Ferry Road because of the location of the JR.	Look at French cities and use trams (on dedicated rails) hot buses.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	About right	No	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Positive	Reducing traffic to make bus journeys quicker	I think priority will need to be given to buses coming out of hollow way onto the slade because of the volume of traffic coming from horsoath driftway	
a resident of Oxfordshire living outside Oxford	weekly	Blue badge holders, Disability benefit claimants	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Very negative	The proposed congestion charges are yet another way of Oxford City Council not caring about their residents and businesses. It is unfair, unreasonable, and frankly ridiculous to think this would have any positive impact on the people that need to get in and out of the city regularly. Oxford is becoming embarrassing to be near as they don't listen to residents, don't care about the amount of traffic their other schemes (which were also overwhelmingly unwanted by residents) have created, and don't care about the people who have to commute or travel through on a daily basis who may not come under and exemption but won't be able to afford to pay. It's shocking and disgusting.		
a resident of Oxfordshire living outside Oxford	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Fire you on the spot.	Very negative	My husband and I are both over 65, living in a village with no direct or regular bus route to the JR or other hospitals. We are - unsurprisingly - not able to walk or cycle to hospital appointments. It is completely unacceptable that you are including Marston Ferry Road in this scheme - or the traffic filters. Neither patients, those helping transport them or healthcare and ancillary staff have an option of choosing the times they need to be at the hospital. This is effectively a tax on sickness. Anyone working at the hospital or having the need to visit it should be exempt from any charge for any number of visits needed.	This is very bad idea. You are trying to lift a bucket with yourself in it by pulling the handle. Try to understand this analogy.	Don't do anything, it seems everything you touch turns to dust.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	Too high	No	Make Park & Ride parking cheaper, Extend hours of operation for buses, Add public cycle parking		Neutral	I cycle or walk	Please provide a comprehensive definition of 'car'.	Lots more cycle parking. Fast, pedestrian free cross city cycle routes. Free park and ride parking to encourage walking and cycling from park and rides.
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car		Very negative	Too high	No	Make Park & Ride parking cheaper, Add new bus routes, Make bus services more frequent		Very negative	I live in Noke which has no bus service and am dependent on a car to get into Oxford. The proposal is unfair for those living in Noke for this reason.	1. There should be a bus service for Noke. This should either be between Noke and P&R, or between Noke and Oxford. The bus stop should be in the village. 2. There should be a P&R close to Noke. 3. The bus lane between the Kidlingtonroundabout and Parkway P&R should be open to cars filtering left into Oxford P&R. Currently, I frequently wait in a long line of traffic leading to the traffic lights when I simply want to filter left into the P&R but cannot because of the bus lane (even with no buses are using it).	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	Very negative	Too low	Yes	Make buses cheaper for all, Make bus services more frequent, Add public cycle parking		Very positive	We need less cars on the road to make cycling safer, to reduce injury and death to cyclists and pedestrians and reduce air and noise pollution in Oxford.	The charges should apply to motorcycles and not just cars. Motorcycles already ignore a lot of the low traffic neighbourhood initiative, going through roads they are not supposed to with no consequences. Penalising car without addressing the problem of motorcycles is only going to make the problems of motocycles worse, as drivers are incentivised to travel with a motorcycle instead around Oxford, which brins higher levels of noise pollution	Improve cycling infrastructure and safety around the city so that people feel safer and confident using their bikes instead of cars. Cycling in Oxford is extremely dangerous as drivers often hate on cyclist. Many people aren't confident enough to take up cycling because it is so cut-throat. Increase penalties on dangerous drivers who do close passes to cyclists, and penalise motorcyclists who ionore low traffic neighbourhood restrictions and go through gates.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Neutral	Negative	Too low	Yes	Make buses cheaper for all, Add public cycle parking		Very positive	As a cyclist I think this will make my journeys around Oxford much safer and cleaner. In general the times when I have near misses with cars tend to be when there's heavy traffic, so anything that cuts down on this and reduces the change of me being hit is a good thing.	I think that the number of permits for Oxford residents is too high to change the way that people think about transport. In terms of air and noise pollution, as well as danger to me as a cyclist, motorcycles are a problem and do not appear to be covered by the current proposals. I think they they should be included in the restrictions alongside cars. I would like some of the proceeds from the scheme to be used to improve cycle infrastructure around the city.	Better cycle infrastructure! I cycle to work along Abingdon Road, where the cycle lane suddenly dissappears at regular intervals. In practice this often makes it more dangerous than not having a cycle lane, as car drivers feel entitled to move into the space I'm cycling in. This has resulted in regular near misses with drivers, which makes me nervous to cycle into town (but I have to as I don't own a car and where I want to go often isn't on a bus route). It often feels like the current cycle infrastructure is only permitted when it doesn't inconvenience drivers, which seems to lead to the mindset that cars are more important and have priority over other modes of transport. This is intimidating when 2 tonnes of metal nearly flattens you on the way to work, and several times I have received abuse for cycling safely when this is perceived to slow down a car driver.
an Oxford resident	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Neutral	Neutral	Too low	Yes	Make buses cheaper for all, Make buses cheaper for young people, Make bus services more frequent		Very positive	I am a cyclist and pedestrian and would like to see further disincentives to car drivers, especially SUVs, to drive into the city. This would make streets safer for all, improve air quality, and traffic flow around the city.	Thank you for all your work on this important initiative. I would definitely like Oxford to follow Paris and other cities and charge owners of large cars and SUVs more for driving and parking in the city.	I would definitely like Oxford to follow Paris and other cities and charge owners of large cars and SUVs more for driving and parking in the city.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	Yes	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Add public cycle parking		Very negative	It is just adding another layer of hard work, having to know where you are driving & what you can and can't do. Its enough having zero emission zones we do not need more signs to read whilst trying to travel, all these signs do is encourage accidents as people need to read them and take their eye off the road, absolute nonsense. I wish the council would listen to what residents of Oxford want & need rather than impose ideas that someone thinks is good.	If the council removed the LTNs we wouldn't have all this traffic! the traffic only came after the LTNs were imposed. The LTNs have made Oxford a nightmare, they do no good for anyone and they've made the road so much more dangerous for cyclists. Remove LTNs and we'd have less traffic queues, people would be less miserable and we'd have less accidents. Council please ask balanced questions directly to Oxford residents and listen to what the people want that you are supposed to serve.	Turn this proposal on it's head, charge businesses to use our roads, rather than charge the people that actually live in the areas that are troubled and remove the LTNs, it's simple really.
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Neutral	Very positive	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all		Very negative	I need to travel to oxford 5 days a week for work purposes. I live in Grove/ wantage. I think it is very negative for people living outside oxford and work in oxford to have only 25 pases a year- it is much easier for oxford resident to use a bus than for other people. My travel time will increase dramatically if I need use the bus service as I can not afford to pay £5 a day, and I can not spend more time travelling because of childcare so thats have a huge negative omact on me.	I think that will make a woodstock road loaded with traffic as in my opinion all people will just travel around to avoid the charges	In my opinion this should not include people who are working in oxford. Please do charge visitors but loose this rules for people who acually need to go to work in oxford, oxfordshire area it is already so expensive and it is very difficult to afford to live here anyway
a resident of Oxfordshire living outside Oxford	less than weekly		I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Very negative	You're putting the buck before the horse: you need to improve alternative services (e.g.: buses, introduce a light railway) before banning cars. If you improve other services, cars will become redundant and people will not view you negatively if there are adequate and cheaper alternatives to running cars. Alternative services are currently inadequate.	It will cause congestion on the the few routes into Oxford, which will add to pollution and poor air quality.	
an Oxford resident	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No			Very negative	It's really negative The reason why the traffic so there is as a result of the council not opening up botley bridge. When this is open traffic modelling should be adhered then this reflected Instead you are choosing to do what you want and not listen. If it were any other council or even house builder we have to follow these rules but seems to be different for oxford. There are a number of private and public schools and parents are not in a position to afford or use public transport and they are being penalised. You are penalising hard working parents and this will kill the centre of Oxford as no one will visit and the impact can already been seen where filters are in oxford that businesses have closed which again has been ignored	Permits should be given in full to all residents in oxford. Not where the line is full permits for all oxford residents or those with a child at school or commuting to oxford	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice, 25 day passes for residents in the Oxfordshire permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	No impact	There should be no charges at all	No	Make buses cheaper for all, Make buses cheaper for young people, Add new bus routes, Make bus services more frequent, Extend hours of operation for buses		Very negative	I live in Oxford and have to regularly commute out of the city for my high level sports club for which we arrange a lift share with other athletes in towns nearby. As students and young people with limited income and the high frequency of our sport, this congestion charge would impede us from sharing lifts and therefore put more cars on the road which is not ideal at all.		congestion has increased massively due to bollards
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice, Registered car clubs	I don't	Very positive	Very positive	About right	Yes	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Positive	I have to commute to Oxford on a daily basis. I choose to commute by bus instead of a car. However, bus travel is expensive and the bus is stuck in traffic a lot. Both make public transport an unattractive choice. Making bus travel cheap, fast and reliable is therefore of the utmost importance.		Taxing large vehicles. Reducing prices of buses. Increasing cycle roads and safety
a resident of Oxfordshire living outside Oxford	less than weekly	Frequent hospital patients	I don't	No impact	No impact	There should be no charges at all	No	Other		Very negative	I need to travel to hospital from outside Oxford		Remove the superfluous bike lanes. Reinstate bus stops rather than stop all traffic behind buses.

Survey Response													
I am responding to this survey as	How often do you travel in or around Oxford?	Please tick which of the following free permits and passes you think you may be eligible for	Do you live in, visit a resident by car or commute by car to the proposed central Oxford	Central Oxford residents' permitIt is proposed that residents in the central Oxford	Central Oxford permit area commuters' permitIt is proposed workers commuting	We are proposing a single charge of £5 to allow cars without a day pass or permit	Do you think that charges should vary, with drivers of larger cars paying more and	Income generated by introducing the proposed temporary congestion charge would be used to cover the set-up and operating costs of the scheme.	If other improvement, please state	Taking into account all the information we have provided about the proposal to	Please explain your answer	Do you have any other comments about the proposal for six temporary congestion charge locations in Oxford that you have not already shared in this survey?	Do you have any suggestions for other ways to reduce traffic and tackle congestion in and around Oxford?
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Positive	Negative	About right	No	Make buses cheaper for all, Make bus services more frequent, Add public cycle parking		Positive	I am hoping it will reduce traffic.	I am concerned this, like the fingers, will increase traffic through Old Marston at peak commuter times.	An aerial egg lift linking Thornhill P&R > Osler Road / JR hospital > Town Centre.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Negative	Too low	Yes	Make Park & Ride buses cheaper, Make buses cheaper for all, Make bus services more frequent		Positive	Could go further, eg restricting hours of access for "other" vehicles (delivery etc) to outside normal peak times		Reduce the amount of parking currently available with a aim to discourage driving into the centre
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Positive	Negative	Too low	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Add new bus routes, Make bus services more frequent, Extend hours of operation for buses, Add public cycle parking		Positive		I think 3 cars for commuting is excessive	restrict larger vehicles such as trucks and vans within certain hours - so not during peak schools hours (7:30-9, and 3:30 to 5). This would make cycling with kids safer and more appealing.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	About right	Not sure	Make buses cheaper for all, Add new bus routes, Add public cycle parking		Very positive	Would expect to see fewer cars crossing the city centre, so buses would be faster/more timely and walking/cycling would be safer and more pleasant	Seems like a good way to test out the traffic filter ideas before going into the trial proper	School term times seem to produce the heaviest traffic, finding better ways for children to get to schools (rather than being driven in and out individually) could make a big difference. A shift away from the near-universal 9-5 working hours could also help soread out "rush hours".
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	Yes			Very negative	I'm an NHS manager, working almost 24/7, working every day after job planned hours from hime, additional commuting time will have neoative imoact on my service		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	Too low	Yes	Add new bus routes, Make bus services more frequent, Add public cycle parking		Very positive	It is currently quicker to cycle in and around the city than to go by bus. The roads should be clearer for people who *need* to use their cars and permit the free flow of traffic. Buses will be quicker, and therefore more appealing to use, and cycling will be safer.	Owing to the timing of sessions, there needs to be provision for access to the ice rink, whether that is by improving bus services or adjusting the congestion charge for users. Otherwise, training would be affected to such an extent that competitive skaters will need to move to other rinks, such as Swindon, which are further away, which will affect the rink's ability to operate and remain competitive.	Look to other medieval cities abroad that have put cycling first and see what measures we can adopt. A good example is Uppsala, in Sweden, which is also a medieval university town and is almost entirely car-free in the centre. Cars should be used for getting out of Oxford, and not necessary for getting into or around Oxford.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	There should be no charges at all	Yes	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Negative	I will have to leave my job at the school where I work part time because the most direct route includes one of the charging zones and going the long way would take too long and will use too much petrol. Going there by bus would take ages as there is not a good direct service available.	They are not a good idea because the rich can afford to pay and will continue congesting the road, but those on lower income will struggle.	Removing the LTNs in East Oxford would be a good start. Have more bus routes that cover the entire city and better connection services to the surrounding villages.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	Too high	No	Make buses cheaper for all		Negative	Push traffic onto already busy alternate routes already impacted by LTNs		Use the river to provide alternative transportation into Oxford
an Oxford resident	daily	Taxis and private hire vehicles	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Make BUSES FREE FOR LOCAL PEOPLE BETWEEN WORKING HOURS AND SEE WHAT IMPACT THAT HAS ON TRAFFIC AND SCHOOL RUNS	Very negative	Will hurt people that come to Oxford to work and who live locally .. turning Oxford into a Prison	All the surrounding roads will be impacted massively, there wasn't a congestion problem before that LTNS went in.. SUMMERTOWN IS THE WORST FOR PEOPLE THAT DON'T LIVE LOCALLY	Free bus passes, council has the ability now to run its own bus services due to changes in the law, also bus ticket prices are extortionate for such small journeys and cause issues financially, Park and Ride should be free and buses to and from them should be one pound no more, if you want people to use Oxford and use it services make it cheaper for them to access them.
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Fix the badly managed roads and roundabouts	Very negative	It's literally a money making scheme. Not everyone falls into the same category of 'they should walk, get a bus or cycle' I now live in Abingdon, but I grew up in Cowley, I work in Cowley, my partner works in Cowley, my daughter goes to nursery in Rose Hill, I still have a lot of friends and family in Cowley that I see regularly, usually after work. You have already made that difficult with LTNs, I have to sit in a lot more traffic now than I ever did before. People will not stop driving! We pay for our cars, our insurance, our tax, and you want to charge us more just for the privilege of driving in our own city! There is no bus route that will allow me to go to drop off my daughter at nursery, go to work, then to pick up my daughter, and then to visit my family! And if there was it would probably double my journey time! I cycle to work when I can, but not if I have to do the nursery run. I have never ever had a problem cycling round Oxford! The majority of families and households rely on these cars to go about their daily business! Stop trying to penalise them!	You never spoke about this pre election as you knew you would struggle to get voted in! You have ruined Cowley with your LTNs already! You as a council are not listening to residents. Just look at the petition with over 10,000 signatures against! Look at the comments! Put your congestion charge in areas where you were voted in! Leave Cowley alone! Majority of residents do not want your greedy schemes! You seem to be targeting the poorer areas! If you really want it, then open up some of the LTNs so that the traffic can flow freely!	Open up the LTNs! Simple!
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very positive	Very positive	There should be no charges at all	No	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Very negative	As someone who lives in Oxford and has to use a car everyday, with friends who do not live in Oxford but have to drive through it everyday, this would be extremely annoying. Driving in Oxford is already frustrating due to the large number of bollards and this would make it even worse.	It should not be introduced. Most people who drive in Oxford do not come into the categories you state but still need to use a car for their daily life. You are just making it annoying and making people want to leave Oxford	Get rid of the bollards - the increase in traffic these cause is ridiculous
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very positive	Very positive	There should be no charges at all	Yes	Make buses cheaper for young people		Very negative	As a teacher - I will have to pass through one of the filters daily. I usually have up to 60 books to take home for marking- I cannot do this if using public transport or walking	Too many buses using the same route in Cowley/Blackbird Leys - hardly any passengers on them causing traffic hold ups	Private schools cause a lot of the traffic issues - with large vehicles coming from outside the city area
a resident of Oxfordshire living outside Oxford	less than weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Negative	Neutral	There should be no charges at all	No	Other	Build more lanes for cars not buses. Build a tram line from north Oxford into Town.	Very negative	Discriminatory towards rural folk who need to come into Town and unnecessary. Will ruin this City and the businesses. Will ruin private schools whose parents have no choice but to drop off their children as they are too young to travel alone by bus or do not have a bus an certainly too young to walk to school from any gate. Poses a danger with respect to safeguarding children and vulnerable peoples safety. Will cause traffic chaos on the one road it seems you can access the westgate to park??	Disgusting idea, just like the LTNs. Give people what they want - you serve them	Remove LTNs and let's go back to how it was where there were no real issues let's be honest
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Very positive	Positive	About right	Yes	Make buses cheaper for all, Make buses cheaper for young people, Add public cycle parking		Very positive	I tend to cycle into Oxford from Wootton near Abingdon or get the bus to the park and ride or 44 but I know that congestion has to be limited in order to speed up bus journeys.	No	Make LTNs permanent and more of them please plus linked up cycling and walking infrastructure
a resident of Oxfordshire living outside Oxford	weekly	Personal cars used as goods vehicles for business purposes	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make buses cheaper for young people		Very negative	Congestion charge would close out regular folk no matter how low the charge, impact working opportunities in Oxford and would not help anv positive imaaes of Oxford and portray neaatively.		Roundabouts
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	There should be no charges at all	No	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Very negative	Driving to my son's school is a requirement. To get to Horspath will now increase travel time by approx 10-15 minutes with traffic on the ring road. My road is on the board of the traffic gate. There should be exceptions for people living a stones throw away from the gate.		Open up LTN's. Make those roads one way streets. Open up Botley quicker, and roads will be back to normal!
a resident of Oxfordshire living outside Oxford	less than weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Neutral	No impact	About right	Yes	Make Park & Ride parking cheaper		Neutral			
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Neutral	Very positive	There should be no charges at all	No	Add new bus routes, Make bus services more frequent, Extend hours of operation for buses		Very negative	Daft idea. Anti car. Should not be progressed.	Daft idea. Anti car. Should not be progressed.	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	About right	No	Make Park & Ride parking cheaper, Make buses cheaper for all, Add public cycle parking		Very positive	I commute to the city centre daily, by foot, bike, or bus. When I cycle or take the bus, I am frequently caught in traffic, slowing my journey. When I am cycling the amount of traffic is a clear and present hazard. And when I am walking the road noise is unpleasant, and the pollution is harmful to my health, noticeably worsening my asthma. Reduced traffic flows would speed up my journeys and improve my health. Encouraging more people out of their cars and onto public or active transport would substantially improve the efficiency of travel around Oxford generally and the health of everyone in the community.	It is noticeable at The Plain that a substantial portion of the traffic comes from Cowley and Iffley Road. While the proposed scheme does address most through-traffic from these roads, with all other exits having congestion charge points, a large portion of the traffic is from parents dropping/collecting their children at Magdalen College School. Almost all of these cars go back the way they came, so will not be affected by the congestion charging scheme. I have reservations about the effectiveness of this scheme in reducing the severe and dangerous congestion around the Plain, due to this significant portion of the traffic being unaffected by the scheme. The scheme may benefit from being augmented with a mechanism to encourage use of the bus network, or the school's dedicated coaches, over dropping children directly at the school gate in private cars.	Make travelling by bus cognitively easier, to lower the barrier to switching from car to bus – simplify fare structures; replace the conflicting CityZone/SmartZone structure with a single central fare zone and further concentric zones outside the city; advertise more prominently the easiest and cheapest ways to buy tickets; make fares simple enough that customers can always have confidence that they are always paying the lowest price for their journey. I find getting the bus in London a lot less confusing and stressful than in Oxford, despite being much less familiar with the city and the routes. That is principally because in London I have to spend no time at all thinking about ticket types, different fares, or getting the best price, or whether I should pay more for a more flexible ticket: I can concentrate solely on how to get to my destination, and trust that the price is fair.
a member of the public living outside Oxfordshire	daily		I commute to the central permit area by car	Negative	Very positive	There should be no charges at all	No	Add new bus routes		Very negative	Already takes me >45 mins to get from work at the hospital to the A420 now it's going to take me even longer as all traffic is diverted the same ways. Will actually make my life miserable if I spend any more time in the car yet all I'm trying to do all day at work is make other peoples lives better.		Build better roads with more bus lanes. Build more houses so less people have to commute in. Build more car parks and more park and rides
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice, Community health or care workers who need to visit multiple locations or travel urgently	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make Park & Ride parking cheaper, Make buses cheaper for all, Add new bus routes		Very negative			
a resident of Oxfordshire living outside Oxford	daily		I don't	No impact	No impact	There should be no charges at all	No	Other	Don't charge for going into Oxford.	Very negative	Charging people who need to visit the JR who CANNOT use public transport for example due to an emergency and have to used these crossed roads is horrendous and incredible wrong.	Don't charge people.	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	About right	No	Make Park & Ride buses cheaper, Make buses cheaper for all, Add new bus routes, Make bus services more frequent, Extend hours of operation for buses		Neutral	I drive across Oxford occasionally, most likely fewer than 100 times per year, so I'm unlikely to be impacted by this scheme. However, I dislike the idea of having to count the journeys, particularly when sharing a car within the family. I am also not in favour of making people drive around the bypass just to get across town - this is what it's like today to get to places on the Botley road, making a 1.5 mile journey into about 5 miles - this is not good for congestion and not good for the environment.		I'd like to see more about the impact of removing the east Oxford LTNs to help reduce the traffic bottleneck at the Plain. Queuing to access this chokepoint appears to be a substantial driver of central Oxford's traffic problems and therefore impacting the bus network.
an Oxford resident	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	No impact	No impact	There should be no charges at all	No	Make Park & Ride buses cheaper, Make buses cheaper for all, Add new bus routes		Very negative	Its another tax on freedom of movement. A resident 100 feet outside the boarder and closer than many 'Oxford' residents received a quarter of the quoter and the same as someone 45 minutes away.	I don't experience much congestion in the Oxford city centre area and travel in a lot.	There is no issue travel times are reasonable. Invest in eco friendly driverless taxi/ multi carrier services
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	No impact	Very positive	About right	Not sure	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make bus services more frequent		Positive	I'm of two minds about it. I think the permits make it very fair. I appreciate the consideration for commuters who park at work in central Oxford. Genuinely! So at the end of the day, I feel positively, I think. However, the Botley way, I think we can all admit, is a disaster, and I'm struggling with whether it's right to capitalise on this mess by introducing a congestion charge instead of putting resource into the real issue: Network Rail.	I know that's not the scope of this survey, but Network Rail seemingly have no incentive to be efficient nor repercussion for their failure to complete the works. Witney built three housing estates brimming with Oxford commuters like myself who saw an excellent opportunity to buy a starter home near work. And instead, for nearly three years now, we've been stuck choosing between the S1 which takes over an hour, my car which takes 45 minutes, or praying there's parking left out at Hanborough station. Please can someone put their foot down?! Punish this company. Sue them. Something! Oxfordshire is being robbed by Network Rail.	I would like to see a "ballet bus" from Witney to either the last stop for the Seacourt Park and Ride Park and Ride bus near the train station, or where the S1 lets off. No Eynsham stops. Give Witney commuters a green, speedier way to get to work. I think it would reduce car traffic to Hanborough and Oxford.
a resident of Oxfordshire living outside Oxford	daily	Driving instructors	I commute to the central permit area by car	Neutral	Neutral	There should be no charges at all	No	Make buses cheaper for all		Very negative	I am a resident within the 'blue area' of the proposed traffic permit scheme and also a driving instructor. I should be eligible for a free pass to go though the traffic filters however these aren't the only roads I will be driving on. What I foresee happening is car drivers finding alternative routes (rather than alternative transport options) and therefore causing heavier congestion on them. Currently the Plain roundabout is jammed from all directions during rush hour and school run times. The introduction of a traffic filter on St. Clarmence will now force private cars onto Cowley and Iffley road making them worse. The Holloway filter will force cars onto the bypass which even now is straining. Similarly with the Marston Ferry Road filter it will force cars onto the bypass and the Cutteslowe roundabout is queued up all day already, and with the St. Cross Road filter in place the only way for a private car to get from East Oxford to North Oxford without paying will be the bypass. Another thing to consider is the increased traffic on the alternative routes will still have an adverse effect on the traffic filtered routes. Cars not going down Holloway will now need to come down from Tesco roundabout creating more traffic at the bottom of Holloway and since the introduction of the bollards to help filter in cyclists vehicles will not be able to exit Hollow Way. Another aspect of this is that I (and my wife) need to get about Oxford when I'm not a driving instructor to destinations which aren't on bus routes, so will either be burning though our allotted free permits, having to pay, or getting stuck in the traffic jams created by the filters.	I feel that this is an ill thought out solution to congestion which has been created by the introduction of the LTNs (on which I made my views very clear in the LTN consultation). Also the cynic in me does note there were no LTNs installed in North Oxford nor are there plans for traffic filters or bus gates.	I gave you some ideas about reducing congestion when you had the LTN consultation. Remove the LTNs, introduce more one way roads, restrict parking on certain roads (and enforce it). Phase lights at certain junctions better.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice, Personal cars used as goods vehicles for business purposes	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very positive	There should be no charges at all	Not sure	Other	Stop NTL and temporary charges of £5 waste of money	Very negative	I don't like the way how Oxford Cancil thinking is bad for the business of community? Should be people free in 2025 go and come in anywhere in UK especially in	Stop, stop stop Oxford City Council be ridiculous	Oxford city Council creator the traffic in Oxford tomorrow and there is more pollution you created
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	No impact	Negative	There should be no charges at all	Not sure			Negative			
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	Very positive	There should be no charges at all	No	Make buses cheaper for all		Very negative	As someone who lives on a road (Sallegate Lane) that is blocked at one end by an LTN, introduction of a congestion charge to Hollow Way would severely impact my ability to get home and take my children to school. Additionally, I work in Oxford city centre, introduction of multiple congestion charges on the way to town will significantly disadvantage me in getting to work.	Although the scheme could potentially improve public transport it is not a guarantee and neither is a surplus from charges gained from its implementation. It is, in my opinion, far more likely that the scheme will lead to an increase in congestion in and around the city as motorists will seek to avoid the congestion charges. Additionally, businesses will suffer substantially, as many of the Cowley and Littlemore businesses did in the implementation of the LTNs. It is my strong belief that the scheme will be implemented regardless of my opinion, and that myself and many motorists will seek ways to avoid the congestion charge whilst simultaneously avoiding switching to the unreliable and overpriced bus services available.	Congestion could more easily be resolved by more refined bus routes and staggered times to reduce the number of buses on the road rather making it easier for them to get around. Cycling has been pushed strongly by the council and road redesigns with meter wide cycle lanes have achieved the purpose of making cycling more attractive. The reality is that cycling in a city prone to flooding, with a high number of buses and high number of bike thefts make cycling unappealing.
a resident of Oxfordshire living outside Oxford	less than weekly		I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Add new bus routes, Make bus services more frequent, Extend hours of operation for buses		Very negative	I don't know my way around Oxford enough to avoid these zones. I'm already having to dodge cyclists, who largely do not follow the rules of the road, on these god-forsaken roads but now having to work out if I am going to enter a congestion charge zone? I'll just avoid going to Oxford entirely. It is too much hassle, I've already had to find other ways into Oxford because of Botley road being closed, which stopped me from even considering going into Oxford 9 times out of 10 (where I live is along the A420) but this is likely to kill off the final 1 out of 10.	This is very short sighted and the wrong way to approach this. Oxfordshire County Council should be looking into why the Botley Road Closure has taken so long and gone so over budget. The over-extension of works screams embezzlement by the company doing it. Let alone the high negative impact on businesses in the area. A congestion charge, even temporary, is more of a tax on people who drive in the area in an already expensive city. Will there be an exemption for those who can't afford it? Or do they not matter to the council? But yeah, continue shooting yourselves in the foot and driving the idiots into Reform's arms.	Sort out Botley Road, ensure cyclists do follow the rules of the road, like NOT JUMPING RED LIGHTS. Reopen LTNs. Lower parking costs as well as park and ride costs to get people to use them more. Encourage the less retail and commercial businesses to focus on setting up outside of the city centre (maybe a rethink of the business rates would help with this).
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Neutral	Positive	There should be no charges at all	No	Other	Make trains cheaper	Very negative	My daughter is national competitive ice skater who needs to be able to access ozone's car park 3-4 days a week to train. She has a parking permit for this, which will be almost invalid due to the congestion zone. This additional charge will make her sport financially unsustainable.	All competitive ice skaters to have a equivalent to commuter permit access.	Underground bus lanes
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	Yes	Make Park & Ride buses cheaper		Very negative	I think the effect on shops , museums any central Oxford businesses will negatively impaired. I for one will choose to go to reading as it's cheaper.	No it's a terrible idea	I think we have the right to drive to our local city without being penalised.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice		Very positive	Very positive	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all		Negative			
a resident of Oxfordshire living outside Oxford	less than weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	No impact	No impact	About right	No	Add new bus routes, Make bus services more frequent, Extend hours of operation for buses		Very negative	With infrequent visits I am EXTREMELY concerned that I will forget to pay this charge and receive a large fine. I have undiagnosed ADHD and call this type of thing "the ADHD tax". Signs en route are totally useless as by the time I've finished my journey I am guaranteed to have forgotten about it. If someone forgets to pay please just give them the opportunity to pay the usual charge after the event with a very minimal admin fee. By far most preferable would be to be able to set up an account that is charged automaticalv.		We need better (more frequent / later) bus &/or train services between Banbury and Oxford. I'd prefer not to drive but the public transport provision from here is very poor and the park and ride service is the worst of both worlds.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	Yes	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all		Very negative			Look at the schools, especially the private ones. Traffic drops so much when they are on holiday. Make them take shuttle buses / large taxi buses. Make buses cheaper or free THEN introduce traffic limiting measures. Otherwise you are penalising the poorer for whom £5 means more. I would catch the bus more if it was cheaper while I can't cycle at the moment.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	Too high	Yes	Make buses cheaper for all, Add public cycle parking		Neutral	We believe that 100 passes p.a. should cover us. Only unknown is that our two children are now learning to drive and may at some stage have jobs in Oxford and their own cars whilst potentially having to live at home for a few years, so this may have a bearing.	I can see some people buying vans if vans are exempt. There are too many 'look at me' status symbol cars in Oxford that are entirely inappropriate and polluting. The idea of staggered charging with larger / higher emission vehicles paying more is, to my mind, a great idea. For people driving more sensible cars, I think £5.00 is too much and should be more like £2.00, £3.00 or £4.00, whilst gas guzzlers could be charged £8.00 - £10.00.	Well, a tram or monorail system would be great, but probably prohibitively expensive. Opening the Cowley branch line should also happen ASAP. Also come up with a way of being able to run privately owned electric scooters / buggies with a means of cost effectively taxing and insuring them. A lot of people would possibly switch but are now physically able to participate in the 'active travel' component. Bells on bicycles should also be compulsory not to mention stations set up on roadways in the winter months to make offenders without lights have some fitted there and then in lieu of a fine. All it take are two elasticated rubber straps, one on each kid!
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	There should be no charges at all	No			Very negative	We live in Barton Park. My daughter's school is in Summertown. There is no direct bus line she can take to go to school. We drives her to school via Marston Ferry Road everyday. There are 190 school days each year, but the permit is only for 100 days. For the remaining 90 days without the permit, I have to drive through Banbury Road to Summertown. I believed other residents who need to go to Summertown school will do the same as me. This definitely will cause the cutteslowe roundabout and Banbury Road more conaested.		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Very negative	Very negative	Too low	Yes	Make buses cheaper for all, Make bus services more frequent, Other	Improve cycle lanes and paths on main roads	Positive	I cycle into and through the centre. Deter cars will make this safer	Make it permanent	Clarify priority at the Briad Street/Holywell Street/Parks Road intersection. There is no consensus who has priority, as the surface looks kind of like a roundabout but there are no signs or markings to say it actualy is. The current practice is that no one olves way to anvone.
an Oxford resident	daily	Personal cars used as goods vehicles for business purposes	I commute to the central permit area by car	Very positive	Very positive	There should be no charges at all	No	Make buses cheaper for all		Very negative	I am a self employed cleaner, i travel all around Oxford, i cannot afford to pay daily £5 , that would be a very big hole in my income		
a resident of Oxfordshire living outside Oxford	daily		I don't	No impact	No impact	There should be no charges at all	No	Other	I volunteer in the town center after work. Including working on the comitee of university societies, and instructing for sports. Driving around the town center or taking the bus makes the already difficult timings harder. I may be forced to give up these activities as expenses are not reimbursed. There would need to, more exceptions	Very negative	Volunteer in the town center after work. Including working on comitee for university societies, and instructing for sports. Driving around the town center or taking the bus makes the already difficult timings harder. I may be forced to give up these activities as expenses are not reimbursed.	Please add more exemptions, such as people performing volunteering activities, both within registered charities and university societies.	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Positive	Very positive	There should be no charges at all	No	Make buses cheaper for all, Make buses cheaper for young people, Add public cycle parking, Other	Make buses free for under 16s like in London	Negative	I live just outside the proposed zone and regularly drive through central Oxford. It would be very inconvenient. But cheaper buses might be a good thing for my family and I would consider getting the bus if they were significantly cheaper	Interesting that it is again not affecting residents in north Oxford and Summertown. Why do these traffic proposals seem to focus on the south and west of the city?	Cheaper buses, free buses for under 16s and over 65s, include taxis in congestion charge, incentives for lift sharing, make the car clubs more accessible
a business	daily	100 day passes for residents in the Oxford permit area, on days of your choice, Personal cars used as goods vehicles for business purposes	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Negative	Positive	There should be no charges at all	No	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Very negative	This plan will make the ring road even busier than it already is!! It will be a absolute nightmare getting from A to B.The buses are expensive and not regular enough in parts of Oxford. Parking is terrible and too expensive.This town will shut down. You are ruining Oxford.	It's a terrible idea. Marston ferry road... Really. It is busy enough trying to get to the JR and schools. We may all not be allowed a pass. It will destroy businesses. RIP Oxford	Open up all the roads. Put on more buses, even smaller ones back and forward to places like JR. from areas. Make them cheaper, or free for people with appointments and their family members taking them. Get rid of LTN !!! Absolutely ridiculous idea. 6 roads all trying to get to busy and dangerous roundabout at st Clements. Make scooter wear helmets compulsery and no double edge
a resident of Oxfordshire living outside Oxford	less than weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Neutral	Neutral	There should be no charges at all	No	Make buses cheaper for young people		Negative	I regularly visit the centre of Oxford and use the park and ride when I can. I enter the proposed permit zone less than weekly but can on occasion be required to travel in more frequently. I moved to this area as I loved being able to "pop" into the centre of the city very quickly if required. The number of free days for use of permit for wider Oxfordshire residents is not enough. The 7pm cut off time does not align with the centre car park evening rates of 6.30pm. Could the charges be used for non electric vehicles? Widen the zones already in place for this. It could put off more people coming into town and I would likely choose to shop at other locations. We were also looking at moving to a more central Oxford location and would now need to consider how this would affect our decision.		
an Oxford resident	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice, Blue badge holders	I commute to the central permit area by car	Negative	Neutral	Too high	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Add new bus routes, Make bus services more frequent, Extend hours of operation for buses		Negative	I live outside the central zone but have to travel inside the zone frequently for health appointments, daily amenities and social activities. I'm concerned about the impact on my life and the impact on small local businesses	Reduce cost of passes and provide more free passes for people living outside or just outside the zone	
a resident of Oxfordshire living outside Oxford	daily		I commute to the central permit area by car	Very negative	Very positive	There should be no charges at all	Yes	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Very negative	I work at City of Oxford College, in the furniture department. I have to bring in heavy items/furniture/tools everyday. I would not be able to carry these on the bus. I also have a 2 year old who goes to a childminders on Donnington bridge road. I need the access to quickly park him up if I need to.		
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	No impact	No impact	About right	Not sure	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make bus services more frequent		Positive	If it makes journey times by bus better and safer for cycling. Less pollution. If our own bus service can go back to every 30 minutes which it used to be, rather than hourly now and go back to running weekend evenings	There will be lots of negative feedback so you must be positive about the benefits and sell the scheme rather than just carrot and stick. People will threaten not to go to Westgate for example so you must promote how easy it will be to use the park and ride. The car park there was a big mistake as it clogs up Abingdon Road and should have been short term and disabled only.	Reduce parking at Westgate to encourage use of park and ride. Improve the bus services that have been cut. Have bike hire at park and rides and train station and safe cycle routes (not on the road) to encourage people and families to cycle. Increase secure cycle facilities, there is only one at Westgate. The train station needs proper secure cycle storage!! Keep on promoting the benefits with a PR scheme. Try to challenge the Jeremy Mogfords with all the benefits. We need a city where people cycle, use a bus or walk as their first choice. Consider changing road markings where cars will be to prioritise the roads for cyclists and pedestrians and buses to discourage car users as happens in other European cities. Prioritise just a few routes this way to get the message across. We only live 4 miles out of the city and could easily have a green cycle route if just small changes were made to the bridleways. If we could get our bus service back to every 30 mins it would make a huge difference.

Survey Response												
I am responding to this survey as	How often do you travel in or around Oxford?	Please tick which of the following free permits and passes you think you may be eligible for	Do you live in, visit a resident by car or commute by car to the proposed central Oxford	Central Oxford residents' permitIt is proposed that residents in the central Oxford	Central Oxford permit area commuters' permitIt is proposed workers commuting	We are proposing a single charge of £5 to allow cars without a day pass or permit	Do you think that charges should vary, with drivers of larger cars paying more and	Income generated by introducing the proposed temporary congestion charge would be used to cover the set-up and operating costs of the scheme.	If other improvement, please state	Taking into account all the information we have provided about the proposal to	Please explain your answer	Do you have any other comments about the proposal for six temporary congestion charge locations in Oxford that you have not already shared in this survey?	Do you have any suggestions for other ways to reduce traffic and tackle congestion in and around Oxford?
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Positive	Negative	About right	No	Make buses cheaper for all, Make bus services more frequent, Add public cycle parking		Positive	I am hoping it will reduce traffic.	I am concerned this, like the fingers, will increase traffic through Old Marston at peak commuter times.	An aerial egg lift linking Thornhill P&R > Osler Road / JR hospital > Town Centre.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Negative	Too low	Yes	Make Park & Ride buses cheaper, Make buses cheaper for all, Make bus services more frequent		Positive	Could go further, eg restricting hours of access for "other" vehicles (delivery etc) to outside normal peak times		Reduce the amount of parking currently available with a aim to discourage driving into the centre
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Positive	Negative	Too low	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Add new bus routes, Make bus services more frequent, Extend hours of operation for buses, Add public cycle parking		Positive		I think 3 cars for commuting is excessive	restrict larger vehicles such as trucks and vans within certain hours - so not during peak schools hours (7:30-9, and 3:30 to 5). This would make cycling with kids safer and more appealing.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	About right	Not sure	Make buses cheaper for all, Add new bus routes, Add public cycle parking		Very positive	Would expect to see fewer cars crossing the city centre, so buses would be faster/more timely and walking/cycling would be safer and more pleasant	Seems like a good way to test out the traffic filter ideas before going into the trial proper	School term times seem to produce the heaviest traffic, finding better ways for children to get to schools (rather than being driven in and out individually) could make a big difference. A shift away from the near-universal 9-5 working hours could also help soread out "rush hours".
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	Yes			Very negative	I'm an NHS manager, working almost 24/7, working every day after job planned hours from hime, additional commuting time will have neoative imoact on my service		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	Too low	Yes	Add new bus routes, Make bus services more frequent, Add public cycle parking		Very positive	It is currently quicker to cycle in and around the city than to go by bus. The roads should be clearer for people who *need* to use their cars and permit the free flow of traffic. Buses will be quicker, and therefore more appealing to use, and cycling will be safer.	Owing to the timing of sessions, there needs to be provision for access to the ice rink, whether that is by improving bus services or adjusting the congestion charge for users. Otherwise, training would be affected to such an extent that competitive skaters will need to move to other rinks, such as Swindon, which are further away, which will affect the rink's ability to operate and remain competitive	Look to other medieval cities abroad that have put cycling first and see what measures we can adopt. A good example is Uppsala, in Sweden, which is also a medieval university town and is almost entirely car-free in the centre. Cars should be used for getting out of Oxford, and not necessary for getting into or around Oxford.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	There should be no charges at all	Yes	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Negative	I will have to leave my job at the school where I work part time because the most direct route includes one of the charging zones and going the long way would take too long and will use too much petrol. Going there by bus would take ages as there is not a good direct service available.	They are not a good idea because the rich can afford to pay and will continue congesting the road, but those on lower income will struggle.	Removing the LTNs in East Oxford would be a good start. Have more bus routes that cover the entire city and better connection services to the surrounding villages.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	Too high	No	Make buses cheaper for all		Negative	Push traffic onto already busy alternate routes already impacted by LTNs		Use the river to provide alternative transportation into Oxford
an Oxford resident	daily	Taxis and private hire vehicles	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Make BUSES FREE FOR LOCAL PEOPLE BETWEEN WORKING HOURS AND SEE WHAT IMPACT THAT HAS ON TRAFFIC AND SCHOOL RUNS	Very negative	Will hurt people that come to Oxford to work and who live locally .. turning Oxford into a Prison	All the surrounding roads will be impacted massively, there wasn't a congestion problem before that LTNS went in.. SUMMERTOWN IS THE WORST FOR PEOPLE THAT DON'T LIVE LOCALLY	Free bus passes, council has the ability now to run its own bus services due to changes in the law, also bus ticket prices are extortionate for such small journeys and cause issues financially, Park and Ride should be free and buses to and from them should be one pound no more, if you want people to use Oxford and use it services make it cheaper for them to access them.
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Fix the badly managed roads and roundabouts	Very negative	It's literally a money making scheme. Not everyone falls into the same category of 'they should walk, get a bus or cycle' I now live in Abingdon, but I grew up in Cowley, I work in Cowley, my partner works in Cowley, my daughter goes to nursery in Rose Hill, I still have a lot of friends and family in Cowley that I see regularly, usually after work. You have already made that difficult with LTNs, I have to sit in a lot more traffic now than I ever did before. People will not stop driving! We pay for our cars, our insurance, our tax, and you want to charge us more just for the privilege of driving in our own city! There is no bus route that will allow me to go to drop off my daughter at nursery, go to work, then to pick up my daughter, and then to visit my family! And if there was it would probably double my journey time! I cycle to work when I can, but not if I have to do the nursery run. I have never ever had a problem cycling round Oxford! The majority of families and households rely on these cars to go about their daily business! Stop trying to penalise these!	You never spoke about this pre election as you knew you would struggle to get voted in! You have ruined Cowley with your LTNs already! You as a council are not listening to residents. Just look at the petition with over 10,000 signatures against! Look at the comments! Put your congestion charge in areas where you were voted in! Leave Cowley alone! Majority of residents do not want your greedy schemes! You seem to be targeting the poorer areas! If you really want it, then open up some of the LTNs so that the traffic can flow freely!	Open up the LTNs! Simple!
a resident of Oxfordshire living outside Oxford	less than weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	No impact	No impact	There should be no charges at all	Not sure	Other	Reverse the traffic measure which causes the congestion you are tryina to maasage with this one.	Very negative	We no longer visit Oxford, you have achieved your aim of reducing car traffic by causing us to take our custom to other cities.		Reverse the traffic measures which stall the flow of traffic trying to bypass your city. Stop approving planning applications which increase the load on the aforementioned bypass.
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Neutral	Very positive	There should be no charges at all	No	Make buses cheaper for all, Make bus services more frequent, Extend hours of operation for buses		Very negative	I don't believe there should be a congestion charge introduced. This will congest other areas. It will have a negative impact for people visiting Oxford, and businesses.	I object to these charges.	Prioritise the Oxford railway bridge works so it can open in 2025.
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice, Frequent hospital patients	I don't	Very negative	Very negative	There should be no charges at all	No	Other	Scrap the scheme as detrimental to essential oxford visitors	Very negative	Any action to increase congestion on the supposed 'Ring' Road is very negative.	This proposal is nibyism by those who promote the few living parochial lives in centre of Oxford over needs of the rest of the Oxfordshire population.	Build new hospitals in Banbury and Didcot and close the Oxford hospitals. Travel to and from Oxford is easy, right? Promote out of town shopping in Witney and Wallingford Promote leisure facilities on the perifferery towns of Oxfordshire so Oxfordshire people don't need to go near the city of Oxford.
an Oxford resident	less than weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Positive	Positive	About right	Yes			Positive			
an Oxford resident	less than weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Stop the anti-car campaign and let us move around our city as we please!	Very negative	If this ridiculous scheme goes ahead I wont be going into Oxford anymore, I'll go where I can park for free or go out of county!	No apart from have some common sense for once and listen to people	If you want more people to use public transport you need to make it really cheap (£1) & very accessible - which is not happening at the moment.
a resident of Oxfordshire living outside Oxford	less than weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Very negative	Very negative	There should be no charges at all	No	Other	You should not apply any charge to the area to kill local economy and freedom. You should build the auto pay system before you launch any charge policy. This is very bad idea which make our city dead. My area don't have any train/ direct bus.	Very negative	This idea is kind of killing the city, freedom and local economy. In my area, we don't have train. We only have few bus to local town centre and reading only. Car is nearly the only method for living. This policy is like a thief to steal money from local resident. Please also build autopay system before you launch any charge idea or policy. This idea is very bad. Hope the county think twice	Please build tube underground throughout Oxfordshire and connecting to London instead of any charge policy	Please build tube underground subway throughout Oxfordshire and connecting to London instead of any charge policy
a resident of Oxfordshire living outside Oxford	daily		I don't	No impact	Neutral	Too low	Not sure	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all		Neutral	As a bus user, car users will just pay the £5 and it will have very little impact on the congestion on the Abingdon road. I currently pay £5.25 for two of us to use the park and ride so this initiative provides no incentive for car users to stop driving and use the park and ride or buses. I stopped using the X40 from Wallingford as congestion was so bad down the Iffley road. Abingdon road is a complete nightmare. I walk to the park and ride from St Giles and mostly get there quicker than the bus.	Park and ride parking should be free. If the majority of car users were to use the park and ride there would not be a problem.
a resident of Oxfordshire living outside Oxford	less than weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Neutral	Very negative	Too low	Yes	Make Park & Ride parking cheaper, Make buses cheaper for all, Add public cycle parking		Positive	Usually travel by bus from Abingdon. Hoping this scheme will reduce bus delays on Abingdon Rd	Put it place asap!	Extend bus gates to start from near Redbridge P&R down Abingdon Rd to existing ones in central Oxford, this would surely improve bus times radically and make the road more attractive to cycle down.
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	No impact	No impact	There should be no charges at all	No	Make Park & Ride parking cheaper		Very negative	Oxford is important to people living in Oxfordshire, and on top of expensive parking you add another costly complication showing disrespect to our time and money.	Dreadful, another negative for living in Oxfordshire after the 20mph nonsense.	Increase the speed limit from 20mph to 30 mph, and stop intervening.
a resident of Oxfordshire living outside Oxford	daily		I commute to the central permit area by car	Neutral	Neutral	There should be no charges at all	No	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Very negative	I work in the area and it will cost me £5 per day to travel to work. The nature of my working day means I, and colleagues, need our cars as we travel around the county visiting students and our school is multi site around the county	I think it should not go ahead, or permits should be considered for school staff.	
an Oxford resident	daily		I live in the central Oxford permit area, or visit a resident of the central permit area by car	Negative	Very negative	About right	Yes	Make buses cheaper for all, Make bus services more frequent, Add public cycle parking		Positive	I do not own a car and would welcome fewer cars on the road: less pollution, less noise, more safety, more room for cyclists and pedestrians.		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Positive	Neutral	About right	Yes	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all		Positive			More enforcement against illegal electric bikes
a resident of Oxfordshire living outside Oxford	less than weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Very negative	Very negative	There should be no charges at all	Not sure	Other	DON'T INTRODUCE THE CHARGE AT ALL! It is an unfair fine for people who need to travel to Oxford and cannot use a bus and it will be the final nail in the coffin for locals to visit the city centre. This is an extremely BAD idea!!!	Very negative	While I use the bus to travel into Oxford occasionally, there are times when taking a car is a must (delivering goods for work-illness, visiting the hospitals etc). This charge is completely unfair to those who have the misfortune to live near a city where the council hates cars and are greedy. We can't all get on a bike, there are times when bus travel is impossible (have you ever had surgery?) and this will finally kill businesses in Oxford. To add insult to injury – you even dangle the prospect of a nearby park and ride that doesn't even have access to it – why not finish one project before steamrollering ahead with another hair-brained scheme which will just force people to travel further afield. Surely this isn't environmentally friendly??	Not really. You won't listen to anything anyone says – you've already made up your mind and this survey is just a box-ticking exercise. This scheme has failed in London and it will fail here. It does not reduce congestion it is just a stealth tax to fleece motorists and locals trying to get by in their day-to-day life. Badly done, Oxfordshire, badly done indeed.	Make a duel carriageway on the A40 from Witney to Oxford. Add a sliproad onto the ringroad. Finish the Eynsham park and ride!!! Employ better staff.
a resident of Oxfordshire living outside Oxford	weekly		I don't	Very negative	Positive	There should be no charges at all	No	Make Park & Ride parking cheaper, Make buses cheaper for all, Add new bus routes		Very negative	I have children who play ice hockey at the Oxford Rink and to transport equipment for training via buses DURING THE SCHOOL WEEK is not feasible. At weekends it is possible and we do use the park and ride bus. However a £5 charge being imposed onto of any parking costs will absolutely deter many parents from their children playing the sport. This will have a devastating affect on the Junior levels participating in the sport in Oxford and therefore the income of the Ice Rink. This will almost certainly make it uneconomic to run the ice rink and it will close in time! A loss of a well run sports facility in the city.	These proposals do not consider ice rink users and no consultation has taken place on these proposals. It is imperative that an ice rink car registration system is installed in the ice rink (As its already done at Lee Valley Ice rink, Alexandra Palace ice rink etc) so as not to penalise young athletes in their sport. I know the ice rink parking will be removed at some stage (another poor decision for sport!) but this area should always have been used to encourage ice rink use and not as a Westgate overflow!	Shoppers going to the Westgate car park is reason for such parking problems at weekends in Oxford. It is very obvious that this is the issue. More could be done by working with the Westgate to encourage shoppers to use public transport. However they have been given permission for this amount of car parking and it clearly causes huge problems for the city!
an Oxford resident	daily		I don't	Neutral	Neutral	Too high	No	Make bus services more frequent, Extend hours of operation for buses		Very negative	I will be unable to play sports as I do at the moment, and visit the theatre as they are within the charging zone		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Negative	Very negative	Too low	No	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Very positive	The amount of vehicle traffic is unsustainable and means that public transport is not a viable option	The charge must be more than the cost of parking otherwise people will simply add £5 to the cost of driving into Oxford	more bus and bike priority. Hang in there everyone this has to be done
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice, Blue badge holders. Frequent hospital patients	I commute to the central permit area by car	Very negative	Positive	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all		Negative	I am the only driver in our household, my husband being severely vision-impaired, and work in North Oxford - travelling in from Abingdon. I cannot get the hours into my working day without using my car, under current public transport provision, including taking my daughter to school and husband to work en route. He has frequent hospital visits for which we require the car - public transport will not enable us to take the journeys we need to take.	N/A	Please trial something along the lines of 'Give the Bus A Go' - you operate a campaign for three months whereby you give people reduced fares/parking for P&R and increase the number of buses and encourage them to give it a go. You have three months to change people's habits. Without incentives I don't think you're going to do this - people who can afford to pay will. AND/OR you incentivise people to change their fossil fuel burning vehicles like London - charge those with the most polluting vehicles
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very positive	Very positive	About right	No	Make buses cheaper for all, Make bus services more frequent, Extend hours of operation for buses		Positive			
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Positive	Positive	About right	Yes	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Extend hours of operation for buses		Positive	Main worry is that this scheme doesn't have much time to bed in and be fine tuned before the traffic filters trial begins. It could mean a lot of chanoes in traffic rules in Oxford over a two vear period, which could create confusion.		

a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Positive	Positive	There should be no charges at all	Yes	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Neutral	If public transport is convenient and affordable, people will naturally drive less. I currently commute from Bladon to Summertown by bus, paying £6 daily. It takes 40 minutes in the mornings and more than an hour in the afternoons. From September, I'll be commuting from Elmsbrook, Bicester. I will be needing two buses or 2 buses and a train and it will be taking me more 1hr and 15 minutes. Some buses, like 500 from Elmsbrook Bicester, do not appear until very late for me to go to work. Commuting with a car from both Bladon and Bicester is currently far cheaper and far quicker when driving. So, choosing the bus is a personal sacrifice and I know that the same goes for many of my colleagues. You have to help make taking the bus the "perfect choice" and not a "personal sacrifice". You should not start charging people anything until you ensure excellent, frequent and affordable bus and train services.		a. Ensure buses from areas that are popular for commuters run more frequently and are affordable/cheaper to use than cars (e.g. Bicester, Bladon, Woodstock, Cotswolds, etc.). b. Investigate new routes that are quicker. Currently, for example, if a person wants to take S3 bus to go to Chadlington it will take over an hour and a half. It's cheaper and quicker to drive. Why shouldn't a commuter choose driving then? c. Visit the places where most commuters live and ask people what it would take for them to use buses and not cars? d. Some of us will never cycle long distances as long as cars and bicycles are on the same road. Increase cycle paths (e.g. make pavements wider and add cyclists lanes)
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Negative	Negative	There should be no charges at all	No	Make buses cheaper for all		Negative	It is clear these traffic schemes don't work. East oxford has become unlivable since the council started forcing these measures on people despite consistent and strong opposition. The council have not presented any data to show why this might work e.g. how many cars do they estimate currently travel through the area that would not be able to and why this would be significant enough to improve traffic. It's simply an ideology it feeling that this will help without any sensible data gathering to back it up.	Consultantation should be taken seriously and opposing views nit simply dismissed. It's clear these decisions are a for gone conclusion with this council. One thing not considered is the impact on trade within the area....it's already difficult to get a builder to come to east oxford because of LTNs	Open the LTNs. It was far better before.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Very positive	No impact	About right	Yes	Make Park & Ride buses cheaper, Add public cycle parking, Other	Improve cycle paths on roads eg include bollards to help people feel safer and encourage travel by bike. Include areas towards and in new housina projects.	Very positive	We cycle most places and walk as well as take bus journeys to and from town and railway station. This scheme will help us travel more quickly and feel safer plus improve the environment of traffic noise and general surroundings with less car travel.	Consider a similar scheme permanently	Cyclists on rented bikes or deliverers often on electric bikes can be dangerously ignoring road use etiquette. This can hinder those who wish to cycle. Provide free cycling sessions to all and encourage more cycling.
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Positive	Positive	There should be no charges at all	No	Add new bus routes, Make bus services more frequent		Positive	I am a pensioner and it will affect visits to the hospitals and also collecting people from the station. My every day travel is already affected by the LTNs. You are mad kina	Yes you are making pockets of areas cut off from one another.	I think one way systems are much preferable to blocking off roads completely
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice, Business cars used as goods vehicles	I commute to the central permit area by car	Very negative	Very positive	Too high	No	Make Park & Ride parking cheaper, Make buses cheaper for all, Extend hours of operation for buses		Very negative	As a tradesman that works in Oxford regularly it would have a drastic consequence on the price of jobs and it would make parking for jobs in central Oxford as a tradesmen even worse than it already is		
an Oxford resident	daily		I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Do not introduce this charge	Very negative	I am a keen cyclist and commute to work by cycle every day. However I am strongly against this scheme. This is because it would have a strong negative impact on the quality of life of me and my family. I live within 300m of the St Clements barrier. However, because me and my family live in postgraduate accomodation, I am not eligable for a 'residents' car pass, despite living here for 3 years. This scheme therefore prevents me from taking ANY trip via car without being charged, even though my intention is always to leave Oxford from my home, not enter the city center. The impact this will have is that it will reduce my ability to visit friends and family, and participate in hobbies at the weekend, and prevent friends and family from visiting me. This will have a substantial negative impact on my mental health. Logging into the online payment system everytime I want to leave Oxford will be a substantial burden, not only financially, but on my mental load, and and time. I must assume that I will forget, or miscount trips, at least once, and I expect in response you will punish me with a large fine.	As it stands, I am strongly against this scheme. However, it is possible to gain my support for this scheme. In order to do so, you would need to allow ALL people living and working within Oxford center, and within ~500m of a barrier, the ability to move freely past the barriers, out in the morning and back in the evening. This will still reduce congestion whilst allowing people in Oxford the freedom to live and work.	Drivers passing close and fast is a persistent problem for me. When this happens, I have nowhere to report this problem (e.g. a number plate, time place etc.) to. We need a system to hold these drivers to account, or it will continue to be a problem.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very positive	Very positive	There should be no charges at all	No	Make Park & Ride parking cheaper, Make buses cheaper for all, Other	tram would be perfect to get rid of the congestion	Very negative	people do drive for necessity it doesn't provide any solution to the problem	I think looping minibus services from park and ride to local schools would be a great improvement	if there would be 2 bus lines directly between north-south and east-west that would greatly reduce the unnecessary trips
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Positive	Positive	About right	Yes	Make Park & Ride buses cheaper, Make buses cheaper for all, Add public cycle parking		Very positive	Traffic congestion is an obvious Oxford problem, especially visible on the routes converging on The Plain. It adds to the hazards of cycling (though cyclists, especially electric cyclists, should behave a lot better and the rules of the road should be enforced on them as well).		These are the obvious priorities.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	About right	Yes	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Very positive	If this speeds up bus travel times in Oxford it will be massively beneficial to me and my young kids. As none-drivers, we rely on the busses to get around. But the current congestion issues and lack of bus routes really limits how far we travel and what we do. I would for example love to be able to go to the pool with my kids and start swimming lessons and also to not have to rely on the goodwill of family to give us lifts to the hospital (which we need to visit frequently).	My worry is that those with the funds/means will not see the £5 as a big deal and continue driving (hence the impact not being as big as hoped for). I hope the proper bus filters will not be delayed further, but am really supportive to try this solution out as an interim. If bus routes could better connect different parts of the city (i.e. not always having to travel into the city centre to change routes), I think this would also encourage both uptake of buses as an alternative	I think the car sharing schemes (like co-wheel) are excellent and would welcome more support and an expansion of these in the future.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I commute to the central permit area by car	Negative	Very negative	There should be no charges at all	Not sure	Make buses cheaper for all		Negative		I strongly disagree. History shows that temporary taxation tends to become permanent. Once the council has "enjoyed" the benefit of a temporary increase in funding through this revenue stream, it will be very difficult to give it up. I do not believe this will be a temporary measure, and you should consult with transparency that this is at least a possibility.	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Very negative	Negative	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all		Very negative	Sorry I don't support this scheme. The impact on central Oxford traffic will be minimal. Oxford centre will become a place for car owners who can afford it. As a cyclist I will still be having to share cycle lanes with buses and taxis, and all the heavy goods vehicles will remain. As a resident I will be faced with a complex and confusing arrangement that, let's be honest, is aimed to raise money and mostly from the unaware and the uninformed. I have been fined because of similar schemes in London simply because I was unaware of traffic arrangements/times and so was Google maps. Oxford CC provides no evidence of traffic pollution to support its policy, nor evidence on the impact of local businesses. Provide safe cycle routes and cheap buses/park and ride. and people will use them.	See above	See above
a resident of Oxfordshire living outside Oxford	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make buses cheaper for all		Very negative	Oxford is already one of the most expensive ares of the country to live and work in - additional cost will affect the most needy as always who should be protected from additional costs.	It appears that the main contributors to traffic congestion and the most polluting vehicles ie; holiday and tourist coaches are exempt?? Please feel free to try and cycle down Beaumont street or St Giles and try and get around double parked coaches in the cycle lane - engines running as tourists embark,disembark pollution is beyond the scale and congestion is as bad as it can get. Coaches double park in St Giles and stop anywhere they feel - Traffic wardens when they are about ignore them and allow all manner of road traffic laws to be abused? ? - this cannot be right - Coaches should either be banned completely and provided with a safe drop off area outside the City limits or banned completely end of?	Reduce the number of Traffic lights and pedestrian crossing as this slows up the flow of traffic through the pinch points in Oxford. Proper dedicated cycle lanes not just pinching part of the already too small roads is required.E bikes and E scooters need to be regulated as there are a significant number of them that are not legal and the users have no insurance or ability sometimes to ride them! - Many times at night users have been drinking and are all over the road and pavements! No cycling without lights is ever enforced, this needs to change!
an Oxford resident	daily		I don't	Very positive	Very positive	Too low	Yes	Make buses cheaper for all, Add new bus routes, Add public cycle parking		Very positive	I walk and cycle everywhere, taking buses if the weather is terrible. I find all the cards clogging up the public spaces intrusive, noisy and polluting.	Make it permanent!	Expand the ZEZ to cover the whole city. Increase rural buses. Impose a congestion charge on anyone driving into the city. Charge for all car parking.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice, Unpaid carers	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Build trams and reopen bus paths so buses can cross from north to east or west to south	Very negative	Reverse the LTN and traffic congestion would ease. Or introduce trams. These half measures do not incentivise a change in transport. People need to get to the city to work and care for people. This is a mistake.	Do not implement them. They penalise people who cannot use alternative transport, will increase the amount of pollution as more cars will go around the city for longer journeys and it is in a valley!	Take away the LTNs make more roads one way, create cycle only ways around the city. Add trams, yes they are expensive but this requires a long term infrastructure solution suited to the size of city we are.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Positive	Negative	About right	Yes	Add new bus routes, Make bus services more frequent		Neutral	It is focussing on one type of travel, but will encourge higher polluting Vans + HGVs to travel through Oxford rather than around the ringroad.	Current scheme encourages business owners to buy vans, where a small car would have sufficed. I am moving house to another part of Oxford (after 13 years) as a result of LTNs, traffic at St.Clements has been high polluting for 3 years now.	Vans and HGVs should be included. Coaches should not be allowed to stop for long time periods on mains roads, e.g. Coaches for MCS on Iffley Rd. Open sports facilities in Oxford, so we don't need to travel over 20mins to access lesure facilities/sports clubs, many of which are outside the ring road. Thank you
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Positive	Negative	About right	Yes	Make Park & Ride parking cheaper, Make buses cheaper for all, Make bus services more frequent		Very positive	'Reducing the number of car journeys and reducing congestion will mean - the bus service is faster and more reliable. - cycling safer and more pleasant. - faster car journeys for those who need them (e.g. blue badge)	To maximise effectiveness in the scheme, improvements in bus and cycle infrastructure should occur in tandem.	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Positive	Positive	There should be no charges at all	No	Make Park & Ride buses cheaper, Add new bus routes, Make bus services more frequent		Very negative	REDACTED	REDACTED	REDACTED
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	Too low	Yes	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Very positive	I would like to see fewer unnecessary car journeys making the city congested and polluted for everyone. I think a congestion charge is a good measure while the Botley Road works delay the bus gates.	No	
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice, Personal cars used as goods vehicles for business purposes	I commute to the central permit area by car	Positive	Very positive	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all		Very negative	It will add an extra cost of living to everyone		Improve the roads
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	There should be no charges at all	No	Other	Make car parks cheaper - parking in Oxford is outrageously expensive and discriminates against people who need a car and can't cycle,walk or go by bus.	Very negative	This proposal will result in yet more congestion on the ring road. The Council seems to forget that the ring road isn't just any other road in Oxford but part of a national set of routes. It will be so difficult for either myself or my partner to get to our allotment, that we may end up giving it up despite the benefits and enjoyment it brings. We are not disabled enough to get blue badges but we are both unable to ride a bike or walk very far and visiting by bus (two buses each way) is impractical.	A surprising number of people are disabled in some way - not necessarily so severely they can qualify for a blue badge but sufficiently to seriously affect their lives. The nightmare of the traffic problems arising from LTNs has already had a major impact on us. We lead more restricted lives than we did before, our children find it more difficult to visit and will not contemplate living in Oxford and it has become noticeably more difficult to get tradesmen to attend jobs in the city.	Reopen the LTNs and traffic on routes such as St Clements would diminish immediately. The city needs to work for everyone not just the young and able bodied.
an Oxford resident	daily		I don't	Neutral	Neutral	Too high	No	Make bus services more frequent, Extend hours of operation for buses		Very negative	I will be unable to play sports as I do at the moment, and visit the theatre as they are within the charging zone		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Negative	Very negative	Too low	No	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Very positive	The amount of vehicle traffic is unsustainable and means that public transport is not a viable option	The charge must be more than the cost of parking otherwise people will simply add £5 to the cost of driving into Oxford	more bus and bike priority. Hang in there everyone this has to be done
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice, Blue badge holders. Frequent hospital patients	I commute to the central permit area by car	Very negative	Positive	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all		Negative	I am the only driver in our household, my husband being severely vision-impaired, and work in North Oxford - travelling in from Abingdon. I cannot get the hours into my working day without using my car, under current public transport provision, including taking my daughter to school and husband to work en route. He has frequent hospital visits for which we require the car - public transport will not enable us to take the journeys we need to take.	N/A	Please trial something along the lines of 'Give the Bus A Go' - you operate a campaign for three months whereby you give people reduced fares/parking for P&R and increase the number of buses and encourage them to give it a go. You have three months to change people's habits. Without incentives I don't think you're going to do this - people who can afford to pay will. AND/OR you incentivise people to change their fossil fuel burning vehicles like London - charge those with the most polluting vehicles
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very positive	Very positive	About right	No	Make buses cheaper for all, Make bus services more frequent, Extend hours of operation for buses		Positive			
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Positive	Positive	About right	Yes	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Extend hours of operation for buses		Positive	Main worry is that this scheme doesn't have much time to bed in and be fine tuned before the traffic filters trial begins. It could mean a lot of chanoes in traffic rules in Oxford over a two vear period, which could create confusion.		

Survey Response													
I am responding to this survey as	How often do you travel in or around Oxford?	Please tick which of the following free permits and passes you think you may be eligible for	Do you live in, visit a resident by car or commute by car to the proposed central Oxford	Central Oxford residents' permitIt is proposed that residents in the central Oxford	Central Oxford permit area commuters' permitIt is proposed workers commuting	We are proposing a single charge of £5 to allow cars without a day pass or permit	Do you think that charges should vary, with drivers of longer cars paying more and	Income generated by introducing the proposed temporary congestion charge would be used to cover the set-up and operating costs of the scheme.	If other improvement, please state	Taking into account all the information we have provided about the proposal to	Please explain your answer	Do you have any other comments about the proposal for six temporary congestion charge locations in Oxford that you have not already shared in this survey?	Do you have any suggestions for other ways to reduce traffic and tackle congestion in and around Oxford?
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Positive	Negative	About right	No	Make buses cheaper for all, Make bus services more frequent, Add public cycle parking		Positive	I am hoping it will reduce traffic.	I am concerned this, like the fingers, will increase traffic through Old Marston at peak commuter times.	An aerial egg lift linking Thornhill P&R > Osler Road / JR hospital > Town Centre.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Negative	Too low	Yes	Make Park & Ride buses cheaper, Make buses cheaper for all, Make bus services more frequent		Positive	Could go further, eg restricting hours of access for "other" vehicles (delivery etc) to outside normal peak times		Reduce the amount of parking currently available with a aim to discourage driving into the centre
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Positive	Negative	Too low	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Add new bus routes, Make bus services more frequent, Extend hours of operation for buses, Add public cycle parking		Positive		I think 3 cars for commuting is excessive	restrict larger vehicles such as trucks and vans within certain hours - so not during peak schools hours (7:30-9, and 3:30 to 5). This would make cycling with kids safer and more appealing.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	About right	Not sure	Make buses cheaper for all, Add new bus routes, Add public cycle parking		Very positive	Would expect to see fewer cars crossing the city centre, so buses would be faster/more timely and walking/cycling would be safer and more pleasant	Seems like a good way to test out the traffic filter ideas before going into the trial proper	School term times seem to produce the heaviest traffic, finding better ways for children to get to schools (rather than being driven in and out individually) could make a big difference. A shift away from the near-universal 9-5 working hours could also help soread out "rush hours".
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	Yes			Very negative	I'm an NHS manager, working almost 24/7, working every day after job planned hours from hime, additional commuting time will have neoative imoact on my service		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	Too low	Yes	Add new bus routes, Make bus services more frequent, Add public cycle parking		Very positive	It is currently quicker to cycle in and around the city than to go by bus. The roads should be clearer for people who *need* to use their cars and permit the free flow of traffic. Buses will be quicker, and therefore more appealing to use, and cycling will be safer.	Owing to the timing of sessions, there needs to be provision for access to the ice rink, whether that is by improving bus services or adjusting the congestion charge for users. Otherwise, training would be affected to such an extent that competitive skaters will need to move to other rinks, such as Swindon, which are further away, which will affect the rink's ability to operate and remain competitive.	Look to other medieval cities abroad that have put cycling first and see what measures we can adopt. A good example is Uppsala, in Sweden, which is also a medieval university town and is almost entirely car-free in the centre. Cars should be used for getting out of Oxford, and not necessary for getting into or around Oxford.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	There should be no charges at all	Yes	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Negative	I will have to leave my job at the school where I work part time because the most direct route includes one of the charging zones and going the long way would take too long and will use too much petrol. Going there by bus would take ages as there is not a good direct service available.	They are not a good idea because the rich can afford to pay and will continue congesting the road, but those on lower income will struggle.	Removing the LTNs in East Oxford would be a good start. Have more bus routes that cover the entire city and better connection services to the surrounding villages.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	Too high	No	Make buses cheaper for all		Negative	Push traffic onto already busy alternate routes already impacted by LTNs		Use the river to provide alternative transportation into Oxford
an Oxford resident	daily	Taxis and private hire vehicles	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Make BUSES FREE FOR LOCAL PEOPLE BETWEEN WORKING HOURS AND SEE WHAT IMPACT THAT HAS ON TRAFFIC AND SCHOOL RUNS	Very negative	Will hurt people that come to Oxford to work and who live locally .. turning Oxford into a Prison	All the surrounding roads will be impacted massively, there wasn't a congestion problem before that LTNS went in.. SUMMERTOWN IS THE WORST FOR PEOPLE THAT DON'T LIVE LOCALLY	Free bus passes, council has the ability now to run its own bus services due to changes in the law, also bus ticket prices are extortionate for such small journeys and cause issues financially, Park and Ride should be free and buses to and from them should be one pound no more, if you want people to use Oxford and use it services make it cheaper for them to access them.
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Fix the badly managed roads and roundabouts	Very negative	It's literally a money making scheme. Not everyone falls into the same category of 'they should walk, get a bus or cycle' I now live in Abingdon, but I grew up in Cowley, I work in Cowley, my partner works in Cowley, my daughter goes to nursery in Rose Hill, I still have a lot of friends and family in Cowley that I see regularly, usually after work. You have already made that difficult with LTNs, I have to sit in a lot more traffic now than I ever did before. People will not stop driving! We pay for our cars, our insurance, our tax, and you want to charge us more just for the privilege of driving in our own city! There is no bus route that will allow me to go to drop off my daughter at nursery, go to work, then to pick up my daughter, and then to visit my family! And if there was it would probably double my journey time! I cycle to work when I can, but not if I have to do the nursery run. I have never ever had a problem cycling round Oxford! The majority of families and households rely on these cars to go about their daily business! Stop trying to penalise them!	You never spoke about this pre election as you knew you would struggle to get voted in! You have ruined Cowley with your LTNs already! You as a council are not listening to residents. Just look at the petition with over 10,000 signatures against! Look at the comments! Put your congestion charge in areas where you were voted in! Leave Cowley alone! Majority of residents do not want your greedy schemes! You seem to be targeting the poorer areas! If you really want it, then open up some of the LTNs so that the traffic can flow freely!	Open up the LTNs! Simple!
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	No impact	Positive	About right	No	Make buses cheaper for all, Add new bus routes, Make bus services more frequent, Extend hours of operation for buses		Positive	It will MAKE US ALL THINK ABOUT OUR JOURNEYS BEFORE WE TAKE THEIM. WITH 25 PASSES THROUGHOUT THE YEAR, IT MIGHT MAKE ONE THINK - IS IT WORTH IT - MAYBE THIS TIME I'LL TAKE THE TRAIN.	For many outside the city, it will still probably be cheaper and more convenient to pay the fine and park rather than take public transport, which is still prohibitively high, unpredictable and inconsistent throughout the County.	Reduce bus and train fares. Public transport remains more expensive and longer which will never make sense to people who have cars to switch. local stopping services regularly get cancelled or delayed over faster national services which compounds distrust in the system. Timetables don't match connections so you're stuck in the middle of nowhere waiting for a connection (that's then delayed or cancelled) wondering why you didn't just drive. Train fares especially are so high and we operate a stupid ticketing system whereby it's cheaper to get a return than a single. make it simple. sinale iourney=half the price of a return!
an Oxford resident	daily		I commute to the central permit area by car	Negative	Very positive	There should be no charges at all	No	Make Park & Ride parking cheaper, Make buses cheaper for all, Make bus services more frequent		Very negative	I'm a single parent working part time, I am unable to bus as we have after school activities that are time limited and the other end of oxford. I would not be able to afford £.5 charge daily to get to work!	This is unfair when parents are already pushed for money. Not everyone can use buses and being realistic! Will people on universal credit have to pay?	Open up the LTNs again! The reason there is congestion is because roads have been shut.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Very negative	Very negative	There should be no charges at all	Yes	Make buses cheaper for all, Make bus services more frequent		Very negative	We are carers for my mother-in-law who has dementia living still in her own flat in Summertown. Therefore we will have to change our travel times.	Your LTN scheme just causes more congestion especially in the St Clements area and general restrictions for parking means people like us who like to go to concerts say at St John's evangelist cannot park along the Iffley road in the evening The one for Marston ferry road is placed beyond Swan school entrance. Now my understanding is that parents are NOT to drop off/pick up but they still do and they park in the slip road to pick up. So this will still allow parents to do that which cause more traffic then there should be. I assume teachers would get a free pass so they should be affected. So you need to place it before the entrance to the Swan school	Yes, scrap LTNs. The locals are the ones who use these local routes during non-peak times and now irrespective of times even evenings you are forcing people to use already more congested. You have made it worse for locals, who now have no options. For example to go to St John for a 7:30 performance the quickest would take one bus and a 15 minute walk - then repeat on the way home - assumes that the buses run to timetable and they are waiting for you when you leave the performance. Alright in the nice sunny nights in summer, in a winter's night a different matter. In a car 10 minutes there and 8 minutes to get home, if you can get a parking place at St Clements car park. Before you could park on Iffley road which is wide enough to set two cars to set past with cars parked on the road or one of the side streets.
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	Too high	No	Other	Provide better services to villages around Oxford	Very negative	It penalises and further isolates oxfordshire residents from villages around Oxford (Horton-cum-Studley), who want to visit Summertown (Marston Ferry Road) and the Oxford centre. It reduces our access the local amenities (Gyms, Bowls club, shoosno, cafes, events at local schools). It also penalises villagers who want to access Oxford Station.	The Marston ferry road restrictions are just not necessary, made worse by the fact they will operate on Saturday! It removes access to the ferry road car park 3908 during these periods and 25 passes per annum is woefully inadequate. Local villagers are once again being marginalised and further isolated. As the School Business Manager at The Swan School on Marston Ferry Rd, I am concerned that the proposed temporary congestion zone is problematic without the proposed traffic control measures planned to be put in place with the LTNs. The area marked on the consultation document in Red will cause cars to U Turn into the entrance of our school which is potentially hazardous to the Cycle path that the Students use.	Get the works associated with the Oxford station completed. This is an poorly considered proposal and should be should be stopped
a resident of Oxfordshire living outside Oxford	daily		I commute to the central permit area by car		Very positive	Too high	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Add new bus routes		Negative	As a frequent weekend visitor and commuter into Oxford daily from Witney - making it more difficult for me or my family to drive into Oxford is a negative. If the A40 had a bus lane this would be different.		
a member of the public living outside Oxfordshire	daily		I don't	No impact	No impact	Too high	Not sure	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all		Very negative	As I travel from South Buckinghamshire, having just purchased a new electric vehicle, and with transport schedules being unreliable, in conjunction with my varied working hours, the travel time into Oxford could now even be longer. If this is the case, having to opt to P&R and bus services, will be too costly, which might prompt me to review my employment, sadly - given the cost of living since points this will pose.	Has any preference to electric vehicles been considered, as this will contribute towards the environmental policies of the council?
an Oxford resident	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Neutral	Negative	About right	No	Make buses cheaper for all, Extend hours of operation for buses, Add public cycle parking		Negative	I mainly commute into work on my bike, by forcing more traffic onto the main roads, I fear that these will become more dangerous for me to use for commuting. Buses are a big issue when cycling, many seem to have little consideration for cyclists, often blocking cycle lanes. I had an incident recently where there were three buses in a row, two of them had left enough room for me but one of them was blocking the cycle lane, if there was space for the other two to leave me room why could the third one not? It is moments like this which dissuade people from cycling, more structured bikes routes would make this safer and less likely to happen	I really like that the council is attempting to reduce traffic in Oxford, especially given the current global climate. It would be great to see a bold step to actively reduce the carbon emissions within Oxford. It's a start but a long way to go.	Oxford is already famous for being a city of cyclists so why not capitalise on that by making cycling easier and safer? Currently it is difficult/dangerous to cycle in many areas with bike lanes disappearing in places. By creating structured bike lanes (like one section on Iffley road) where the cycle path is separated from the road by bollards or pavements (I am thinking Amsterdam style cycle routes) this would make cycling safer and easier.
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Add new bus routes, Make bus services more frequent, Extend hours of operation for buses, Add public cycle parking		Very negative			
an Oxford resident	weekly		I don't	No impact	No impact	About right	No	Make buses cheaper for young people, Add new bus routes, Add public cycle parking		Positive	Any surplus money generated by this scheme and then put into bus services would make bus travel easier and more convenient for myself and my wife. Also, any new routes created would give us more choice as to where we might go on a bus.	Having fewer private cars in the centre of Oxford would reduce air pollution and potential road traffic accidents, making walking and cycling in the city centre much more pleasurable for both residents and tourists.	Retain the Low Traffic Neighbourhoods. They contribute greatly to making walking and cycling safer and have contributed to reducing air pollution in the residential areas of Oxford and Cowley.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Negative	Very negative	Too low	Yes	Make Park & Ride buses cheaper, Make buses cheaper for all, Make bus services more frequent, Extend hours of operation for buses, Add public cycle parking		Very positive	Reduces air pollution		More convenient e-scooter and bike parking where people want to stop like shops and post offices.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Very negative	It won't work for people like myself who travel regularly and often have others who come from outside of the area.	The cost is way too much and people should not have to pay this charge.	
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Positive	Very positive	About right	Yes	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all		Very negative	I commute daily into the science area of the University and under these new restrictions I could not afford to commute into work (£100 per extra on top of my commute) and the park and ride at Abingdon Road has issues. Most of the time it is quicker to walk from central Oxford to the park and ride and vice versa due to the buses being full and the traffic on Abingdon Road into the city.	Electric cars should be fee free as there should also be an incentive to pollute less and also the blanket car charging but a small van is free to come in- not balanced - vans contribute to congestion and not all will be business related. i.e. people simply switch from a car to small van to avoid the charges. Extend the commuter area in Oxford as it is extremely small and just based on one side of Oxford (ignoring the biggest employer in the City - Oxford University!). Extend this area to cover a more central area in Oxford.	Stop having so many buses trying to squeeze down roads like Cowley Road. Just a procession of buses all going into Oxford extremely slowly leaving no spaces for cyclists to pass due to inadequate or non existent cycle lanes.
a member of the public living outside Oxfordshire	daily		I don't	Very negative	Very positive	There should be no charges at all	No	Make Park & Ride parking cheaper		Very negative	You lot are the dumbest people in the planet. You have absolutely no regard for traffic outside the very centre of Oxford. You have no consideration of the impact on the ring road, or the fact that the increased traffic on the ring road will significantly increase amd contribute to emissions. The same thing happened when you put in those idiotic LP This, and either this it will get even worse. Dumb, dumb, dumb, dumb, dumb. You're not going to decrease the number of people drivno. you'll just increase the time they are stuck in traffic.	Councillors are idiots.	Build more roads and less cycle lanes.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	About right	No	Make buses cheaper for all, Make bus services more frequent, Extend hours of operation for buses		No impact	I do not drive into the central oxford permit area on a daily basis. I go to central oxford once in 5-6 weeks. For my purpose, the 100 day permits are more than enouah.		
an Oxford resident	daily		I don't	No impact	No impact	Too high	Yes	Make Park & Ride buses cheaper, Make buses cheaper for all, Make bus services more frequent, Extend hours of operation for buses, Other		Very negative	My partner and I are both teachers at The Cherwell School on the Marston Ferry Road. Despite growing up in Marston we were not able to afford house prices there and therefore moved to Kidlington, putting us outside the permit zone. With two young children, who attend nursery and school in Headington and Marston the traffic filters and proposed congestion charge make it impossible for us. The reason our children do not go to school where in Kidlington is because we cannot drop our children at school early enough to allow us to get to work on time (due to the awful traffic). We are currently in the process of trying to buy a new house to try and overcome some of these issues but the house prices make it impossible for young professional families to live in the area close to where we work. We have both worked at Cherwell for over 15 years. These plans are going to mean we will have to leave our jobs, at a time where teacher retention is difficult enough. A way to overcome this would simply be to allow staff at the schools along the Marston ferry road to have permits. If this isn't the case, there will be numerous staff who have no choice but to leave.		You could allow staff of businesses within the area to drive through the traffic filters. You could work on improving the public transport first, encouraging people to use this rather than forcing them to use a public transport system that is expensive and under liable. You could work to provide more affordable housing in Oxford so that those who work here could afford to live here. If this is were the case there were be far fewer cars on the road. Lots of people use their cars because they have to, not because they want to.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make Park & Ride parking cheaper, Make bus services more frequent, Extend hours of operation for buses		Very negative	Imposing additional traffic restrictions will just create bottlenecks throughout the city (e.g. on the Woodstock and Banbury roads) as people adjust their commutes to bypass the gates. This game of 'traffic whack-a-mole' has proven to be wildly unsuccessful in parts of London, because traffic has just shifted to other streets which have become gridlocked on a near-permanent basis.	In order to promote business, and the growth and prosperity of Oxford, the Council should be ENCOURAGING people to come in and out of the city, and to make it EASIER for people to access the city. The city should be wanting MORE users of the roads, and should be investigating how to provide additional parking etc. These measures will just make Oxford a LESS ATTRACTIVE place for people to live and work.	YES. Create additional parking in the city centre. Add a lane to the A34. Open the Botley Road. Improve access from the south of the city.
a resident of Oxfordshire living outside Oxford	daily	100 day passes for residents in the Oxford permit area, on days of your choice, 25 day passes for residents in the Oxfordshire permit area, on days of your choice, Community health or care workers who need to visit multiple locations or travel urgently	I commute to the central permit area by car	Very negative	Very positive	There should be no charges at all	No			Very negative	I live out of the area but use holloway to get to my place of work which is temptars square The traffic is always congested if u go Littlemore or blackbird leys I need to work to is able to pay bills these charges and the tin's need gone	Think that they should not go a head as its dear enough parking and adding more charges I might as well b on social open up the fins and make it traffic calming so at least we can get through	Get rid of LTN'S or open the roads so that its only able to go through by giving way traffic calming and ant at least till the Botley road is open it will stop congestion
a member of the public living outside Oxfordshire	daily		I commute to the central permit area by car		Very positive	Too high	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make bus services more frequent		Very negative	REDACTED	REDACTED	
a resident of Oxfordshire living outside Oxford	daily		I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all		Very negative	This is a disaster for the people of Oxford and Oxfordshire, the businesses of Oxford and Oxfordshire and everyone in between. Local elections were recently held with NOT ONE elected representative mentioning these charges in their respective manifestos. Cost of living difficulties in a city like Oxford is already tough enough without additional, unnecessary charges placed on the citizens due to the abysmal management of the railway bridge repairs in Botley. I take my children swimming in Oxford (from Eynsham) every Saturday which is expensive enough with adding an additional £20 every month on. I strongly urge the OCC to reconsider this proposal for the sake of its citizens, many of which are already at breaking point.	A great betrayal. A money-making scheme which will marginally appease the bus companies and do very little for the logistical side of Oxford. Do better.	1. Sort the Park & Ride out at Eynsham - a total mismanagement which is a complete embarrassment for the OCC. The fact that the lights are on every night despite it being UNUSED is a massive waste of energy. 2. Implement a train line from Carterton to Oxford via Witney. I understand that Witney is the largest town in Britain without a train station - this would massively ease congestion on the A40 and consequently, Oxford. 3. Put MORE pressure on Network Rail to finish the railway repairs QUICKER. Fines/penalties must be implement for such an atrocious mismanagement in planning.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very positive	Negative	About right	No	Make buses cheaper for all, Extend hours of operation for buses, Add public cycle parking		Very positive	It will hopefully help reduce the absurd burden that Cowley Rd has taken on, becoming congested beyond any use on an almost daily basis. Opening the LTNs would have a similarly positive impact on congestion around South Oxford.	No	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I commute to the central permit area by car	Very negative	Neutral	Too high	No	Make Park & Ride parking cheaper, Make buses cheaper for all, Make bus services more frequent		Very negative	Would severely affect commuting to work and school drop-off - may need to move out of Oxford completely including finding work elsewhere such as Reading		Fast action by relevant authorities when accidents happen which tends to be the reason for congestion. Bringing in traffic guards to control traffic flow.
a member of the public living outside Oxfordshire	weekly		I don't	No impact	No impact	There should be no charges at all	No	Make buses cheaper for all, Make bus services more frequent, Add public cycle parking		Very negative	I regularly visit Oxford from outside the county to see my son who does not live with me. This new charge will make it disproportionately difficult for me to do that. That's bad for him and bad for me.		Reopen commuter rail options from the suburbs. There is a railway line running right to the mini factory that currently has no passenger usage at all.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice, School students with special educational needs	I don't	Neutral	Neutral	There should be no charges at all	Not sure	Add new bus routes, Make bus services more frequent, Extend hours of operation for buses, Add public cycle parking		Negative	Potentially very negative, while my own family is probably less affected as we are well enough to cycle and schools are local, however, both schools are close to the proposed Marston Ferry Road one and many teachers commute from outside Oxford and this would have potential impact on recruitment and retention - at a time when it is already difficult for the education sector. Additionally I am very concerned how this will impact my colleagues at the hospital and patients and their families that I care for. It is already a dire situation with parking at the hospital with staff coming in earlier and earlier to avoid the stress of not finding a car parking space and spending, let alone having to potentially pay congestion charges to get to work. And it is work that is often stressful when looking after the public when they most need it. Moreover, I have had many conversations with relatives of patients who have remarked how stressful it was trying to come to the hospital to visit their loved ones. Parking is already exoensive and then a potential conaestion charae?	My son has got SEND needs and I wonder how easy this would be to sort out for them and their families. There are times when we need to drive to school and it would be another thing to sort out.	Sadly not, I don't know what it is in Oxford that makes it more difficult to create dedicated bus lanes ('width of roads?) but in many European cities that my family and I have lived it is somehow organised differently. Busses here are sadly almost never on time which makes it less attractive to use them - not as much of an issue for my family as we're well enough and able to cycle, but not everyone is in this position.
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	No impact	No impact	About right	Yes	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Add public cycle parking		Negative	Whilst a reduction to traffic congestion and emissions is always welcome, I feel the roads I use to commute into Oxford (Woodstock and Banbury Roads) will experience the opposite effect, being two of the main roads into the city not covereged by the charge.		I usually commute from Witney to central Oxford by motorcycle, a c. 25 mile round trip. This is due to multiple factors, but mainly (1) I don't want to cycle that far, and (2) I have had several friends/colleagues injured by careless drivers (mainly taxis). On previous bus journeys I have found the distance that some bus drivers get to bicycles in front of them on the shared bus/cycle lane to be frankly terrifying. My longest one-way (Oxford to Witney) bus journey time was just over three hours due to problems on the A40. On a good day it becomes a 40-50 minute journey (not including the time taken to get to and wait at the bus stop). On a motorcycle where the lights are kind and I can make maximum use of filtering, this is reduced to around 20 minutes. Motorcycles and scooters/mopeds reduce traffic congestion and therefore emissions, mainly through the use of filtering through often-stationary traffic, however this is more dangerous in Oxford due to motorcycles not being permitted to use the shared bus/taxi/bicycle lanes, and instead they must navigate the oncoming lane of traffic as even where the road is reasonably wide, most drivers stick to the middle lane markings – I'd like to say this was to give bicycles maximum room, but it's usually to keep as far away from the buses as possible. One section of road that used to be adequate for filtering was the Eastbound A40 approach to Wolvercote Roundabout. However since the last major works completed, the available width has been drastically reduced to such an extent that it is now impossible to filter, therefore meaning motorcycles excessively contribute to traffic congestion and increased emissions. With the addition of a new section of bus lane, normal vehicles have been reduced to a single lane, with the central section having a high kerb with planting in-between. I'm all for an increase to planting/greenery, but at the very least could the new section of bus lane be made to encompass motorcycle use? Perhaps this could be adopted at all outlying bus lanes, but ideally I'd like to see motorcycles added to the list of permitted vehicles in all central lanes too. Ultimately this would reduce traffic congestion and emissions.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very positive	Very positive	About right	Yes	Make buses cheaper for all, Make bus services more frequent		Very positive	I have lived in Oxford for 15 years. I do not drive (never learned). The impact of the pollution on my health has been noticeable. I welcome any measures aimed at reducing car use and increasing access to public transport. Please make buses cheazer asain!	Lots of people, especially it seems people who don't actually live here, seem to be against measures to reduce car traffic and air pollution. I am all in favour, as are my friends who live across the city. Do not let loud minorities supported by the tabloid press dissuade you from oursuing traffic control measures.	One day before I die I would love to see a tram line in Oxford. And bring back all the little railway stations they closed in the 60s! Down with cars.
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	No impact	Very positive	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all		Very negative	I won't be able to get to work. I have dependents and their childcare does not fit in with the hours I need to work, and the extra time it will take to commute multiple ways (walk to bus stop, bus ride, change buses, walk from bus stop - and in reverse). I also, do not have this extra time available in my life! I do not want to spend more time travelling to and from work. AND don't say buses will be as quick, because I do not have a bus stop outside of my house, living outside of Oxford, I will likely have to take multiple buses. and at least cardially walk to work as well.	Yes, it is short-sighted, and like many things, a nice idea in theory but not practical.	Make the public transport cheaper and more appealing, without penalising those with an actual need to drive to work!
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	Too high	Not sure	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Add new bus routes, Make bus services more frequent, Extend hours of operation for buses, Add public cycle parking		Very negative	without adequate public transport this is very negative.	I am against this	public transport. proper cycle lanes not random white lines on roads that are dangerous or ones that just stop . there needs to be a plan
a resident of Oxfordshire living outside Oxford	daily		I commute to the central permit area by car	No impact	Very positive	There should be no charges at all	Not sure	Make Park & Ride buses cheaper, Make buses cheaper for all, Make bus services more frequent		Negative	I would like more information about the commuting permits first. If our place of work is on one of the roads suggested (Marston Ferry Road) I would like reassurances that individuals commuting to work (from out of Oxford) will not be charged £5 x2 daily to get to their place of work. It is particularly important for you to consider the impact on the 3 schools on Marston Ferry Road. I understand your decision to do this in other areas of Oxford, but this could result in people leaving their jobs at these schools, where there is already a shortage of teachers which needs to be carefully considered. Could staff employed by these schools get exemptions for week days, or permits? Or at least a reduced fee to the £5 as this does not seem fair.	More information needed on the commuting permits please	
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	No impact	No impact	Too high	Yes	Make Park & Ride buses cheaper, Add new bus routes, Extend hours of operation for buses		Very negative	I commute from oxford station on average a couple of times a week. There are no options to park at the train station without paying the congestion charge. I have limited mobility which is not bad enough for a blue badge but would be very difficult for me to walk from the centre if I was able to catch a bus first thing in the morning. I would be severely penalised for having no option but to use the train station and my free passes would only last about 2 months. Potentially I would choose to drive to another station contributing to more congestion on the roads.	Your proposals mean that residents of Oxfordshire would be severely affected by not being able to use the Westgate shopping centre or the train station without having to pay the charge. Oxford City is thriving compared to other cities where that is not the case - to risk putting the commercial centre at risk is disappointing putting it mildly. Members of the council have their own agenda that they are working towards and not paying any attention to what the residents are asking for. Public opinion is very much on the side that the Council take no notice of consultation processes and I suspect that this decision has already been taken irrespective of what people actually would like.	Make either parking or bus trips from park and ride free of charge. At the moment it is more expensive to use the P&R if your trip to Oxford is for short duration Charge a tourist tax like other cities to help fund travel improvements

Survey Response													
I am responding to this survey as	How often do you travel in or around Oxford?	Please tick which of the following free permits and passes you think you may be eligible for	Do you live in, visit a resident by car or commute by car to the proposed central Oxford	Central Oxford residents' permitIt is proposed that residents in the central Oxford	Central Oxford permit area commuters' permitIt is proposed workers commuting	We are proposing a single charge of £5 to allow cars without a day pass or permit	Do you think that charges should vary, with drivers of longer cars paying more and	Income generated by introducing the proposed temporary congestion charge would be used to cover the set-up and operating costs of the scheme.	If other improvement, please state	Taking into account all the information we have provided about the proposal to	Please explain your answer	Do you have any other comments about the proposal for six temporary congestion charge locations in Oxford that you have not already shared in this survey?	Do you have any suggestions for other ways to reduce traffic and tackle congestion in and around Oxford?
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Positive	Negative	About right	No	Make buses cheaper for all, Make bus services more frequent, Add public cycle parking		Positive	I am hoping it will reduce traffic.	I am concerned this, like the fingers, will increase traffic through Old Marston at peak commuter times.	An aerial egg lift linking Thornhill P&R > Osler Road / JR hospital > Town Centre.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Negative	Too low	Yes	Make Park & Ride buses cheaper, Make buses cheaper for all, Make bus services more frequent		Positive	Could go further, eg restricting hours of access for "other" vehicles (delivery etc) to outside normal peak times		Reduce the amount of parking currently available with a aim to discourage driving into the centre
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Positive	Negative	Too low	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Add new bus routes, Make bus services more frequent, Extend hours of operation for buses, Add public cycle parking		Positive		I think 3 cars for commuting is excessive	restrict larger vehicles such as trucks and vans within certain hours - so not during peak schools hours (7:30-9, and 3:30 to 5). This would make cycling with kids safer and more appealing.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	About right	Not sure	Make buses cheaper for all, Add new bus routes, Add public cycle parking		Very positive	Would expect to see fewer cars crossing the city centre, so buses would be faster/more timely and walking/cycling would be safer and more pleasant	Seems like a good way to test out the traffic filter ideas before going into the trial proper	School term times seem to produce the heaviest traffic, finding better ways for children to get to schools (rather than being driven in and out individually) could make a big difference. A shift away from the near-universal 9-5 working hours could also help soread out "rush hours".
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	Yes			Very negative	I'm an NHS manager, working almost 24/7, working every day after job planned hours from hime, additional commuting time will have neoative imoact on my service		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	Too low	Yes	Add new bus routes, Make bus services more frequent, Add public cycle parking		Very positive	It is currently quicker to cycle in and around the city than to go by bus. The roads should be clearer for people who *need* to use their cars and permit the free flow of traffic. Buses will be quicker, and therefore more appealing to use, and cycling will be safer.	Owing to the timing of sessions, there needs to be provision for access to the ice rink, whether that is by improving bus services or adjusting the congestion charge for users. Otherwise, training would be affected to such an extent that competitive skaters will need to move to other rinks, such as Swindon, which are further away, which will affect the rink's ability to operate and remain competitive.	Look to other medieval cities abroad that have put cycling first and see what measures we can adopt. A good example is Uppsala, in Sweden, which is also a medieval university town and is almost entirely car-free in the centre. Cars should be used for getting out of Oxford, and not necessary for getting into or around Oxford.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	There should be no charges at all	Yes	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Negative	I will have to leave my job at the school where I work part time because the most direct route includes one of the charging zones and going the long way would take too long and will use too much petrol. Going there by bus would take ages as there is not a good direct service available.	They are not a good idea because the rich can afford to pay and will continue congesting the road, but those on lower income will struggle.	Removing the LTNs in East Oxford would be a good start. Have more bus routes that cover the entire city and better connection services to the surrounding villages.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	Too high	No	Make buses cheaper for all		Negative	Push traffic onto already busy alternate routes already impacted by LTNs		Use the river to provide alternative transportation into Oxford
an Oxford resident	daily	Taxis and private hire vehicles	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Make BUSES FREE FOR LOCAL PEOPLE BETWEEN WORKING HOURS AND SEE WHAT IMPACT THAT HAS ON TRAFFIC AND SCHOOL RUNS	Very negative	Will hurt people that come to Oxford to work and who live locally .. turning Oxford into a Prison	All the surrounding roads will be impacted massively, there wasn't a congestion problem before that LTNS went in.. SUMMERTOWN IS THE WORST FOR PEOPLE THAT DON'T LIVE LOCALLY	Free bus passes, council has the ability now to run its own bus services due to changes in the law, also bus ticket prices are extortionate for such small journeys and cause issues financially, Park and Ride should be free and buses to and from them should be one pound no more, if you want people to use Oxford and use it services make it cheaper for them to access them.
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Fix the badly managed roads and roundabouts	Very negative	It's literally a money making scheme. Not everyone falls into the same category of 'they should walk, get a bus or cycle' I now live in Abingdon, but I grew up in Cowley, I work in Cowley, my partner works in Cowley, my daughter goes to nursery in Rose Hill, I still have a lot of friends and family in Cowley that I see regularly, usually after work. You have already made that difficult with LTNs, I have to sit in a lot more traffic now than I ever did before. People will not stop driving! We pay for our cars, our insurance, our tax, and you want to charge us more just for the privilege of driving in our own city! There is no bus route that will allow me to go to drop off my daughter at nursery, go to work, then to pick up my daughter, and then to visit my family! And if there was it would probably double my journey time! I cycle to work when I can, but not if I have to do the nursery run. I have never ever had a problem cycling round Oxford! The majority of families and households rely on there cars to go about their daily business! Stop trying to penalise them!	You never spoke about this pre election as you knew you would struggle to get voted in! You have ruined Cowley with your LTNs already! You as a council are not listening to residents. Just look at the petition with over 10,000 signatures against! Look at the comments! Put your congestion charge in areas where you were voted in! Leave Cowley alone! Majority of residents do not want your greedy schemes! You seem to be targeting the poorer areas! If you really want it, then open up some of the LTNs so that the traffic can flow freely!	Open up the LTNs! Simple!
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	There should be no charges at all	No	Make buses cheaper for all, Make buses cheaper for young people, Make bus services more frequent		Very negative	The Council, as always, is all stick, no carrot. Instead of encouraging and incentivising people towards more sustainable transport solutions, it just aims to make car travel as awful instead. How about prioritising reducing excessive bus fares? Almost £10 for a family of four for a short trip into the city centre, one way! How about improving electric vehicle charging solutions for those living in terraced houses and flats?	The zoning for central Oxford (those eligible for 100 permits) appears to be arbitrary, and excludes some unfairly - e.g. Wootton Village, Boars Hill.	More carrot, less stick! Why is bus travel so expensive? Almost £20 for a return journey for a family into the city, imagine that 5 times a week! Improve cycle lanes - they're forever blocked with parked vehicles. Increase the number of bike surgeries throughout the city, have more bick and helmet giveaways (in conjunction with the police) and ensure these are properly publicised.
a resident of Oxfordshire living outside Oxford	less than weekly		I don't			There should be no charges at all	No	Make Park & Ride parking cheaper		Negative	Unforseen hospital appointments		
a member of the public living outside Oxfordshire	daily		I don't	Positive	Positive	There should be no charges at all	No	Other	You should not charge people entering Oxford, thus, no monev for vou to soend	Very negative	You just stop people from visiting Oxford, that's all.		Reduce congestion by redesigning roads and optimize timing of traffic lights, these are the root cause you should tackle.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Very positive	Negative	Too low	Yes	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all		Very positive	I don't have a car but I breathe the air cars pollute and I struggle with the traffic cars generate and my bus rides are substantially slower due to cars and the Botley Road by my house is rammmed w cars when the bridge stuff isnt in place. Filters will helo w all these issues	The anti voices are often loudest. I am a PRO PRO PRO voice and I'm shouting 'do it'.	More bus passes. Having mine has transformed my life.
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make buses cheaper for all		Very negative	You're restricting the freedom of movement. We will no longer be going into Oxford and will spend our time and money elsewhere. We actually already started doing it.	It's ridiculous! However, as you already are doing, you just do you and enjoy!	You treat every car the same. A bus for a family of 4 or 5 is just ridiculously expensive. For a single person there should be a maximum £5 for return ticket.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	Too low	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all		Very positive	Driving down Abingdon Road to get to Lake Street where we live is currently miserable. We never drive into the centre of Oxford. If those who do could be stopped/deterred from doing so, it would be a very good thing.	Driving down Abingdon Road to get to Lake Street is currently intolerable. We never drive into the centre of Oxford. If those who do could be stopped/deterred from doing so, it would be a very good thing.	For a family. once you pass £10 threshold what's the point???
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice, Unpaid carers, Community health or care workers who need to visit multiple locations or travel urgently	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Extra fees and costs being taken from oxford city residents who live in Oxford city and work in Oxford, particularly in NHS or as Carers is NOT RIGHT. Will make city living impossibly too expensive and difficult for residents to live in Oxford.	Very negative	My elderly mother in law lives locally and I have to assist her to attend health & medical appointments and my car is needed. I work in the NHS as a therapist and when on Duty have to travel in and out of Oxford city to see Urgent referrals in order of referral over which I have no control. I also carry heavy equipment with me for emergencies eg walking frames, commodes, pechsitools, toilet seat and raisers, pat slides to assist bed moves. It now feels like Oford city dislikes it's working residents and is trying to push them out of the city. It is a shame Oxford City now appears to be Turing the City into a theme town for students, who they can charge for fees and residential fees	Working people and residents who live in Oxford and have to travel in their jobs around Oxford to residents/others to provide essential services DO NOT want congestion charges. Living costs are already too high and difficult. Oxford City action's feel as if the council does not want local residents living within the city? It seems Oxford City council is now trying to shoehorn students in any free residential space in preference to local workers as keen to make more money from windfall students. Also comments from city counsellor saying people living in North of Oxford should not need to travel to the Botley area demonstrates her total lack of understanding of family life and normal living needs. It frightens me to think that someone like her is a counsellor influencing council policy. Still perhaps she is happy that Oxford City is loosing its key shops and services, and is turning it to a theme town full of Harry Potter shops. eateries and coffee shops?	Reduce/ eliminate park and ride charges and cost of bus travelling on main routes. Get rid of the LTNs which is driving traffic o to main roads and causing major traffic jams and chaos. The LTNS are now making me drive further and for increased length of time and with more emissions. Your policy of favouring electric cars, including electrical SUVs still mean they are major contributors to emissions!
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Open the LTNs	Very negative	The city is being destroyed by our present county council	Ludicrous	Open up the LTNs and coax and encourage motorists to choose other transport methods. Stop trying to force them!!!
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Not to introduce any charges, enough with charges the economy is already collapsing	Very negative	I don't know how and why bus companies are controlling the council, we pay high house prices or very high rent, services are minimal as businesses struggle to pay rent, you prioritise cycles buses taxis scooters over cars, council taxes are in the highest 10 in the country. You should work to make life easier, but all you do is adding layers and layers of complications. You should be ashamed of yourselves, and if any decision maker involved in this new proposal has any integrity or self respect should resign immediately.	Enough is enough	While council resignation immediately and give to people with any common sense.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice, 25 day passes for residents in the Oxfordshire permit area, on days of your choice, Blue badge holders, School students with special educational needs, Community health or care workers who need to visit multiple locations or travel urgently, Emergency service vehicles, Firefighters, Taxis and private hire vehicles, Hearses and funeral cars	I commute to the central permit area by car	Very negative		There should be no charges at all		Other	Actually make it possible to find an alternative route around Oxford . Apalling state of the roads in Oxford and the ring road is not fit for purpose.	Very negative	Oxford as a tourist destination or for shopping will die. The economic impact of the Botley road closure is massive, yet alone trying to detract further the appeal and ease of visiting the city. I just screams of money grabbing from the council (who I know are cash strapped) without any benefit to anyone who lives here. Bus services need to be brought up to scratch and alternative car/vehcle routes should be upgraded first		
an Oxford resident	less than weekly		I don't	Very negative	Very negative	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper		Very negative	It'll be too complicated to understand. When you're in a car and you accidentally turn somewhere you can put whatever signs you want up, but there are simply too many things to concentrate on and this will compound the issue. It is nothing more than making no-go zones and limiting people's movements. Last time I looked. we don't live in North Korea	It's a dreadful idea.	Because it is so difficult to get around Oxford unless you walk, I no longer go there so I spend my money elsewhere. It's just targetting motorists
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Very negative	Very negative	There should be no charges at all	No	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Very negative	The congestion charges will affect teachers and teacher assistant in St Michael's Primary (Oxford) and many other schools. St Michael's Primary school will be badly affected as it is located between Marston Ferry traffic filter and St Clemence traffic filters (the points of proposed congestion charges). It is a state school and one teacher has already resigned because of your proposal. Neither teachers nor TAs can afford to pay £5 Mon-Fri just to come to work. What is more frustrating that the traffic associated with Magdalen College School, that contributes quite heavily to Iffley Road congestion, will have no restrictions placed on it.	Teachers who work in private schools and get paid higher salaries than teachers in state school such as Magdalen College school, Dragon school, Oxford High, St Edwards, the Summer fields school, Wychwood, Headington Rye will not be affected. Why don't propose a traffic filter on Banbury Road or Woodstock Road? These 2 roads are heavily congested, yet the Council doesn't want to limit the access to Banbury Road & Woodstock Road!!! Because rich people are more privileged and more equal than the others!!!	Open up Botley Rd. There are 4 routes in and out of Oxford, with one being out of use it increases the traffic on the other 3. I hope British Rail and the developers are bring fined like the utility companies are for overrunning
a representative of a group or organisation	less than weekly		I don't	Very negative	No impact	There should be no charges at all	No	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Very negative	We already struggle to recruit staff in North Oxford as they cannot afford to live in the area and commuting is very difficult by public transport as this involves most staff bussing into the city and out again. Currently we have staff coming from Botley, Bicester, Thame, Wallingford, Wheatley. Our teachino assistants earn iust above minimum wage and would not stav if they had to pav £5 a dav.		
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	No impact	Very positive	About right	No	Make Park & Ride parking cheaper, Add new bus routes		Very negative	It's a complete muddle and the responsibility for resolving this should sit with Network Rail and not with commuters into Oxford.	you've said that the benefits of doing this are: reduce traffic make bus journeys faster and more reliable allow for new and improved bus routes make walking and cycling safer reduce local air pollution improve the health and wellbeing of our communities. Or provided concrete metrics as to how much these would be impacted. Where would new improved bus routes be? How much will traffic be reduced, especially given all the carve outs? How much would traffic be reduced with a £10 charge. How much safer would walking/cycling be e.g. how many fewer accidents would there be? Have you done any modelling of this? Without those facts it's hard to objectively provide feedback to you.	Hold Network rail to account and fine them for delays in their obligation to sort out the Botley Road.
a resident of Oxfordshire living outside Oxford	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I commute to the central permit area by car	Negative	Neutral	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Add new bus routes, Make bus services more frequent, Extend hours of operation for buses, Add public cycle parking		Very negative	It's just going to push the traffic around to the Woodstock/Banbury road and we'll sit there instead. It's not helpful to the people coming from that direction		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very positive	Very positive	There should be no charges at all	No	Make bus services more frequent		Very negative	My main concern is the Marston Ferry road, during school hours, it is the only route that allow people to drop kids to swan school, cherwell school, and also for resident of Marston to go to Summertown and town centre. The alternative of going by the A40 bypass is horrible, traffic jam occurs from the Peartree roundabout all the way to the exit to Marston everyday. I once was stuck on the bypass for one hour, with my toddler screaming in the back of the car. If you don't believe me, please survey the bypass during peak hours. My second concern is the death of high street shops on Hollow Way, with the traffic control like this, the shops won't make any profit and they will leave. Please don't let Oxford be a ghost town	Terrible idea, any money you would make would just be spent on administration, there will be no positive outcome at all. Tourists won't come here, visitors won't come to visit residents.	Cancel Cowley LTN zones, it has made cowley road so crowded, and the Plains are always jammed. Fix Botley road construction asap.
an Oxford resident	weekly		I commute to the central permit area by car	Very positive	Very positive	About right	No	Make buses cheaper for all, Add new bus routes		Positive			
a resident of Oxfordshire living outside Oxford	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I commute to the central permit area by car	Negative	Negative	Too high	No	Other	Make parking free at park and rides so people have the option of how they commute into the city centre	Negative	Make parking free at park and rides so people have the option of how they commute into the city. Walking, cycling or taking the bus. Reduce the cost from £5 to £2 so it doesn't impact low income households so much.		Make parking free at park and rides so people have the option of how they commute into the city. Walking, cycling or taking the bus. Reduce the cost from £5 to £2 so it doesn't impact low income households so much.
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Negative	Negative	There should be no charges at all	Not sure	Add new bus routes, Make bus services more frequent		Negative	We live in a village near Oxford with very limited public transport options—there are very few buses, and those that do run are infrequent. For us, driving is often the only practical way to get into the city. Any additional restrictions or charges on driving into Oxford would make these trips significantly more difficult and, in many cases, simply not worthwhile.	Why implement a system that charges drivers just to cover the cost of running that very system? If the real goal is to address environmental concerns and reduce congestion, the focus should be on expanding public transport—more buses, more routes—and improving cycling infrastructure. A simpler, more cost-effective alternative could be a visible, once-a-year vehicle stamp or something similar that would require far less maintenance and administration than complex charging systems.	Increase bus frequency and bus routes. Make park n rides cheaper or nearly free
a resident of Oxfordshire living outside Oxford	weekly		I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all		Other	there should be no charge at all. UK citizens should be free to move around the country without being fleeced by councils that cannot manage their budgets.	Very negative	Road tax and insurance aside. No citizen should be targeted and forced to pay for the privilege of moving around their town, city, country, country.	There should be no charges,	Yes. but they would be of little interest to those seeking to restrict movement and kettle people into their own areas
an Oxford resident	less than weekly		I don't	No impact	Neutral	About right	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper		Very negative	People who live in Oxford and pay council tax to the city should be free to move about the city. As I understand it you will not be granting permits to Oxford residents (with some exemptions) but you will be granting permits to the hundreds of commuters that live outside of Oxford and drive into the city centre and park their cars all day. These people should use the park and ride, not given free access.	Unless you dissuade commuters from driving into the city centre then this scheme will achieve nothing except raise a bit of revenue and alienate the local people.	Stop commuters driving into the city centre, this obviously would work (the traffic is far more manageable in the summer months). Many people are trying to get past Oxford, there should be access to A34 from the A40 although that horse has probably bolted now. Reduce the speed limit and put speed cameras on the A34 , there are accidents there almost daily. Plan for the future, given that Kidlington is now more or less a suburb of Oxford, and other villages are heading that way, the ring road will need to be diverted as the current road does not and will not go round the city.
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	No impact	No impact	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make bus services more frequent		Very negative	I commute to the JR - sometimes by bike and sometimes by car. If all the people without permits have to go round the ring road this will be gridlocked.	Cycling is good but is not safe if temperatures are below freezing. The Park and Ride system in Oxford is much worse than the Cambridge one - where parking is free and buses are more frequent. I have given up my parking permit for the JR because it was expensive and I couldn't find a space anyway. The parking charges for the whole day are extortionate at the hospital. Adding a congestion charge as well will make this over £20 per day if I have occasionally to drive e.o if it is snowing or icy or fooav or I am not feelino well enouah to cvcle that dav.	Make the parking at the park and ride free and increase the frequency of buses Oxford is all stick and no carrot.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	Yes	Make buses cheaper for all		Very negative	Restrictive on Oxford residents		
an Oxford resident	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	No impact	No impact	There should be no charges at all	No	Make Park & Ride parking cheaper, Make buses cheaper for young people, Make bus services more frequent		Very negative	I work at The Cherwell School. some of our staff have no option than to travel in by car. Often dropping young Children at Childcare or thev live too far away or in outlvina Villages.	This should not happen especially with people struggling financially	More reliable Buses and more parking at Park & Rides
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Very negative	Very negative	There should be no charges at all	No	Make Park & Ride parking cheaper, Make buses cheaper for all, Add new bus routes, Make bus services more frequent, Extend hours of operation for buses		Very negative	This will make it significantly harder to live in Oxford, especially with young children. Making it MORE difficult to get around is the OPPOSITE of what the council should be doing. People will just change their commutes to bypass the gates, and as currently designed this will push A LOT of traffic onto the ringroad, and the Woodstock and Banbury roads. This will just concentrate the traffic onto these two roads.	The council should be PROMOTING the city. Making it more difficult to get around will have the OPPOSITE EFFECT, making Oxford less attractive and pushing families and businesses to other cities.	Expand parking in the city centre. Eliminate the bus lanes on the Woodstock and Banbury roads. Make the A34 3 lanes each way.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No			Neutral			
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	There should be no charges at all	No	Make buses cheaper for all, Make bus services more frequent, Extend hours of operation for buses		Very negative	This would hinder more than 50% of my colleagues getting into work in a timely and stress-free fashion.	This is not the solution to Oxford traffic problems! And you should include more leeway for people who work in central Oxford. The designation of the central area you are proposing is way too small. Plus with the introduction of the charges (as well as the traffic filters) all traffic would be pushed to the rino road making it unviable!	Bus service needs to be better and cheaper
an Oxford resident	less than weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	No impact	No impact	There should be no charges at all	No	Other	Remove LTNs	Negative	We live close to Oxford but very rarely visit now we feel so unwelcome. Tried buses and park and ride a few times but each was a "never again" experience and would still be even if it was free. Traffic is only bad at peak times which makes it clear that they are all essential journeys. No one sits in traffic for fun and would already travel at other times if possible. Congestion charging would be the perfect next step for an incompetent administration trying to shift blame away from their own failings.		Remove LTNs. Allow City of Oxford College to offer parking again. Allow John Radcliffe Hospital to build a multi storey on site. Open Botley Road. Cycle infrastructure should prioritise keeping moving. Stop diverting cyclists up and down pavements and forcing them to play chicken with bus queues in floating bus stops. Seems like whoever designed Botley Road cycle lane hasn't ever commuted by bike. Create a free flow cycle lane across Ferry Hinksey Road junction into Oxford when Botley Road reopens.
an Oxford resident	weekly		I don't		Positive	About right	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make bus services more frequent		Positive	I don't drive because of my age and rely entirely on bus services and taxis.	No	No

Survey Response													
I am responding to this survey as	How often do you travel in or around Oxford?	Please tick which of the following free permits and passes you think you may be eligible for	Do you live in, visit a resident by car or commute by car to the proposed central Oxford	Central Oxford residents' permitit is proposed that residents in the central Oxford	Central Oxford permit area commuters' permitit is proposed workers commuting	We are proposing a single charge of £5 to allow cars without a day pass or permit	Do you think that charges should vary, with drivers of larger cars paying more and	Income generated by introducing the proposed temporary congestion charge would be used to cover the set-up and operating costs of the scheme.	If other improvement, please state	Taking into account all the information we have provided about the proposal to	Please explain your answer	Do you have any other comments about the proposal for six temporary congestion charge locations in Oxford that you have not already shared in this survey?	Do you have any suggestions for other ways to reduce traffic and tackle congestion in and around Oxford?
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Positive	Negative	About right	No	Make buses cheaper for all, Make bus services more frequent, Add public cycle parking		Positive	I am hoping it will reduce traffic.	I am concerned this, like the fingers, will increase traffic through Old Marston at peak commuter times.	An aerial egg lift linking Thornhill P&R > Osler Road / JR hospital > Town Centre.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Negative	Too low	Yes	Make Park & Ride buses cheaper, Make buses cheaper for all, Make bus services more frequent		Positive	Could go further, eg restricting hours of access for "other" vehicles (delivery etc) to outside normal peak times		Reduce the amount of parking currently available with a aim to discourage driving into the centre
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Positive	Negative	Too low	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Add new bus routes, Make bus services more frequent, Extend hours of operation for buses, Add public cycle parking		Positive		I think 3 cars for commuting is excessive	restrict larger vehicles such as trucks and vans within certain hours - so not during peak schools hours (7:30-9, and 3:30 to 5). This would make cycling with kids safer and more appealing.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	About right	Not sure	Make buses cheaper for all, Add new bus routes, Add public cycle parking		Very positive	Would expect to see fewer cars crossing the city centre, so buses would be faster/more timely and walking/cycling would be safer and more pleasant	Seems like a good way to test out the traffic filter ideas before going into the trial proper	School term times seem to produce the heaviest traffic, finding better ways for children to get to schools (rather than being driven in and out individually) could make a big difference. A shift away from the near-universal 9-5 working hours could also help soread out "rush hours".
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	Yes			Very negative	I'm an NHS manager, working almost 24/7, working every day after job planned hours from hime, additional commuting time will have neoative imoact on my service		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	Too low	Yes	Add new bus routes, Make bus services more frequent, Add public cycle parking		Very positive	It is currently quicker to cycle in and around the city than to go by bus. The roads should be clearer for people who *need* to use their cars and permit the free flow of traffic. Buses will be quicker, and therefore more appealing to use, and cycling will be safer.	Owing to the timing of sessions, there needs to be provision for access to the ice rink, whether that is by improving bus services or adjusting the congestion charge for users. Otherwise, training would be affected to such an extent that competitive skaters will need to move to other rinks, such as Swindon, which are further away, which will affect the rink's ability to operate and remain competitive.	Look to other medieval cities abroad that have put cycling first and see what measures we can adopt. A good example is Uppsala, in Sweden, which is also a medieval university town and is almost entirely car-free in the centre. Cars should be used for getting out of Oxford, and not necessary for getting into or around Oxford.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	There should be no charges at all	Yes	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Negative	I will have to leave my job at the school where I work part time because the most direct route includes one of the charging zones and going the long way would take too long and will use too much petrol. Going there by bus would take ages as there is not a good direct service available.	They are not a good idea because the rich can afford to pay and will continue congesting the road, but those on lower income will struggle.	Removing the LTNs in East Oxford would be a good start. Have more bus routes that cover the entire city and better connection services to the surrounding villages.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	Too high	No	Make buses cheaper for all		Negative	Push traffic onto already busy alternate routes already impacted by LTNs		Use the river to provide alternative transportation into Oxford
an Oxford resident	daily	Taxis and private hire vehicles	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Make BUSES FREE FOR LOCAL PEOPLE BETWEEN WORKING HOURS AND SEE WHAT IMPACT THAT HAS ON TRAFFIC AND SCHOOL RUNS	Very negative	Will hurt people that come to Oxford to work and who live locally .. turning Oxford into a Prison	All the surrounding roads will be impacted massively, there wasn't a congestion problem before that LTNS went in.. SUMMERTOWN IS THE WORST FOR PEOPLE THAT DON'T LIVE LOCALLY	Free bus passes, council has the ability now to run its own bus services due to changes in the law, also bus ticket prices are extortionate for such small journeys and cause issues financially, Park and Ride should be free and buses to and from them should be one pound no more, if you want people to use Oxford and use it services make it cheaper for them to access them.
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Fix the badly managed roads and roundabouts	Very negative	It's literally a money making scheme. Not everyone falls into the same category of 'they should walk, get a bus or cycle' I now live in Abingdon, but I grew up in Cowley, I work in Cowley, my partner works in Cowley, my daughter goes to nursery in Rose Hill, I still have a lot of friends and family in Cowley that I see regularly, usually after work. You have already made that difficult with LTNs, I have to sit in a lot more traffic now than I ever did before. People will not stop driving! We pay for our cars, our insurance, our tax, and you want to charge us more just for the privilege of driving in our own city! There is no bus route that will allow me to go to drop off my daughter at nursery, go to work, then to pick up my daughter, and then to visit my family! And if there was it would probably double my journey time! I cycle to work when I can, but not if I have to do the nursery run. I have never ever had a problem cycling round Oxford! The majority of families and households rely on these cars to go about their daily business! Stop trying to penalise them!	You never spoke about this pre election as you knew you would struggle to get voted in! You have ruined Cowley with your LTNs already! You as a council are not listening to residents. Just look at the petition with over 10,000 signatures against! Look at the comments! Put your congestion charge in areas where you were voted in! Leave Cowley alone! Majority of residents do not want your greedy schemes! You seem to be targeting the poorer areas! If you really want it, then open up some of the LTNs so that the traffic can flow freely!	Open up the LTNs! Simple!
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Very positive	Very positive	About right	Yes	Make buses cheaper for young people, Make bus services more frequent, Add public cycle parking		Very positive	Fewer cars, faster buses - good for everyone, safer for cyclists	no	Better signage for walking routes throughout Oxford. E.g. there is a public right of way from Barton Park to central Headington which has no sign, so that Barton residents may be unaware of it. The route to the Parks area from Headington is very scenic and would be used more if it were better signed, likewise the route between Headington and Cowley Rd across the golf course. But also ordinary routes on residential streets could be better signed. . I don't know if you can do anything about policing - but even as a cyclist I'd like cyclists told off more for breaking traffic rules, because plenty of car drivers hate cyclists already and I'd rather they weren't provoked to more hate. Maybe research into making information on bus stops more user friendly? Not everyone understands timetables, and I've heard a lot of panic over new routes. I don't think they are currently UNfriendly, but user research is needed. More bike parking, with plenty of space between the racks - a lot of the current racks are too crowded, and I've often had to lift someone else's bike to a different position to fit mine in. At the south end of Old High St, divide the southbound traffic, I don't know whether between left vs on or right, or, left or on vs right, but either would make a big difference. I've previously been told there isn't room, but cars sometimes spontaneously do this, and if nothing is illegally parked outside the ice cream parlour, there is still plenty of space for northbound traffic. If the northbound lane was made narrower, people might be less likely to park in it. Spaces for bikes to go ahead of cars at traffic lights, and early bike green lights, are good - more of those please! Cyclists, preferably ones who are used to cycling with children, to test all cycle lanes! The arrangement at the Old Road/Slade crossroads is unsafe as it's not obvious where southbound cyclists are meant to go up on the pavement and cars can be very unfriendly, and in the other direction it's not clear how bikes going straight on up windmill road are meant to get past the stream of cars turning left down Old Road. Pedestrian lights on BOTH sections of the crossing at the top of Horspath Rd, by the ring road - people are helped to get to the central reservation, then have to rely on the kindness of drivers swooping in very fast off the ring road.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very positive	Very positive	There should be no charges at all	No	Make bus services more frequent		Negative	1. Having to go on the ring road to get to my destination would double my journey time adding to fuel costs and pollution. 2. I take my wife to regular hospital appointments this would mean a much longer journey time, although not registered disabled she can't get on buses very easily.	Remove the existing LTNs to reduce congestion. All the temporary filters would do is move the pollution somewhere else i.e. to the residents who live next to the ring road.	As above, remove LTNs
an Oxford resident	weekly	Blue badge holders	I don't	Negative	Negative	There should be no charges at all	No	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Very negative	This will push more traffic onto the already overloaded ring road. Improving buses will not help me - I am disabled and cannot use buses.		You need to look at improving traffic flow around the city, not further impeding it.
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice, School students with special educational needs	I commute to the central permit area by car	Neutral	Very positive	There should be no charges at all	Yes	Add new bus routes		Very negative	I have to drop my girls every day to school which is in summer town. My daughter has educational special needs and can't use the school bus as this will affect the rest of her day (she can't tolerate the noise or the bus movement). Going from Abingdon to summer town twice daily will cost me at least 10 oounds bv davl		Plan road work to be done out of rush hours or during the holidays. Work to be done and delivered efficiently and as planned.
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice. Frequent hospital patients	I commute to the central permit area by car	Positive	Positive	About right	No	Make Park & Ride parking cheaper, Add new bus routes, Make bus services more frequent		Positive	Should help reduce traffic - though would prefer charging to become permanent and never have traffic filters.	No	Reduce low traffic neighbourhoods and abandon traffic filter proposals and rely instead on congestion charging as London does.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Very negative	East Oxford will become even more impossibly congested - The Cowley Road shops will continue to suffer as will the local elderly and disabled - The ring road will be impassable and pollution will increase -As traffic is notably more congested during school term time why is this not addressed- why limit the number of passes for those living in the area and how was the arbitrary figure of 100 passes arrived at -the scheme is divisive especially for Oxford city centre residents and has echoes of the Cuttieslowe wall some decades ago - I hope there will be a legal challenge to the proposal -	I am concerned about the long term strategy of the proposals but in the short term how are the school workers the teachers , teaching assistants and cleaners and all the hospital workers going to manage this in conjunction with all the other economic constraints they are facing - is the Marston Road proposal a deliberate plan to complicate the lives for all the workers at those three schools along there as well as for all the hospital staff going to the JR and beyond to the other excellent Oxford trust hospitals..?	If the LTNs haven't reduced the traffic why would these proposals - those in support of LTNs have cited lower traffic in some few side streets but many have been adversely affected - LTN haven't produced better or more regular bus routes (there are still no direct buses from East Oxford to South Oxford or from East Oxford to Summertown) - why is East Oxford seemingly penalised-
an Oxford resident	daily	Frequent hospital patients	I don't	Positive	Positive	There should be no charges at all	No	Make buses cheaper for all, Make bus services more frequent, Extend hours of operation for buses		Very negative	Getting people into Oxford is hard with the number of retail parks outside the area, we need to encourage people into Oxford and for people like my self who need to use a car to get around stops us from visiting the city and causes chaos on the surrounding roads when trvina to travel bv road to areas that do not have direct bus links for work and oleasure		Reopen train lines around the city. With so many hospitals and very little parking, develop a park and ride for hospital workers and patients to easily get from a to b.
a resident of Oxfordshire living outside Oxford	less than weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Improve the road structure for free car travel and stop the ltn and bus gate nonsense	Very negative	Buy killing off visitors to the city will be very destructive to all commerce in Oxford and the surrounding area	Stop with the anti car polices Most of the congestion is caused by your short sightedness	Take out all your anti car infrastructure and watch the tragic glow and the city come to life
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice, 25 day passes for residents in the Oxfordshire permit area, on days of your choice, Blue badge holders, Disability benefit claimants, Unpaid carers, Community health or care workers who need to visit multiple locations or travel urgently, Frequent hospital patients, Emergency service vehicles, Firefighters	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	Not sure	Make buses cheaper for all, Make bus services more frequent		Very negative		Very bad idea	Leave it as it is, there is not a problem.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Negative	No impact	About right	No	Make Park & Ride parking cheaper, Make buses cheaper for all, Make bus services more frequent, Add public cycle parking		Very negative	I live in the Oxford area in Headington / Marston, near one of the proposed charge locations. This location is something I have regularly driven through, and will continue to do so. 100 passes / calendar year seems not enough for people that live and work in the area. I understand that there are likely other routes for people to take, however I am concerned that this will place extra strain upon those smaller roads less suited to large amounts of traffic.		'- Expedite the Botley road works, have them completed as swiftly as possible. - The public transit system here is already better than many other cities, but more services that are interconnected. - Improve the cycle infrastructure, again this is already better than most areas, but there's still a lot of room for improvement to make it more desirable - Reduced bus fare. £4.50 day pass will add up rapidly
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Very negative	Positive	There should be no charges at all	No	Other	To support legal action to prevent traffic filters	Very negative	I think that permits are fine, but 100 daily permits for the Oxford city area seems too little, that would equate to just under 2 per week. And I'm certain there are people that require driving more than myself too. . It will make travelling into Oxford more challenging, as motorists without permits try to avoid the charges, placing increased pressure on the charge -free roads and the Oxford ring road.	The businesses in Oxford require a range of modes of access, including cars.	Stop messing around with the existing free movement of traffic. The restrictions proposed for the Marston's Ferry Road are especially concerning. This road was designed to make travel between the city centre, Summertown and Headington more free flowing. The proposal seeks to reverse this vital artery
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Neutral	There should be no charges at all	No	Make buses cheaper for all, Add new bus routes, Extend hours of operation for buses		Very negative			
a resident of Oxfordshire living outside Oxford	weekly	Blue badge holders	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make bus services more frequent		Very negative	Any scheme like this is likely to cost as much to implement as it is to earn makes absolutely no sense. Anyone that thinks you will have sufficient excess to improve the bus service has no grasp of reality.	Yes, forget it. No one wants it, there will be no benefit to residents or retailers in the area, there really is no good reason to implement it.	Police the cyclists!!! They ignore road signs, they don't have lights or wear reflective clothing when it is dark, and they slow down the traffic that would not cause any problems if they were allowed to get where they are going. Instead of tackling cars, tackle the cyclists!! It is them that cause the congestion!!!
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I commute to the central permit area by car	Negative	Negative	Too high	No	Make buses cheaper for all, Other	What is the point me in driving 4 miles to my nearest park and ride to then get a bus back past my address to go to work. I drive as my wife can not walk that far but is not classed as disabled but could not walk from our hours to bus stop and work aldav	Very negative	With BMW finish times not only will this affect tescos business but also cowley centre and John allen possibly closing even more businesses under the strain of the current retail climate	Look at better bus routes, better roads the roads that will now be used instead of i.e Holloway are already in a poor state. Hospital patients that will now add 3 or 4 miles on a journey to get to the hospital	Yellow boxes on busy junctions with cameras if you want to penalise drivers. But dont do this which will effectively close businesses
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Negative	No impact	Too high	Not sure	Make buses cheaper for all, Add new bus routes, Make bus services more frequent, Add public cycle parking		Negative	I work on Marston Ferry Road in a school, the hours of operation will negatively impact all staff in our school, many of whom have to live outside of Oxford due to rising costs. We will all be disproportionately affected and this feels very unfair given the challenges of recruitment of teachers and support staff in the education sector. In general I welcome ideas to improve congestion in Oxford, but I have significant concerns of the impact on the proposal on the schools most impacted by this scheme; it is highly likely to make recruitment even harder, as people will not be able to reach the school easily. I strongly believe that education staff should be exempt, recognising the significant value of our roles. It is often not feasible to sue public transport or cycling when you regularly have to carry resources to work, e.g. boxes of books or marking, a reality of the profession. The free passes are not enough to cover the working year and a daily charge on top of the allocation will quickly become too exoensive.		More bus lanes should be introduced so that bus travel becomes quicker than car travel. More bus routes connecting neighbourhoods would also help with this, as the only option so often is to go into the city centre and back out again. Bus travel should be cheaper. Cycle lanes must be improved. These should be the priority.
an Oxford resident	less than weekly		I don't	Very positive	Very positive	About right	Yes	Add new bus routes, Make bus services more frequent, Add public cycle parking		Very positive	Congestion charges would encourage people to leave vehicles at home or take public transport		
a resident of Oxfordshire living outside Oxford				Very negative	Very negative	There should be no charges at all	No	Other	Reinvest income into scrapping this stupid scheme or providing free city centre parking for cars to mitigate the impct	Very negative	Driving in Oxford is already bad enough without making it more expensive.	Please don't do it.	Remove the bus gate so cars can travel through the city centre and ease congestion on the surrounding roads. Tackle antisocial cycling to improve road safety for all and particularly vulnerable road users.
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	Not sure	Make bus services more frequent, Extend hours of operation for buses		Very negative	Don't want it. Another waste of money. Elected members just squandering money . House prices will fall. Business will leave the city area	Will leave Oxfordshire as I'm sure many will damaging the economy	More cheaper public transport and open Botley Rd . try 24x7 working
a member of the public living outside Oxfordshire	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Neutral	Very negative	About right	Not sure	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all		Very negative	I work for an Oxford University and having to travel daily and having to pay would greatly affect my daily life. Myself and most of my colleagues aren't earning a fortune as it is and seems unfair to effectively tax us again just because we work in central Oxford	The idea is ok in principle but for people earning low income would be greatly impacted on a daily basis	The new bus lane on the way out of the city along Woodstock road is ridiculous. Traffic builds up a lot more than it used too, surely this is creating more emissions and congestion.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make buses cheaper for all		Very negative	I am very upset by this decision further causing madness and traffic just like the ltns did. You are destroying Oxford. This has not been democratically decided.		Don't have ltns
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	No impact	No impact	There should be no charges at all	Not sure	Make Park & Ride parking cheaper, Make bus services more frequent, Extend hours of operation for buses		Negative	I am a member of the Quaker Meeting at 43 St Giles which has a small car park. On Sundays I often drive from Garsington to the Meeting House. Sunday busses from Garsington are very few. In bad weather, and because I am elderly, I prefer to go by car. I do not understand why you include all day Sundays in the restrictions on St. Cross. The only other way I could do the journey would be ring road around to the north and down the Banbury Road, which is much longer and wasteful of petrol. Also, I sometimes go to week-day evening meetings at the Meeting House. I would need to go through St Cross before 7 pm. There are no evening busses to Garsington.	If there was good free parking in Cowley, I could park there and change to a bus, for some journeys. It would need to be near a bus stop. How many drivers have you asked in detail about their journeys? Do you really know why people persist in driving? They can't just stop, without giving up significant parts of their lifestyle. You need to take that into account. You are asking for sacrifices. I drive other family members who do not drive themselves, and they may not be in good health. Do you expect them to use taxis or what?	I made my reply already under number 12, not realising that this was coming. To repeat: provide free parking for cars with outside permits, so we can drive in from villages and then park and switch to busses. It's either that or greatly increase the bus services to the villages.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Positive	Negative	Too low	Yes	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Extend hours of operation for buses		Very positive	I support the health benefits, and safer cycling. Most cars entering and leaving seem to be single occupant.	Maybe give discounts for multiple people using one car.	Many cycle lanes are gestures rather than real dedicated spaces
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	No impact	Positive	There should be no charges at all	No	Make buses cheaper for all, Make bus services more frequent, Extend hours of operation for buses		Very negative	We already pay a fee to park at our place of work. Introducing this congestion charge will add so much traffic to the route.	It's a terrible idea. Stop demonising car drivers. We have lives and need to get to our workplaces.	
an Oxford resident	less than weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	About right	No	Make Park & Ride parking cheaper, Make buses cheaper for all, Extend hours of operation for buses		Neutral	I don't drive much in and around Oxford.	No	No
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Very negative	Very negative	There should be no charges at all	No	Other	Make train journeys cheaper	Very negative	We won't be going into Oxford city centre at all anymore. We will be shopping outside Oxford.		
an Oxford resident		100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Negative	Negative	About right	Yes	Make buses cheaper for all, Make bus services more frequent, Add public cycle parking		Very positive	It is essential to address congestion and reduce car travel in the city. You have been very considered in all the permits and exemptions - I imagine that they will cost a lot to administer, but they will be very helpful in helping to mitigate potentially negative impacts.	Overall I'm very supportive of this progressive measure. Main concerns are: 1. Why are there no charge locations on the A4144 or A4165? The modelling indicates an increase in traffic flow to the north. 2. Why are motorbikes not charged? I think they should be, even if at a lower rate. Personal vans perhaps should also be charged but I understand it may be tricky to distinguish between personal use and business use. I support higher charges for larger vehicles. 3. Communications of the changes are going to be very important as it is quite complicated - would there be an option for some sort of grace period, eg where the first instance of failing to pay is not fined but issued with a warning? Some people may not be aware and may not apply for a permit even if eligible. 4. I hope there will be an option to top up my account or set up an automatic payments. 5. I am a little concerned about rat running on residential streets on parallel routes. Also on increased ring road congestion - this is already an issue. 6. In my household, my husband and I share a car. We therefore will just get the 100 permits. Whereas two car households will effectively get 200. There may not be a convenient way around this - perhaps there could be a flat 100 per household, then give the further 100 at a discounted rate. Otherwise there could be an incentive to own multiple cars. Also will there be any visitor permits for the 100 permit zone, particularly those living within the ring road?	Better cross city bus routes to make it simpler to travel from one side of the city to another. More secure cycle parking and safe and easy cycling routes. Ring road improvements might improve congestion but there is a risk of induced traffic.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Very positive	Very negative	Too low	Yes	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all		Very positive	I think that the ONLY way of reducing the number of cars travelling daily in Oxford is to introduce such a road charge. Indeed I think that this (rather than bus gates) may be the best long term solution.	Once introduced the scheme should be flexible enough to allow changes to the number and location of charging points and different categories of vehicle/user.	I think this is the best solution. But I am dismayed that those with workplace parking in central Oxford will not have to pay an access charge.
a resident of Oxfordshire living outside Oxford	weekly		I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	No charges should ever be applied	Very negative	This means to visit and transport elderly central Oxford residents I would have to pay up to £30 pcw	This is ludicrous and more the idea of a Tory than that od the lib dems of old	Open the botley rd
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Positive	Negative	About right	No	Make buses cheaper for all		Positive	I live on Hollow Way and something must be done to improve public transport speed through this area and reduce pollution. The thesis of the scheme is correct, it's implementation could use some nuance: people who live within 1km of a gate should be given 365 free passes to that particular gate (100 for the others is fine) - also passes remaining should be tested to warn drivers that they are running low.	purple zones should be set up around the gates, with unlimited passes for that specific gate to those local to it. I drive down my street to get home, not as some shortcut that avoids the ring road.	cheaper busses - the prices are outrageous. Cowley branch rail station is key to this and would reduce car journeys massively - why are you not getting on with this? Staggered start hours for businesses in the city - and certainly at BMW Mini - which congests the east at shift change.
an Oxford resident	daily	Frequent hospital patients	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	No impact	There should be no charges at all	No			Very negative	We are struggling for money jobs any sorce of income why would we want to pay anything to be more controlled we are sick of the t l n being placed everywhere traffic is dreadful thanks to it so creat more problem for the people	I do not agree and alot of people have told me they also don't agree we all want all filters removed.	Yes removing of traffic filters will ease traffic all around people have stop their kids from certain clubs and stop certain hobbies because of this traffic filters ltns.
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	No impact	No impact	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all		Negative	there is no need for a charge	there is no need for a charge	Better park and ride locations and better road repairs.
an Oxford resident	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Very negative	Very negative	There should be no charges at all	No	Other	Do not introduce congestion charging	Very negative	If the money generated is being used to cover the costs why bother at all, it's another form of taxation. I am retired and being penalised if I want to visit Oxford. The cost on the bus plus parking for 2 adults is ridiculously high already. It will kill Oxford retailing	Don't do it, cyclists are a danger to pedestrians, we don't want more, why not stop buses go through the centre of Oxford. They are electric and you can't hear them behind you.	Restrict cycles from the centre and pedestrian areas. Reduce price of buses, £3 each way is too high, make it free for anyone over 60 and reduced rate for students
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Negative	Too high	Yes	Make bus services more frequent, Extend hours of operation for buses, Other	Make the busses actually reliable especially infrequent busses	Negative	Without a reliable bus network this screws over many people, especially people who actually live in Oxford or the Oxfordshire area, people living outside sure change them but residents I feel it is harsh and uncalled for	Tell OBC they need to fix there bus app, having buses vanish from it is so stupid	Busses, cars and bikes cannot co-exist on the tight streets of Oxford, ban cars and massively increase bus reliability and stops and people will be happy, with the only exceptions being local business and taxis. Making people pay only hurts people who can't afford it
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very positive	Neutral	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Make buses cheaper for young people, Add new bus routes, Make bus services more frequent, Extend hours of operation for buses, Add public cycle parking		Very negative	Buses are already incredibly expensive and the service they provide is extremely mediocre. No air conditioning, no heating, the ride isn't smooth. What am I paying £3 to travel a mile into the city for? How is it that prices can be ramped up and the service does not improve. Could even argue the service has gotten worse as the number of buses running have been gutted.	Stop with the greed. Improve the services we already have, then people wouldn't feel the need to drive. If public transport was a reasonable price, people would use it instead of their own cars (which are cheaper than using public transport)!	Improve the public transport. Add more routes. It's called public transport for a reason. It should be affordable to all. Charging taxi prices for a bus is insanity.
a resident of Oxfordshire living outside Oxford	weekly		I don't	Negative	Negative	About right	No	Make buses cheaper for all, Make buses cheaper for young people, Add new bus routes, Make bus services more frequent, Extend hours of operation for buses		Positive	Positive about this as a temporary trial of a way to reduce traffic in Oxford. I think that it needs to happen and that we should be trying to use the well constructed network of park and ride facilities that Oxford has. The main pain of the park and ride system currently is the buses being stuck in traffic with cars which are not using the park and ride. This then makes the park and ride less attractive to use. Hopefully this will address this issue. The fee might need to be higher to drive people out of their cars and onto the bus.	I don't think that workers in Oxford need to be able to register 3 cars one per applicant is enough. I am against the people living in the zone being able to provide 50 to 100 passes to people visiting them. If they are carers they can apply for their own permit. If they are friends and family visiting less frequently they can use park and ride or pay the fee.	

Survey Response													
I am responding to this survey as	How often do you travel in or around Oxford?	Please tick which of the following free permits and passes you think you may be eligible for	Do you live in, visit a resident by car or commute by car to the proposed central Oxford	Central Oxford residents' permitit is proposed that residents in the central Oxford	Central Oxford permit area commuters' permitit is proposed workers commuting	We are proposing a single charge of £5 to allow cars without a day pass or permit	Do you think that charges should vary, with drivers of larger cars paying more and	Income generated by introducing the proposed temporary congestion charge would be used to cover the set-up and operating costs of the scheme.	If other improvement, please state	Taking into account all the information we have provided about the proposal to	Please explain your answer	Do you have any other comments about the proposal for six temporary congestion charge locations in Oxford that you have not already shared in this survey?	Do you have any suggestions for other ways to reduce traffic and tackle congestion in and around Oxford?
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Positive	Negative	About right	No	Make buses cheaper for all, Make bus services more frequent, Add public cycle parking		Positive	I am hoping it will reduce traffic.	I am concerned this, like the fingers, will increase traffic through Old Marston at peak commuter times.	An aerial egg lift linking Thornhill P&R > Osler Road / JR hospital > Town Centre.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Negative	Too low	Yes	Make Park & Ride buses cheaper, Make buses cheaper for all, Make bus services more frequent		Positive	Could go further, eg restricting hours of access for "other" vehicles (delivery etc) to outside normal peak times		Reduce the amount of parking currently available with a aim to discourage driving into the centre
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Positive	Negative	Too low	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Add new bus routes, Make bus services more frequent, Extend hours of operation for buses, Add public cycle parking		Positive		I think 3 cars for commuting is excessive	restrict larger vehicles such as trucks and vans within certain hours - so not during peak schools hours (7:30-9, and 3:30 to 5). This would make cycling with kids safer and more appealing.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	About right	Not sure	Make buses cheaper for all, Add new bus routes, Add public cycle parking		Very positive	Would expect to see fewer cars crossing the city centre, so buses would be faster/more timely and walking/cycling would be safer and more pleasant	Seems like a good way to test out the traffic filter ideas before going into the trial proper	School term times seem to produce the heaviest traffic, finding better ways for children to get to schools (rather than being driven in and out individually) could make a big difference. A shift away from the near-universal 9-5 working hours could also help soread out "rush hours".
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	Yes			Very negative	I'm an NHS manager, working almost 24/7, working every day after job planned hours from hime, additional commuting time will have neoative impact on my service		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	Too low	Yes	Add new bus routes, Make bus services more frequent, Add public cycle parking		Very positive	It is currently quicker to cycle in and around the city than to go by bus. The roads should be clearer for people who *need* to use their cars and permit the free flow of traffic. Buses will be quicker, and therefore more appealing to use, and cycling will be safer.	Owing to the timing of sessions, there needs to be provision for access to the ice rink, whether that is by improving bus services or adjusting the congestion charge for users. Otherwise, training would be affected to such an extent that competitive skaters will need to move to other rinks, such as Swindon, which are further away, which will affect the rink's ability to operate and remain competitive	Look to other medieval cities abroad that have put cycling first and see what measures we can adopt. A good example is Uppsala, in Sweden, which is also a medieval university town and is almost entirely car-free in the centre. Cars should be used for getting out of Oxford, and not necessary for getting into or around Oxford.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	There should be no charges at all	Yes	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Negative	I will have to leave my job at the school where I work part time because the most direct route includes one of the charging zones and going the long way would take too long and will use too much petrol. Going there by bus would take ages as there is not a good direct service available.	They are not a good idea because the rich can afford to pay and will continue congesting the road, but those on lower income will struggle.	Removing the LTNs in East Oxford would be a good start. Have more bus routes that cover the entire city and better connection services to the surrounding villages.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	Too high	No	Make buses cheaper for all		Negative	Push traffic onto already busy alternate routes already impacted by LTNs		Use the river to provide alternative transportation into Oxford
an Oxford resident	daily	Taxis and private hire vehicles	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Make BUSES FREE FOR LOCAL PEOPLE BETWEEN WORKING HOURS AND SEE WHAT IMPACT THAT HAS ON TRAFFIC AND SCHOOL RUNS	Very negative	Will hurt people that come to Oxford to work and who live locally .. turning Oxford into a Prison	All the surrounding roads will be impacted massively, there wasn't a congestion problem before that LTNS went in.. SUMMERTOWN IS THE WORST FOR PEOPLE THAT DON'T LIVE LOCALLY	
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Fix the badly managed roads and roundabouts	Very negative	It's literally a money making scheme. Not everyone falls into the same category of 'they should walk, get a bus or cycle' I now live in Abingdon, but I grew up in Cowley, I work in Cowley, my partner works in Cowley, my daughter goes to nursery in Rose Hill, I still have a lot of friends and family in Cowley that I see regularly, usually after work. You have already made that difficult with LTNs, I have to sit in a lot more traffic now than I ever did before. People will not stop driving! We pay for our cars, our insurance, our tax, and you want to charge us more just for the privilege of driving in our own city! There is no bus route that will allow me to go to drop off my daughter at nursery, go to work, then to pick up my daughter, and then to visit my family! And if there was it would probably double my journey time! I cycle to work when I can, but not if I have to do the nursery run. I have never ever had a problem cycling round Oxford! The majority of families and households rely on these cars to go about their daily business! Stop trying to penalise them!	You never spoke about this pre election as you knew you would struggle to get voted in! You have ruined Cowley with your LTNs already! You as a council are not listening to residents. Just look at the petition with over 10,000 signatures against! Look at the comments! Put your congestion charge in areas where you were voted in! Leave Cowley alone! Majority of residents do not want your greedy schemes! You seem to be targeting the poorer areas! If you really want it, then open up some of the LTNs so that the traffic can flow freely!	Open up the LTNs! Simple!
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very positive	Neutral	About right	Yes	Make buses cheaper for all, Add new bus routes, Make bus services more frequent, Extend hours of operation for buses, Add public cycle parking		Very positive	It is a good idea to have less cars being used.		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Negative	Neutral	There should be no charges at all	No	Add new bus routes, Make bus services more frequent		Negative	I am 81 years old and, although not disabled, I lack stamina and need to use my car for hospital visits, shopping and other errands. These proposals are based on the erroneous assumption that everyone can walk or cycle distances of at least a mile or so. I and many of my contemporaries cannot.	Why introduce this proposal when Botley Road is still closed? It is multiplying the stress on Oxford residents.	Consider the needs of elderly people. Why not make those aged 70 and over a priority group?
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other		Very negative	The cost of living in Oxfordshire is too high and this charge is only going to make it worse for me and my family to make ends meet.	Don't do this to the community	More motorcycle parking to reduce the car numbers. It is too difficult to park a motorcycle in Oxford.
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	No impact	No impact	About right	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Extend hours of operation for buses		Positive	Anything that reduces congestion and improves bus service frequency in Oxfordshire is positive		
an Oxford resident	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	No impact	Positive	There should be no charges at all	No	Make bus services more frequent, Extend hours of operation for buses, Other	Open the white elephant Eynsham park and ride as it would help eliminate the current money making initiative as traffic volumes would decrease in Oxford. Also reinstate a proper bus service to the Churchill hospital from Oxford Parkway/Summertown/etc	Very negative	OCC is making it increasingly difficult for anyone living in the surrounding villages to visit the city for work,shopping, or entertainment. More critically residents in villages have great difficulty accessing the hospitals especially the Churchill if and you are single and are too ill to drive. Even if you can drive yourself you can't park as the car parks are inadequate. If you want people to use public transport there must be a good local bus service that connects with the bus services from the villages e.g. the 94 from Banbury is only hourly and the connecting buses to the hospitals are inadequate and don't go to all areas of the Churchill site. I know someone who has to spend £70 a day on taxis there and back when attending regular appointments at the Churchill from Bicester as it is too difficult to get there by bus without a ridiculously long journey that makes it unsuitable. Even if they could get to the Churchill on time by bus, the only bus stop is too far away from the part of the hospital that people with lung conditions need to go to. This is a mess that effects many people's health so concentrate on sorting this out instead of penalising drivers.	This is way of raising funds from drivers that the majority of people are against. I do not know anyone who supports this proposal so scrap it before you kill the city centre, or someone from one of the villages dies as a result of their not being able to get to one of the hospitals in time. If you do ignore Oxfordshire residents and go ahead, more services must be relocated to the Horton Hospital in Banbury as this is much easier for many people to access.	Open up the access road to the new park and ride at Eynsham so commuters, shoppers and visitors can actually use it!! This is currently an inexcusable waste of public money and needs to be brought on line ASAP. If you did this you wouldn't need to penalise drivers with the proposed congestion charge scheme as many people would rather Park and Ride than sit in traffic queues!
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Positive	Positive	About right	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Add new bus routes, Make bus services more frequent, Extend hours of operation for buses		Positive	Reduction of traffic		
a resident of Oxfordshire living outside Oxford	less than weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice, Blue badge holders	I don't	Very negative	Very negative	There should be no charges at all	No	Make Park & Ride parking cheaper, Add new bus routes, Make bus services more frequent, Extend hours of operation for buses		Very negative	We already pay enough tax for using our cars		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice, School students with special educational needs, Unpaid carers	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Negative	There should be no charges at all	Yes	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Very negative	This scheme is temporary, why not wait just a bit longer for the Botley Road to be completed. As this is temporary, this is a waste of our council/tax payers money, time and effort that could be spent elsewhere in the city e.g the homeless. This puts even more barriers between people of different communities. It will hit those least able to afford the extra charge the most. I will not go into town due to high bus fares anymore and will shop online instead. We drive our daughter to school on the marston ferry road. The gate will be active during the school run. Will we have to therefore paw to take our daughter to school? Are parents considered as unpaid carers?	Please consider the impact on the ring road and the wider A roads that it serves. People really do feel that they are not being listened to, despite the appearance of a survey. Please tax the bigger cars more. They take up more space and make more damage to our roads.	Cheaper bus fares will encourage people to use the bus. I have driven more, since the bus fares have gone up. Bus routes going from North Oxford to Headington are infrequent, terrible and often late. Can we have a route that goes from North Oxford to Headington, that does not have to go into the hospital (therefore not getting caught up in the JR hospital traffic jam)? A railway line from Witney to Oxford would be great.
an Oxford resident	daily		I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very positive	Very negative	Too low	Yes	Other	Create a very Light Rail (VLR) system like Coventry is doing. People are prepared to switch from their cars to alternatives but not always to busses.	Very positive	Will reduce traffic jams and hopefully make it easier to get to my house which is in the central zone.	I'm very supportive of the scheme overall especially the scheme for centre of Oxford, Thames Street/Hythe Bridge Street, however I feel you can improve it by removing the Holloway and Marston Ferry cameras as they won't have the necessary impact on reducing traffic and will just displace traffic to other unsuitable roads and make other routes busier such as the ring road. The St. Clements camera should be retained but the location should be moved to Magdalen bridge as there will be no alternative to get from St. Clement to Cowley/Iffley Road by having a camera in St. Clement	Introduce a VLR to Oxford the scheme could have a few cross city routes. 1 from Redbridge P&R down Abingdon Road, 2. Water Easton down Banbury Road 3. Headington to Station via Centre then down Botley Road.
an Oxford resident	daily		I don't	Very negative	Very negative	There should be no charges at all	No	Other	Add more cheap parking available to everyone.	Very negative	I expect the usual confusion as to when who has to pay, and severe dent to local businesses who will lose customers frustrated with yet another obstacle oettino into and around the city.	Taxes, fees etc rarely stay as "temporary" as initially communicated. Mountino obstacles is hardly a way forward.	Provide plenty of easily available parking spaces around the city with good connections around and onto the city. This way people may want to park and walk or bike or take a bus into the city.
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	Not sure	Add new bus routes, Add public cycle parking		Very negative			
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	About right	Not sure	Make buses cheaper for all, Make bus services more frequent, Add public cycle parking		Neutral	I agree in the need to reduce congestion in Oxford. The £5 congestion charge approach seems much less draconian than the traffic filters. I think that the congestion charge should be considered in the long term rather than the traffic filters. I have two major issues: The Marston Ferry Road location should be scrapped. This point is rarely congested and the main problem here is private school traffic. The councils should work with the schools to reduce this rather than punish other road users on what is essentially an inner ring road. At the very least the charging hours should be reduced to school term time only and not on Saturdays. There is very rarely traffic here on Saturdays. Having 100 free passes for all filters in a day for Oxford residents seems a blunt and unsophisticated approach. As a Marston resident I'm much more concerned about access to the St Clements and Marston Ferry traffic filters than say the Hollow way filter. It would be better if certain areas of Oxford had greater/lesser access to areas they are more/less likely to need to travel to.		Re-open the roads that have been closed to all for free moving traffic and less congestion, congestion has only increased in and around Oxford since "congestion calming measures" have been brought in. To add to this, the roads are more dangerous due to more cars being on certain roads, bus routes are slower due to increased traffic on certain roads, Cowley Road for example where every side street is shut, and congestion emissions have increased as it is a proven fact that queueing traffic creates higher emissions than free flowing traffic
a resident of Oxfordshire living outside Oxford	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	No impact	No impact	There should be no charges at all	No	Other	The scheme will only filter traffic down the same routes which will create further congestion and in turn increase emissions due to the amount of slow moving traffic	Very negative	The scheme will have a negative congestion in other areas of Oxford and Oxfordshire		
an Oxford resident	less than weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Very negative	Too low	Yes	Make buses cheaper for all, Extend hours of operation for buses, Add public cycle parking		Very positive	Reducing the levels of congestion in Oxford will have a positive impact on people who don't travel into Oxford by motor vehicle	The exemptions are too broad	Introduce a licencing scheme for delivery when lrs similar to taxis. Only registered vehicles can be used with the licensing, and all drivers need to have a full licence (even for mopeds etc) to have a licence. This will mean less delivery vehicles which and the remaining vehicles will be legal.
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper		Very negative	I have zero confidence in this scheme and even less (if that's possible) that any surprise funds will pay for anything beneficial to anyone.. these schemes always cost more and rate payers will end us footing the bill again	Highly unpopular revenue raiser with zero benefit to anyone	All the above look good
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Positive	Neutral	There should be no charges at all	No	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Neutral	We don't feel that the traffic levels warrant the introduction of a congestion charge scheme. We have concerns that a congestion charge in certain areas (eg Marston Ferry Road) will cause a negative impact on the wider ring roads. We don't see anywhere in your proposals a commitment to monitoring the use of those roads and the maintenance of these to ensure that any traffic issues are pushed further out to the detriment of more people.	It's not clear from the permit scheme how one-car families will not be disadvantaged from the permit eligibility. I have concerns that there will be one-car families who have two drivers in the household who will only be able to have one permit for one registered car as it refers to needing to be the registered owner to get a permit. We have one car, but we use it independently for different uses. Cases like these it would be more beneficial for both household residents insured to drive the car to have a permit of 100 passes. If you need to find a middle ground, it could be 100 passes for the registered keeper and then 50 for a named driver on the policy.	No
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Positive	Negative	Too low	Yes	Make Park & Ride buses cheaper, Make buses cheaper for all, Add public cycle parking		Very positive	We need to reduce the amount of traffic asap. The buses being blocked by people in single occupancy cars is not acceptable. Fewer cars will also make cycling safer.	£5 doesn't seem very much for driving a huge SUV through the city centre. Charging should be based on emissions and size.	Follow the example of many European cities and ban oversize SUVs from the city centre. SUVs are far more likely to kill vulnerable road users, they take up more room on the roads, and their excessive weight contributes to the deterioration of the roads.
a parish, town, district or county councillor	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice, Community health or care workers who need to visit multiple locations or travel urgently	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make Park & Ride parking cheaper, Make buses cheaper for all, Extend hours of operation for buses		Very negative	This proposal would restrict access to these proposed routes which will negative impact on local businesses in and around the area. £5 May seems small but things are hard already for people, cost of living in high so I think we should add to the financial burdens of the local residents or their visitors. Oxford is subtly becoming hostile to even the local residents. We sav NO to another tax!	Sundays and bank holidays should not be included in the days of operations for the congestion charges.	Expand the roads. Create bus lanes and bikes lanes separately. Build more parking spaces for local residents. Make it compulsory for builders to include parking in their building layouts. Streets parking is a menace… this is one of the major causes of traffic and not people moving from point A to point B in their own vehicles!
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	There should be no charges at all	No	Make buses cheaper for all		Very negative	I will have to take longer routes which will be congested with people who are also avoiding the traffic filters.	I think removing the LTNs would ease congestion more than the condestion charge	
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Very negative	Very negative	There should be no charges at all	No	Make buses cheaper for all, Add new bus routes, Other	Allow free movement for electric cars	Very negative	The changes are so complicated and uneasy to understand, I have a car and my location is very close to the centre so it makes no sense to force me to either take a much longer route or penalise me financially I like wherever I can and have an electric car but get zero benefit from that. There is no scheme for electric cars The city continues to allow tooany HMO houses which results in multiple vehicle houses. Likewise students bring their card to their most congested areas My mother lives on the other side of town so I have to go through Oxford to get to her quickly for medical appointments why am I being penalised for these journeys These charges will impact low income people who need their cars as the bus service outside of Oxford is so poor and do expensive		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Positive	Positive	There should be no charges at all	Not sure	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Very negative	This charge would cost my family over £1,000 per year for essential journeys like school runs and church attendance. I have three small children and have no choice but to use the car for the school run and to get to and from work. Even with 100 day passes, we'd still face charges for most of the year since we need these routes for 190 school days plus 52 Sundays. While we could technically use the ring road instead, this would mean longer journeys, more time stuck in traffic, and probably more pollution from sitting in queues. No one has consulted local residents properly about how this will affect our daily lives, and it feels unfair that families should pay what amounts to a tax on normal activities or be forced into much longer journeys.	This scheme feels rushed for autumn 2025 without proper assessment of family impacts, and it's being imposed by people who don't live here and don't understand how residents use these roads daily. What's worse is it's just the first step before bus gates block cars completely. If this must go ahead, anyone living within the ring road should be completely exempt from charges. We shouldn't have to pay to access our own neighbourhoods for essential activities like school and church.	Commercial vehicle restrictions - Target delivery times and HGV movements rather than families doing school runs. Improve public transport first - More frequent buses, better routes, and cheaper fares before penalising cars.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Negative	Negative	There should be no charges at all	No	Other	Repair potholes	Negative	Have to keep counting no of times I take my wife (a nurse) to the JR for shift work. 100 per year is not enough		Get bus stops out of traffic lanes (ie cut into pavement or verge)and merge two bus stops at Banbury Rd end of Marston Ferry Rd. Why are there two stops within 100yds of eachother?
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Very negative	Neutral	There should be no charges at all	No	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Very negative	I commute into Oxford Golf Club from Abingdon twice a week or more. You can't put golf clubs on the back of a bike and there are no bus routes. I also fail to see how forcing EVERY commuter onto 1 road in, past the 2nd biggest hospital in the city, when there are currently a couple of ways to reach that part of the city, is forward thinking at all. The roads there will be aridlock. thus making the quality of life for residents on the affected streets much sooner.	It's all very unnecessary. People like myself who travel in a couple of times a week for a hobby are not the problem. Make the buses cheaper, more frequent and more reliable, and get the working people who drive in every day off the roads and it'll be better for everyone.	See above. Incentivise bus travel for workers in Oxford and don't punish people who have no choice but to commute in for a hobby or pastime.
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Positive	Positive	There should be no charges at all	No	Add new bus routes, Make bus services more frequent, Extend hours of operation for buses	I live in Sandford-on-Thames, close to Oxford but not enough to have more than 25 free passes. Bus frequency from Sandford-on-Thames to Oxford city centre is not good enough to avoid using the car for shopping or for taking my pet to the vet in Cowley Road.	Very negative	Removing LTNs will improve the traffic in Cowley Road and Iffley Road because LTNs have diverted all the traffic to these to 2 main roads. This proposed congestion charged will make citizens pay for a bad planning and execution of the Botley Road works. All the investment made in the new West Gate shopping centre can be put in risk because people who do not live in Oxford won't be able to go by car to West Gate, so many businesses located at West Gate will close and many jobs will be lost. If cars cannot be used, many people will decide not to have cars, and car industry will be affected in long-term. This can affect neoatively to the unemployment rate in the UK.	Removing LTNs system will improve traffic in main roads like Cowley and Iffley roads. It is quite simple to understand that if all small roads are closed to traffic, all vehicles have to use Cowley and Iffley roads even if they could use alternative. Banning is not the solution. Segment-based speed cameras can provide safety to neighbourhoods without banning vehicles. And they would provide extra incomes for the County Council if people do not restrict their speed.
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	No impact	No impact	There should be no charges at all	Not sure	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make bus services more frequent, Extend hours of operation for buses		Very negative	We drive in to drop our daughter off and pick her up from school everyday. She is too young to take the school bus. We will have no choice but to pay the congestion charge on a daily basis. What will you be doing to make it more feasible for parents to use the road/ and/ side to take their children into Oxford for school?	Your Marsten Ferry Road congestion charge location will surely only make Banbury Road and Woodstock Road even more busy. It is hard to see the logic in this.	A big part of the congestion in the mornings and evenings is around access to schools. Have you thought about creating a viable park and ride option for parents who are driving their children in? Make the park and ride parking and buses free!
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I commute to the central permit area by car	Very negative	No impact	There should be no charges at all	No	Make buses cheaper for all, Make bus services more frequent, Extend hours of operation for buses		Very negative	Daughter has to drop child with us 3 days a week , currently using the link road to then get to work. She'll now have to go out to the bypass and back in via the Banbury Road. More petrol and more time to comlete the journey. Ridiculous.	Bad idea, will increase congestion on other city roads	
a resident of Oxfordshire living outside Oxford	weekly		I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	None. This scheme should not go ahead.	Very negative	This scheme would place a significant financial burden on us at a time of already, rapidly rising taxes, costs, and other inflationary pressures.	This is quite simply an unacceptable cash grab, thinly disguised as an improvement scheme. All those involved should be ashamed. and I look forward to voicing mr opinions at the next election.	Build better infrastructure instead of squeezing already struggling motorists. Oxford represents terrible value for money for the road tax contributors. and is certainly not in a position to ask us for more.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Negative	Neutral	There should be no charges at all	No	Make buses cheaper for all, Make bus services more frequent, Extend hours of operation for buses		Very negative	Oxford is already congested enough as it is. This is going to push everyone visiting and living in Oxford on to the ring road (which will eventually be like a car park because u won't be able to move anywhere). LTNs have already driven people that we know to leave the city and this proposal will only make things worse.		Remove LTNs, do not implement the congestion zones/bus gates. Although I recognise they do reduce noise pollution, traffic in the city has increased dramatically since their introduction. Therefore, it has led to an increase in harmful gases caused by vehicles affecting people's health and our climate. I think improving our climate and people's health is a lot more important than a bit of noise in the mornings and evenings.
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Very positive	Very positive	There should be no charges at all	Yes	Make bus services more frequent, Extend hours of operation for buses		Very negative	I work in central Oxford and do not believe in free passes promised as there as always a catch to disqualify people like myself to get the pass.	It is a terrible idea	Build more roads
an Oxford resident	daily		I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	Not sure	Make buses cheaper for all, Make buses cheaper for young people, Add new bus routes		Very negative	Will impact my work as an electrician round oxford area		
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Negative	Negative	There should be no charges at all	Not sure	Add new bus routes, Make bus services more frequent, Other	make buses reliable	Negative	This will inconvenience me as I live to the north and have friends living in south and east of the city, a limited number of passes is a complication I dont want nor do I want to pay a charge to visit them, to attend hospital appointments, to shop etc. But far more than this I feel this is dividing the city for unproven reasons/gain - and we are already a divided city! It will adversely affect businesses and other organisations, as the Botley Rd closure and LTNs have already done. It will force even more traffic onto our already clogged at times ring road. Yes, we have traffic issues but we cope! Look at school holiday times - there are no traffic problems! Most is caused by school staff and parents on school run - particularly in north Oxford! There are those there who will be able to afford the £5 a day and those will not deter them! Others who are not so fortunate but need to drive into the city will suffer! I am interested to see that those who drive to work in the city will get more permits (not clear what eligibility for that is?) So not at all convinced that this will solve the problems it is claiming	Much has been made of potential benefits from this for bus companies who claim congestion is causing timetable delays. I find that hard to understand - much of their routes are bus lanes (although some on Woodstock Rd removed recently as part of a very strange scheme which also involved painting pictures of cycles on the road that nobody understands given there are cycle lanes on pavements there and widening pavements at junctions which in itself has already created traffic problems and dangers! I would like to ask what was thinking behind this and how much did it all cost!?) My doubt of bus company claims stem from experiences when timetabled buses just dont arrive at all! And this happens regularly on Sundays so traffic congestion cannot be blamed then! I would like to see traffic problems for those heading (especially southbound in mornings) from Kidlington alleviated - this journey can be a long frustrating one at times especially when there is a34 issue so traffic there diverts through Kidlington, and with 5000 more houses being built here plus potential OUFC stadium something drastic needs doing, but I cant see congestion charge helping with this. If OUFC do get their stadium here a congestion charge would make traffic on ring road even worse!!	Improve bus services - hold the companies to account so that they are actually reliable and run the number of buses they promise and then extend services to some non stop express routes into city build designated cycle lanes - pothole free and separated from traffic and pedestrians so that all can remain safe
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	No impact	No impact	There should be no charges at all	No	Other	I need to access the rail station and car park to get to work some days of the week. This charge will make an already costly, long and difficult joinery near impossible forcing me to drive twice the distance to another less convenient rail station	Negative	As above, I need to access Oxford rail station / car park and it's really difficult already. Getting the bus adds up to 2 hours to my journey	Yes. Why continue to punish people for using cars when yiu can't live in rural Oxfordshire without one.	Either reopen local rail such as the Witney line (highly unlikely in the next 30 years I know), or provide dedicated bus lanes along the entire A40 from Witney AND introduce free parking at places such as Witney, so people like me from rural villages have somewhere to park before getting a bus. Public transport from Oxfordshire villages is not a viable option at present. Getting to Oxford rail station from Aston/Bampton requires me getting an early morning and late night lift to and from Witney and a very long commute.
other	daily		I commute to the central permit area by car	Very negative	Positive	Too high	No			Very negative	People can't afford to live in Oxford so have to live further afield to be able to afford to live, this in turn brings long car journeys. To force all the traffic down the A40 would make traffic in and out of the hospital worse and cause more cars to be stuck idling in congestion which would be worse for the environment. Adds extra stress to those who are paying for their car permit and turning up hours before work at the hospitals just to be able to secure a space for wages that are below London weighting despite house prices being as high. It'll encourage people to look at jobs out of the area.		
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Very negative	Very negative	There should be no charges at all	No	Make buses cheaper for all		Very negative	You clearly don't want people to visit central Oxford so I will stick to the ring road and shop, go to the theatre, cinema etc in other towns	Nope	Cycling is dangerous and should not be allowed on busy streets
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	About right	Not sure	Add new bus routes, Make bus services more frequent, Other	Make bus services match the timetable better	Positive	It will be better air quality, the buses will be better and there will be fewer cars on the road		The roads for through traffic need improvement — A34 three lanes. A slip road from A40(E) directly on to A34 to avoid Wolvercote roundabout Open Eynsham park and ride

Survey Response												
I am responding to this survey as	How often do you travel in or around Oxford?	Please tick which of the following free permits and passes you think you may be eligible for	Do you live in, visit a resident by car or commute by car to the proposed central Oxford	Central Oxford residents' permitIt is proposed that residents in the central Oxford	Central Oxford permit area commuters' permitIt is proposed workers commuting	We are proposing a single charge of £5 to allow cars without a day pass or permit	Do you think that charges should vary, with drivers of larger cars paying more and	Income generated by introducing the proposed temporary congestion charge would be used to cover the set-up and operating costs of the scheme.	If other improvement, please state	Taking into account all the information we have provided about the proposal to	Please explain your answer	Do you have any other comments about the proposal for six temporary congestion charge locations in Oxford that you have not already shared in this survey?	Do you have any suggestions for other ways to reduce traffic and tackle congestion in and around Oxford?
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Positive	Negative	About right	No	Make buses cheaper for all, Make bus services more frequent, Add public cycle parking		Positive	I am hoping it will reduce traffic.	I am concerned this, like the fingers, will increase traffic through Old Marston at peak commuter times.	An aerial egg lift linking Thornhill P&R > Osler Road / JR hospital > Town Centre.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Negative	Too low	Yes	Make Park & Ride buses cheaper, Make buses cheaper for all, Make bus services more frequent		Positive	Could go further, eg restricting hours of access for "other" vehicles (delivery etc) to outside normal peak times		Reduce the amount of parking currently available with a aim to discourage driving into the centre
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Positive	Negative	Too low	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Add new bus routes, Make bus services more frequent, Extend hours of operation for buses, Add public cycle parking		Positive		I think 3 cars for commuting is excessive	restrict larger vehicles such as trucks and vans within certain hours - so not during peak schools hours (7:30-9, and 3:30 to 5). This would make cycling with kids safer and more appealing.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	About right	Not sure	Make buses cheaper for all, Add new bus routes, Add public cycle parking		Very positive	Would expect to see fewer cars crossing the city centre, so buses would be faster/more timely and walking/cycling would be safer and more pleasant	Seems like a good way to test out the traffic filter ideas before going into the trial proper	School term times seem to produce the heaviest traffic, finding better ways for children to get to schools (rather than being driven in and out individually) could make a big difference. A shift away from the near-universal 9-5 working hours could also help soread out "rush hours".
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	Yes			Very negative	I'm an NHS manager, working almost 24/7, working every day after job planned hours from hime, additional commuting time will have neoative imoact on my service		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	Too low	Yes	Add new bus routes, Make bus services more frequent, Add public cycle parking		Very positive	It is currently quicker to cycle in and around the city than to go by bus. The roads should be clearer for people who *need* to use their cars and permit the free flow of traffic. Buses will be quicker, and therefore more appealing to use, and cycling will be safer.	Owing to the timing of sessions, there needs to be provision for access to the ice rink, whether that is by improving bus services or adjusting the congestion charge for users. Otherwise, training would be affected to such an extent that competitive skaters will need to move to other rinks, such as Swindon, which are further away, which will affect the rink's ability to operate and remain competitive.	Look to other medieval cities abroad that have put cycling first and see what measures we can adopt. A good example is Uppsala, in Sweden, which is also a medieval university town and is almost entirely car-free in the centre. Cars should be used for getting out of Oxford, and not necessary for getting into or around Oxford.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	There should be no charges at all	Yes	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Negative	I will have to leave my job at the school where I work part time because the most direct route includes one of the charging zones and going the long way would take too long and will use too much petrol. Going there by bus would take ages as there is not a good direct service available.	They are not a good idea because the rich can afford to pay and will continue congesting the road, but those on lower income will struggle.	Removing the LTNs in East Oxford would be a good start. Have more bus routes that cover the entire city and better connection services to the surrounding villages.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	Too high	No	Make buses cheaper for all		Negative	Push traffic onto already busy alternate routes already impacted by LTNs		Use the river to provide alternative transportation into Oxford
an Oxford resident	daily	Taxis and private hire vehicles	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Make BUSES FREE FOR LOCAL PEOPLE BETWEEN WORKING HOURS AND SEE WHAT IMPACT THAT HAS ON TRAFFIC AND SCHOOL RUNS	Very negative	Will hurt people that come to Oxford to work and who live locally .. turning Oxford into a Prison	All the surrounding roads will be impacted massively, there wasn't a congestion problem before that LTNS went in.. SUMMERTOWN IS THE WORST FOR PEOPLE THAT DON'T LIVE LOCALLY	Free bus passes, council has the ability now to run its own bus services due to changes in the law, also bus ticket prices are extortionate for such small journeys and cause issues financially, Park and Ride should be free and buses to and from them should be one pound no more, if you want people to use Oxford and use it services make it cheaper for them to access them.
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Fix the badly managed roads and roundabouts	Very negative	It's literally a money making scheme. Not everyone falls into the same category of 'they should walk, get a bus or cycle' I now live in Abingdon, but I grew up in Cowley, I work in Cowley, my partner works in Cowley, my daughter goes to nursery in Rose Hill, I still have a lot of friends and family in Cowley that I see regularly, usually after work. You have already made that difficult with LTNs, I have to sit in a lot more traffic now than I ever did before. People will not stop driving! We pay for our cars, our insurance, our tax, and you want to charge us more just for the privilege of driving in our own city! There is no bus route that will allow me to go to drop off my daughter at nursery, go to work, then to pick up my daughter, and then to visit my family! And if there was it would probably double my journey time! I cycle to work when I can, but not if I have to do the nursery run. I have never ever had a problem cycling round Oxford! The majority of families and households rely on these cars to go about their daily business! Stop trying to penalise them!	You never spoke about this pre election as you knew you would struggle to get voted in! You have ruined Cowley with your LTNs already! You as a council are not listening to residents. Just look at the petition with over 10,000 signatures against! Look at the comments! Put your congestion charge in areas where you were voted in! Leave Cowley alone! Majority of residents do not want your greedy schemes! You seem to be targeting the poorer areas! If you really want it, then open up some of the LTNs so that the traffic can flow freely!	Open up the LTNs! Simple!
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very positive	Neutral	About right	Yes	Make buses cheaper for all, Make bus services more frequent		Neutral	Given I don't commute to the charge zone, and only visit friends in Botley on occasion, I expect the overall impact on me to be minute.		Remove Cowley LTNs and replace with ANPR that will allow only Oxford residents to go through, to reduce burden on the main traffic routes into the center.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Neutral	Neutral	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper		Negative	REDACTED	REDACTED	
a resident of Oxfordshire living outside Oxford	less than weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice, Business cars used as goods vehicles, Personal cars used as goods vehicles for business purposes	I don't	No impact	Negative	There should be no charges at all	No	Make buses cheaper for all, Make buses cheaper for young people, Extend hours of operation for buses		Very negative	It will act as a deterrent to coming to Oxford. As a business it makes it less attractive to support clients and businesses in this area.	I do not believe that a temporary stop gap policy is warranted because of the inadequate say which the Botley Road works have been managed and disruption that has caused. It's yet another block to accessing Oxford.	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No			Very negative	The traffic it will cause due to these outrageous idea you have on the working man such as my self and to only be able to use the road a certain time and so many days a year it's gonna affect how I get to work daily	This idea is outrageous, I can't fathom who comes up with these ideas thinking it'll sort traffic when a matter of fact gonna make it 10 times worse how you can think ' how can we solve traffic issue, oh I know let's shut some of the busiest roads at peak times to sort it' it completely makes no sense, the lin's are shocking enough as it is let alone when you shut more roads at peak times. How can families in the times of cost cutting and budgeting afford £5 a day to go through these locations to drop kids off or go to work, you are doing this as a money making scheme nothing else, but you don't care about our cost like paying for road tax for roads that are in places undriveable due the up keep of them and now we have to pay road tax to now be told when we can and can't use them, the extra money on fuel that we'll have to spend due to sitting in endless that you've caused due to this idiotic idea which will cause more pollution in the air thanks to you. The permits should not be restricted to 100 day it should be all year around for residence of oxford and not have to be forced into living like herded sheep.	Get rid of the ltns they don't work they just push the traffic to other places it's just common sense
an Oxford resident	daily		I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No			Very negative	I Live in central oxford, working in Kidlington. I also drive a company car so wouldn't be eligible for any permits as my car isn't classed as a residence car. It would block 2 out of 3 of my ways to work making it extremely impossible to make a living. I can not physically offered to pay £5 a day to drive to work! I would also be looking at leaving around 2 hours before starting work as it would make the A34 a lot busier due to the conession.	It should not be approved. You wouldn't even be able to go to westgate. Unless you pay £5 as well as paying for parking, this is absolutely ridiculous	GET RID OF THE LTNS since they have been put it it has caused a bigger build up
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice, Frequent hospital patients	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Neutral	About right	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make bus services more frequent		Very negative	There is no exception category for Landlords and sometimes it is required to have multiple visits in a week to sort a problem or meet trades, this would add a heavy cost on to a potentially expensive problem. Will electric cars be exempt from the conession charge? Or free travel on bus and park and ride oarkins?	Whilst I understand you want to reduce traffic along Oxpens/Worcester Street/Westgate. By doing this you are going to kill the traffic to Westgate. If Westgate car park is full, then you naturally move on to Oxpens or Worcester street parking. Sometimes park and ride is not suitable when buying large items that are easier to put in boot of car. Also, stop College from revenue when they allow you to park on their premises at weekends/holidays when Westgate ful.	Have a separate route for buses only around town centre and another route to car parks for cars. Both travelling on same road does not work. Create separate cycle paths away from main roads.
a resident of Oxfordshire living outside Oxford	daily		I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	Yes	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Other	Allow companies more passes for their staff driving in from outside Oxford	Very negative	It will decimate our business and we will have to let go of nearly all our staff	Ridiculous to place one of these on Thames Street with Westgate shopping centre and oxpens parking.	None of your suggestions will work. I have lived in London and the congestion charge has not worked there. You need to account for businesses within the purple area having more than three workers driving in from outside Oxford. The buses are all already and not everyone can walk from a park and ride or cycle. Most of your e-bikes don't work and the scooters are taken by kids
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Negative	No impact	There should be no charges at all	No	Make buses cheaper for all		Negative	Not everyone knows Oxford well and won't know where these are located or how to circumnavigate them. The problem is the bridge being closed. not the cars.	It is an idiotic idea punishing those who are trying their best when the road closure isn't their fault	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice, 25 day passes for residents in the Oxfordshire permit area, on days of your choice, Blue badge holders, Disability benefit claimants, Disabled tax cars, School students with special educational needs, Unpaid carers, Community health or care workers who need to visit multiple locations or travel urgently, Frequent hospital patients, Emergency service vehicles, Firefighters, Registered car clubs, Hearses and funeral cars	I don't	Very positive	Neutral	There should be no charges at all	Yes	Make buses cheaper for all, Make bus services more frequent, Add public cycle parking		Negative	You have messed up the availability of housing in the center of our workplace and now you have messed up or ability to commute to work by bus, bicycle, and car. And your proposal is a tax? This is infuriating. I live in Botley. We have no means to enter the city. We do not care what car counters give you. The buses don't come. The buses are private and only go on and out of the city anyway, never through, never across. Absolutely useless. How will you improve buses? Will they go between the city and Botley road? They've gotten so expensive. Just down the council tax.	This is the stupidest idea. Council tax relief for Botley residents! What benefits can this have? Improvements to public transport? There's is none!!!!!	Fix the road, make buses universally transferable (like most other cities), have buses cross the city target than all go into the mall. Lower costs. 2:30 for three spots and then a thirty minute walk? It's a joke.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Very negative	Very negative	There should be no charges at all	No			Very negative	The LTN's already cause misery to residents living in the Rose Hill and Littlemore areas of Oxford. The congestion charges and traffic filters will make the traffic in the ring road even worse than it already is	Don't do it. Lib Dem county councillors seem to be determined on ploughing on with their anti driving plans regardless of all the objections from residents in south and east Oxford. This is why Littlemore and Rose Hill voted for Indecendent councillors....listen to them!!	Remove the LTN's and allow traffic to disperse and move freely around the city
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Negative	Neutral	There should be no charges at all	Not sure	Make Park & Ride parking cheaper, Make bus services more frequent, Extend hours of operation for buses		Negative	Not clear if you can get to the Westgate parking, St Giles parking....barking. And why should ability to visit friends and relatives be restricted by the council. Scheme assumes you are able to walk/ get bus. Time consuming. And plenty of people with mobility issues that don't have a blue badge.	Questions are very guided and limited. Re question about size of cars is rubbish - should also be considering whether cars are EV or hybrid. I have little doubt that despite "consultation", decision on this scheme is all but made.	Is white van man really a priority? How to stop abuse of scheme by traders - they can visit their friends and relatives, but I can't. If commuters can still come in, how is that going to reduce traffic, as worst congestion is during rush hour. I see no justification to restrict access, especially in an EV or hybrid, outside these times.
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Neutral	Very positive	About right	No	Make Park & Ride parking cheaper, Make buses cheaper for all, Make bus services more frequent, Extend hours of operation for buses		Negative	For commuting into central area from Oxfordshire the permit is essential. However we can't drive into Oxford from our rural village at the weekend we are unlikely to ever come into Oxford as a family. We would go elsewhere for shopping, entertainment and eating out		
an Oxford resident	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Very positive	Very positive	There should be no charges at all	No	Add new bus routes, Extend hours of operation for buses, Add public cycle parking		Very negative	Unfair charges.	The bus services are not good enough to replace key occasional car travel. Charging a fee that must be paid by midnight sounds like your predatory bus filters that are poorly communicated and implemented.	More dedicated cycle lane infrastructure and bus lanes. Banbury road is in a poor state for example out to Kidlington. The canal oath to Kidlington should also be finished and made cycle-able.
an Oxford resident	less than weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very positive	Very positive	About right	Yes	Make buses cheaper for all, Add public cycle parking, Other	as a West OxfordNorth Hinksey resident, I cannot reasonably drive to central Oxford without a huge detour. When I did drive, it was outside the congestion charge hours anyway. But the charge is a good idea to reduce traffic in town for the long term even after Botley Road reopens to deter people from driving through town without thinking the cost to the environment, pedestrians and cyclists.. Improving any of the things you suggest does not help us.. Finish Botley Road construction.	Neutral	As a West OxfordNorth Hinksey resident, I cannot reasonably drive to central Oxford without a huge detour. When I did drive, it was outside the congestion charge hours anyway. But the charge is a good idea to reduce traffic in town for the long term even after Botley Road reopens to deter people from driving through town without thinking the cost to the environment, pedestrians and cyclists..	The congestion charge should not be temporary. It should be for the long term.	The congestion charge should not be temporary. It should be for the long term and reducing the number of exceptions.
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Very positive	Very positive	Too high	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for young people, Add new bus routes, Extend hours of operation for buses		Negative	Increase in chardes for residents living outside if oxford		Introduce buses for children Early and frequent buses to job locations Underground train would be grand investment. Not last silly short term fixes
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice, School students with special educational needs, Registered car clubs	I commute to the central permit area by car	Neutral	Very positive	About right	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all		Positive	I cycle more than I drive so having less traffic will be good. My daughter takes the bus a lot and faster journey times and maybe cheaper tickets would be great. My husband can commute to work within the central zone and it is a great relief to see that he may not lose his option to do so.	No where in your documents have I seen a definition of 'car'. Is an SUV a car? Is a white passenger van a car? Is a 7 person people carrier (soccer mom van) a car? How many people are thinking, 'What kind of vehicle can I buy that will let me get around this charge??'	I would LOVE to have one continuous bike lane up and down the Abingdon Road. It is extremely difficult to find a place to lock your bike in central Oxford. All the following places do not have enough bike parking: near covered market, near Westgate, near old Debenhams, near old Argos). The new bike parking by Halifax is AWFUL!! Those giant plastic wheel wells take up a ton of space but are very difficult to put a bike into. It took me 4 tries to get my bike into an empty space...other bikes too large, wrong shape, incorrectly placed/ meant I couldn't use 'empty' spaces. Is there a way to make the rich pay more than the poor? Could the cost of the daily charge be a sliding scale that lined up with one's council tax band? The rich are just going to pay because they can and the poor are going to suffer disproportionately.
a resident of Oxfordshire living outside Oxford	less than weekly		I don't	No impact	Neutral	About right	Yes	Add new bus routes, Make bus services more frequent, Extend hours of operation for buses, Add public cycle parking		Negative	I will continue to reduce the time I come to Oxford and support the businesses there. I will take my business elsewhere	The whole car issue is absurd - why give planning permission for car parking in the Westgate centre in the first place bringing extra additional cars into the city centre. First ban parking in Westgate before introducing congestion charging if you are worried about air pollution. This will automatically reduce the number of vehicles and reduce the expense of installing a scheme.	If you removed car parking from westgate that will encourage more people use park and ride - buses will move quicker. much easier and simpler but of course people and businesses will complain about that also. there is no long term thinking and vision. Ban cars altogether even for those living in Oxford. why do they need a car to get around Oxford.
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	No impact	No impact	Too low	Yes	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Neutral	I commute by train and foot. Car traffic is bad, but cyclists are more of a problem due to the lack of clear signage. Buses are expensive and unreliable, so I hope this would help make buses an option for me, but I don't think this will make much difference.	It seems pretty confusing, but hope it will lead to better bus transport.	Make cycle lanes clearer, increase the use of clearer crossings in the town center and improve pedestrian access.
an Oxford resident	daily		I don't	Negative	Neutral	There should be no charges at all	Not sure	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Negative	It will have a disproportionate impact on lower paid workers.	Your traffic management ideas have brought Oxford to a daily standstill, increased pollution and made people's daily commute a nightmare. I no longer visit the city centre as it's awful. The city of dreaming spires is now a city of nightmares.	Build flyovers at busy junctions to keep traffic flowing around the outskirts of the city and free up the inner ring road system.
an Oxford resident	daily		I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Not approving this scheme at all	Very negative	Affect recruitment of teachers in schools and the economy of the county. It's very bad idea	People are struggling already this will compound the suffering	Remove the LTN that are the source of this congestion
a resident of Oxfordshire living outside Oxford	less than weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Very negative	Positive	There should be no charges at all	Yes	Make buses cheaper for all		Negative	Will not use oxford, which will impact businesses in the area.		
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice, Frequent hospital patients, Registered car clubs	I don't	Negative	Negative	There should be no charges at all	Not sure	Add new bus routes, Make bus services more frequent		Negative	I am a volunteer driver frequently taking people to hospital for treatment. This service serves many residents outside Oxford who cannot use public transport many on very limited income. This will have a detrimental effect on this service.	I suspect that this consultation is a sham and decision already made. You are only doing it because you're required to be seen to be consulting the public. As ever the adverse effects on vulnerable needy groups has not been thought through.	
a resident of Oxfordshire living outside Oxford	daily		I commute to the central permit area by car			There should be no charges at all	No			Very negative	I work and visit numerous building sites around the city. This is not practical via public transport.	Once again freedom of choice is being removed or reduced on spurious grounds. I don't trust the authorities to act fairly or objectively on any transport related issues due to their absolute hatred of private motorists. Roads should be free for all not just your favoured interest groups . Only one group of road users pay for the roads so why are they the ones that are penalised. If you stopped artificially blocking the city "arteries" the traffic would flow more smoothly as it usually does when traffic lights break down for example but that wouldn't fit your narrative would it.	Unblock the roads. Reduce the number of traffic lights. If any restrictive measures are required (which I vehemently oppose) they should only apply during morning and evening rush hours
a representative of a group or organisation	daily	100 day passes for residents in the Oxford permit area, on days of your choice, Personal cars used as goods vehicles for business purposes	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Negative	No impact	There should be no charges at all	No	Add new bus routes, Make bus services more frequent, Other	make buses reliable	Negative	As a charity which provides trained volunteer reading helpers to primary schools across Oxford we prioritise areas of most need so often ask volunteers to travel within the city to their designated school eg someone living in North Oxford may be placed in a school in East Oxford. ARCh sessions take place twice weekly during term time throughout the year. Our staff visit volunteers in their schools so also need to travel. We are already being impacted by this proposal - and the planned "bus gates" with volunteers now being reluctant to agree to travel. So this is dividing the city whereas our aim has always been to unite! We would like immediate confirmation that extra permits would be issued for all those travelling on behalf of ARCh please.		We do encourage our volunteers to use buses but they need to be more frequent and reliable. Free bus passes could perhaps also be issued to over 60s again?
an Oxford resident	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Negative	Negative	There should be no charges at all	No	Make Park & Ride parking cheaper, Make buses cheaper for all		Negative	Discouraging cars still further will not improve congestion just further congest remaining "free" routes. This is bad for everyone and defeats the purpose. Not everyone can cycle.	1. Not convinced "temporary" is temporary (if Botley is delayed yet again for example) 2. Not convinced area will not expand in future once principal established 3. Where is money coming from - upfront and will it really pay for itself in just 2 years (sounds an expensive scheme, no cost breakdown) ? 4. Is a permit "per person" or "per car" - what if I borrow a mates car from outside my zone ? 5. What prevents a "black market" in permits ? 6. What is the impact on tourists / occasional visitors more likely to be penalised, will they come again ? 7. What is the impact on traders ? (Botley was catastrophic despite protestations to the contrary. More restrictions cannot help) 8. Flat-rate charge irrespective of congestion is just a money making scam, if congestion is the target, then target peak hours - not Sunday 3am for example.	Sort out some of those mad cycle lanes that bottleneck cars and busses or drop cyclists on and off the road as they avoid obstacles. Headington "cycle lanes" are insane around the hospitals and London Road.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Positive	No impact	Too low	Yes	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Add new bus routes		Neutral	i very rarely drive in oxford as walk or take a bus	It is cheaper for some than bus tickets so should be more. You assume everyone has a smart phone to pay the charge. what about those who do not have one and maybe no computer (or a computer at home if they are not local so unable to pay at all) It penalises those on lower incomes as rich people will think nothing of paying £5, park and ride should be free to try and get people out of cars who do not need to be in them. (I realise these are oppostie views).	Maybe signs coming into Oxford saying please note you have to travel at no more than 20mph and please use the park and ride instead of driving if you can. More traffic wardens discouraging those fit and able people who think nothing of driving a short distance to park on double yellow lines across the cycle lanes to go and get a coffee as in Iffley road
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	No impact	There should be no charges at all	No	Make buses cheaper for all, Make bus services more frequent, Extend hours of operation for buses		Very negative	I live in Rewley park. To leave my house I am now charged £5 as we only have one entrance to the park and that opens in to the central control zone but we have been excluded as being classified as residents according to the map. You are therefore charaina us to leave our houses.	You need to recognise that Rewley park residents only have one exit route which is directly in to the charging zone and so we are being charged to leave our houses.	Stop students having cars
a resident of Oxfordshire living outside Oxford	less than weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Very positive	Very positive	There should be no charges at all	No	Make Park & Ride parking cheaper, Make bus services more frequent, Extend hours of operation for buses		Very positive	This charge will deter me from shopping in Oxford	It's outrageous and very damaging to businesses already struggling to survive in Oxford, I am against this charge	
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice, Unpaid carers	I don't	Very negative	Very negative	There should be no charges at all	Yes	Make Park & Ride parking cheaper, Add new bus routes, Extend hours of operation for buses		Very negative	I am a woman working a low paid job at a college in Woodstock road out of the central zone. Waiting for a bus to the park and ride when I finish work at 11pm will be unsafe. Also you are forcing traffic onto Woodstock Road so there will be a permanent jam there, so the bus to Redbridge is more likely to be late. I have a right to go to and from work in safety. Safest option is my car and the workplace parkina.	How can I afford another £25-£35 a week? Or £1300-£1800 a year from my take home salary? You assume everyone has the ability to pay.	Why are women not a priority group? Safety of workers ought to be a priority. You are messing with a system and you do not understand or care about the knock on consequences of your proposed actions.
an Oxford resident	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very positive	Positive	Too low	Yes	Make buses cheaper for all, Make buses cheaper for young people		Very positive	I mostly use a bicycle and it will make it safer and less polluted	There should be more charging points.... Woodstock and banbury roads are very busy when private schools are open. People in large suv cars should pay more for dropping off 1 child. They should organise mandatory school buses pick up at pear tree for example.	I think charges should be higher for heavier cars including tesla cars
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	No impact	No impact	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Add new bus routes, Make bus services more frequent, Extend hours of operation for buses		Very negative	It will force all the traffic that can go through town at around 7-7:30am (when it isn't actually too congested) to go on the ring road which will congest the ring road (which is already busy). I live in Abingdon and commute by car to The Cherwell School on Marston Ferry Road, so I can either go round Oxford and come in via Peartree or through the centre of town. By charging the congestion charge, I would be forced to either pay £975 per vear (more) to aet to and from work, or have to sit in traffic for longer by going via the ring road.		Why are teachers not priority groups too?! Using school buses for the many private schools within the city centre would reduce congestion.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Add new bus routes, Make bus services more frequent, Extend hours of operation for buses		Very negative	Since LTN traffic is chaos it causes anxiety stress and road rage this will only add fuel to the fire!		Take away the LTN listen to the residents instead of ignoring our opinions
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I commute to the central permit area by car	Very negative	Negative	There should be no charges at all	No			Very negative	We travel daily through some of the proposed congestion charge areas to drop off and pickup our young children to school, nursery, trainings and activities. Implementing these charge will greatly affect our children quality of life	It should not be implemented. Roads are made to be used by everyone. We dont build roads to close them for some people. The traffic is manageable and any place in this world will have more traffic during peak hours, but other governments will try their best to improve the quality of life of the residents in the area, while by implementing these charges, you are trying to make our life harder. It will affect children and parents negatively instead of trying to help ease their busy life	
an Oxford resident	weekly		I don't	No impact	No impact	About right	Yes	Make buses cheaper for all, Add new bus routes, Add public cycle parking		Neutral			
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice, Personal cars used as goods vehicles for business purposes	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Very negative	Working in a school environment with regular visits from agents, parents and businesses whom will be negatively impacted. School staff need to commute around the city, sometimes in emergencies and will have to pay extra to be able to help students.	Clear away some LTNs to help REDUCE congestion that you CAUSED by implementing the LTNs in the first place. This is such a hypocritical plan its laughable.	Remove a few poorly placed LTNs and the congestion in Oxford would significantly reduce, it would aid emergency services for moving around the city, and help businesses to flourish again. The hypocrisy shown by putting road blocks in to bottle neck cars, and then charge cars for going through forced bottleneck areas os appalling. I moved to Oxford in 2023 thinking it would be an amazing and flourishing council borough, but have found it to be anything but. Your handling of traffic management in the area is again, laughable. Its a disgrace.
an Oxford resident	daily	Blue badge holders, Disability benefit claimants, Frequent hospital patients	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Positive	Neutral	About right	Yes	Make buses cheaper for all, Make buses cheaper for young people, Make bus services more frequent		Positive	I live on Holloway and the traffic is horrendous. I do worry about us as residents with multiple hospital visits and being disabled and any cost to us	It has to be promised it's for two years and not going by the back door	

Survey Response													
I am responding to this survey as	How often do you travel in or around Oxford?	Please tick which of the following free permits and passes you think you may be eligible for	Do you live in, visit a resident by car or commute by car to the proposed central Oxford	Central Oxford residents' permitIt is proposed that residents in the central Oxford	Central Oxford permit area commuters' permitIt is proposed workers commuting	We are proposing a single charge of £5 to allow cars without a day pass or permit	Do you think that charges should vary, with drivers of larger cars paying more and	Income generated by introducing the proposed temporary congestion charge would be used to cover the set-up and operating costs of the scheme.	If other improvement, please state	Taking into account all the information we have provided about the proposal to	Please explain your answer	Do you have any other comments about the proposal for six temporary congestion charge locations in Oxford that you have not already shared in this survey?	Do you have any suggestions for other ways to reduce traffic and tackle congestion in and around Oxford?
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Positive	Negative	About right	No	Make buses cheaper for all, Make bus services more frequent, Add public cycle parking		Positive	I am hoping it will reduce traffic.	I am concerned this, like the fingers, will increase traffic through Old Marston at peak commuter times.	An aerial egg lift linking Thornhill P&R > Osler Road / JR hospital > Town Centre.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Negative	Too low	Yes	Make Park & Ride buses cheaper, Make buses cheaper for all, Make bus services more frequent		Positive	Could go further, eg restricting hours of access for "other" vehicles (delivery etc) to outside normal peak times		Reduce the amount of parking currently available with a aim to discourage driving into the centre
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Positive	Negative	Too low	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Add new bus routes, Make bus services more frequent, Extend hours of operation for buses, Add public cycle parking		Positive		I think 3 cars for commuting is excessive	restrict larger vehicles such as trucks and vans within certain hours - so not during peak schools hours (7:30-9, and 3:30 to 5). This would make cycling with kids safer and more appealing.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	About right	Not sure	Make buses cheaper for all, Add new bus routes, Add public cycle parking		Very positive	Would expect to see fewer cars crossing the city centre, so buses would be faster/more timely and walking/cycling would be safer and more pleasant	Seems like a good way to test out the traffic filter ideas before going into the trial proper	School term times seem to produce the heaviest traffic, finding better ways for children to get to schools (rather than being driven in and out individually) could make a big difference. A shift away from the near-universal 9-5 working hours could also help soread out "rush hours".
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	Yes			Very negative	I'm an NHS manager, working almost 24/7, working every day after job planned hours from hime, additional commuting time will have neoative impact on my service		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	Too low	Yes	Add new bus routes, Make bus services more frequent, Add public cycle parking		Very positive	It is currently quicker to cycle in and around the city than to go by bus. The roads should be clearer for people who *need* to use their cars and permit the free flow of traffic. Buses will be quicker, and therefore more appealing to use, and cycling will be safer.	Owing to the timing of sessions, there needs to be provision for access to the ice rink, whether that is by improving bus services or adjusting the congestion charge for users. Otherwise, training would be affected to such an extent that competitive skaters will need to move to other rinks, such as Swindon, which are further away, which will affect the rink's ability to operate and remain competitive	Look to other medieval cities abroad that have put cycling first and see what measures we can adopt. A good example is Uppsala, in Sweden, which is also a medieval university town and is almost entirely car-free in the centre. Cars should be used for getting out of Oxford, and not necessary for getting into or around Oxford.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	There should be no charges at all	Yes	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Negative	I will have to leave my job at the school where I work part time because the most direct route includes one of the charging zones and going the long way would take too long and will use too much petrol. Going there by bus would take ages as there is not a good direct service available.	They are not a good idea because the rich can afford to pay and will continue congesting the road, but those on lower income will struggle.	Removing the LTNs in East Oxford would be a good start. Have more bus routes that cover the entire city and better connection services to the surrounding villages.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	Too high	No	Make buses cheaper for all		Negative	Push traffic onto already busy alternate routes already impacted by LTNs		Use the river to provide alternative transportation into Oxford
an Oxford resident	daily	Taxis and private hire vehicles	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Make BUSES FREE FOR LOCAL PEOPLE BETWEEN WORKING HOURS AND SEE WHAT IMPACT THAT HAS ON TRAFFIC AND SCHOOL RUNS	Very negative	Will hurt people that come to Oxford to work and who live locally .. turning Oxford into a Prison	All the surrounding roads will be impacted massively, there wasn't a congestion problem before that LTNS went in.. SUMMERTOWN IS THE WORST FOR PEOPLE THAT DON'T LIVE LOCALLY	Free bus passes, council has the ability now to run its own bus services due to changes in the law, also bus ticket prices are extortionate for such small journeys and cause issues financially, Park and Ride should be free and buses to and from them should be one pound no more, if you want people to use Oxford and use it services make it cheaper for them to access them.
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Fix the badly managed roads and roundabouts	Very negative	It's literally a money making scheme. Not everyone falls into the same category of 'they should walk, get a bus or cycle' I now live in Abingdon, but I grew up in Cowley, I work in Cowley, my partner works in Cowley, my daughter goes to nursery in Rose Hill, I still have a lot of friends and family in Cowley that I see regularly, usually after work. You have already made that difficult with LTNs, I have to sit in a lot more traffic now than I ever did before. People will not stop driving! We pay for our cars, our insurance, our tax, and you want to charge us more just for the privilege of driving in our own city! There is no bus route that will allow me to go to drop off my daughter at nursery, go to work, then to pick up my daughter, and then to visit my family! And if there was it would probably double my journey time! I cycle to work when I can, but not if I have to do the nursery run. I have never ever had a problem cycling round Oxford! The majority of families and households rely on these cars to go about their daily business! Stop trying to penalise them!	You never spoke about this pre election as you knew you would struggle to get voted in! You have ruined Cowley with your LTNs already! You as a council are not listening to residents. Just look at the petition with over 10,000 signatures against! Look at the comments! Put your congestion charge in areas where you were voted in! Leave Cowley alone! Majority of residents do not want your greedy schemes! You seem to be targeting the poorer areas! If you really want it, then open up some of the LTNs so that the traffic can flow freely!	Open up the LTNs! Simple!
a resident of Oxfordshire living outside Oxford	less than weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Neutral	Neutral	There should be no charges at all	No	Make Park & Ride buses cheaper, Make buses cheaper for all, Extend hours of operation for buses		Negative	It's just another anti-car measure, layered on all the others, using the railway company's poor project management as an excuse for action.	The bus service from the park and ride is poor and expensive. The signage is confusing and after using it a few times, I vowed never again. I prefer to drive into the centre of Oxford and park in the John Lewis car park. I visit Oxford six or seven times a year to spend money at shops, restaurants and on cultural activities. This measure will make it more likely I will travel to London for this tvoe of activitv.	It's not a problem. You have already taken enough action in the centre of Oxford. Filling the countryside with tens of thousands of new homes produces more traffic. What did you expect?
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Very positive	Very positive	About right	Yes	Extend hours of operation for buses, Add public cycle parking		Neutral	I think the proposed scheme is moderate and well though through but I don't think I will personally travel through the congestion zone very often		Yes, two. I love in Woodstock. It would help for commuter towns like Woodstock to be served by: a. 24 hr bus services b. Better quality cycle paths - particularly faster repairs to potholes and clearing obstacles such as bushes
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	No impact	No impact	There should be no charges at all	No	Make buses cheaper for all, Make bus services more frequent, Extend hours of operation for buses		Very negative	It is going to cause so much traffic on the Banbury and Woodstock road (which is already v traffic heavy). The bus lanes on these roads make no sense as they stop and start. People will just end up using the ring road and enter the city using Banbury/woodstock. Until you improve buses/trains to villages and towns in Oxfordshire people will use their cars as they have no other choice. Cycling from remote villages is not an option for women and girls.	You also need to think about key worker - teachers/nurses/etc who are on low pay and this will make a huge difference to their take home salary during a cost of living crisis	Improve bus and train services and fix the bus lanes on the Banbury/woodstock road
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Very negative	No impact	There should be no charges at all	No	Other		Very negative	For people who need to commute daily for work such as myself this will be an absolute deal breaker and would force me to move out of oxford, businesses will suffer too as less people will be interested in driving into central oxford, its overall a net negative unfortunately		
a resident of Oxfordshire living outside Oxford	less than weekly	Blue badge holders	I don't	Very negative	Very negative	There should be no charges at all	No	Make bus services more frequent		Very negative	I have friends living in Oxford and I shop in Oxford. As there is a very limited bus service where I live, I have no option but to drive to see my friends, and to shop in Oxford. This will make me think twice about shopping in Oxford and will probably go elsewhere as a result.	Surely if you want to reduce congestion which was caused by the LTN's, then improve the public transport services first! Give people options!! But instead, you just look at how you can generate money and clobber the motorist instead. Ridiculous	Yes, Remove the LTN's, improve bus services, ,more bus routes especially from outlying villages. Improve the infrastructure for all.
a resident of Oxfordshire living outside Oxford	daily		I commute to the central permit area by car	Very negative	Positive	There should be no charges at all	Yes	Make buses cheaper for young people, Add new bus routes, Make bus services more frequent		Very negative	This will not be workable for young skaters who train at the ice rink 4-5 times a week before school and at weekends. Plus the ice hockey training sessions. This will price them out of doing the sport. It will be extremely detrimental for the rink in general, even for public skate sessions. If this goes ahead please ensure permits for all skaters who train - to the rink and also from the rink to school or work (for parents). Most are too young to do safely without parents. Not possible to do by public transport as most start v early (6am onwards) although trip away from rink would be well after 7am. Also no change for anyone who wants to skate in public sessions too. If this goes ahead please have a scheme for these.	This will impact negatively on patients coming to OUH. Many are vulnerable, disabled and on low income. Not a good public health move.	All of the above. Park and ride the North side of Kidlington
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	No impact	Very negative	There should be no charges at all	No	Make Park & Ride parking cheaper, Make bus services more frequent, Add public cycle parking		Very negative	As a daily commuter to Seacourt P&R, and occasional commuter to South Parks Road, all this will do is push more traffic out on the the already congested ring road. I cannot afford to pay £5 every time I need to bring my car to work, on top of the already extortionate rate of fuel and food.	I would like to know why you are proposing that the congestion charge is for two years. You indicate that it is until the Botley Road reopens. That is scheduled for August 2026, making it one year and not two, unless there is something you are aware of that we commuters/residents aren't.	The traffic needs to be kept moving so removing the LTNs would be far more beneficial and would help to alleviate the gridlock that happens if there is an accident as there is nowhere for the traffic to go.
an Oxford resident	daily		I commute to the central permit area by car	Very negative	No impact	There should be no charges at all	No	Other	Remove LTNs. This is whats causing congestion!	Very negative	This will cause more traffic for people wanting to avoid using congestion charged roads such as hollow way! There is no need for congestion as the main cause of this is LTNs!	It is absolutely ridiculous! Oxford is not a big enough town to do this! This is not london!	Remove LTNs as congestion started due to this!
a resident of Oxfordshire living outside Oxford	weekly		I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Don't charge at all	Very negative	Adding a charge would increase costs for commuters in a time where people are already struggling. This will put people off of going to oxford and would then have a negative impact on businesses in oxford		Remove the LTNs and open up the side roads again.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice, Frequent hospital patients	I commute to the central permit area by car	Negative	Negative	There should be no charges at all	No	Make Park & Ride parking cheaper, Make buses cheaper for all, Make bus services more frequent		Very negative	Me and my husband are both elderly, almost in our 80s. We need to access doctors and hospitals regularly. Our quickest and shortest route would be via Holloway. We have also have close family members who commute to the train station to work and the congestion charge in Oxford town Centre at Thames Street would severely impact those people. I absolutely do not agree with the congestion charge, I think it is disgusting to charge residents of Oxford to use their own vehicles within the town. Residents of Oxford already pay enough council tax.	If you didn't have the congestion charge you would not have the expense of your own problems. So leave the residents of Oxford alone.	Remove the LTNs. These were a bad choice by the council which has caused mayhem for residents of oxford. In terms of traffic, I live on Church Cowley Road (OX4 REDACTED) and have never in the forty five years of living on this street had to deal with such bad traffic. It now takes 30 plus minutes to get to a location which previously took under 10. This is a joke. The residents do not want this. All I hear is complaints about the LTNs from friends, family and neighbors - I do not see how the council believed LTNs or a congestion charge will be a good idea to manage traffic in Oxford. Please give us our roads back!
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Improvement would be to remove the actual LTNS, this is what is causing traffic and not helping it, adding a congestion charge makes no sense and if you travel or live in Oxford you would know this would increase traffic.	Very negative	I work in Oxford daily, this would impact me with increased traffic as well as having to pay, it is ridiculous and makes no sense.	Do not go forward with this, you guys keep doing this such as LTNS, congestion charge, but don't realise how bad Oxford is with traffic and impact on businesses, soon enough Oxford will be abandoned by people.	Remove the LTNS, before they were introduced traffic was no where near as bad.
an Oxford resident	daily	Blue badge holders	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Positive	Negative	Too high	Yes	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper		Positive	There are people with a number of cars that are very large and the scale and impact these cars have, simply does not work in a city this size.	At the moment one plans journeys in relation to traffic. So for instance getting from OX4 to the Pitt River Museum has taken an hour at 5 o clock. So I leave at 4pm to allow for any eventuality. St Clements and the Plain roundabout are very bad from 4pm and school exit and arrival.	Improve the roads and pavements so they are all one level. (No broken paving slabs and levels that make for uneven surfaces) Remove all road markings and allow the traffic to work with all. That would reduce speed and improve flow.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice, 25 day passes for residents in the Oxfordshire permit area, on days of your choice, Blue badge holders, Disability benefit claimants, Disabled tax cars, School students with special educational needs, Unpaid carers, Community health or care workers who need to visit multiple locations or travel urgently, Frequent hospital patients, Emergency service vehicles, Firefighters, Taxis and private hire vehicles, Registered car clubs, Business cars used as goods vehicles, Personal cars used as goods vehicles for business purposes, Driving instructors, Hearses and funeral cars	I commute to the central permit area by car	No impact	No impact	There should be no charges at all	Not sure	Make buses cheaper for all, Add new bus routes, Make bus services more frequent, Extend hours of operation for buses, Add public cycle parking		No impact	My partner works in a care home and has to commute through the congestion zone and we as a family are struggling enough yet now having to pay a daily charge	None	It's difficult to say
an Oxford resident	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Very positive	Very positive	About right	Not sure	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Very positive	Lower pollution		Better cycling paths completely separate from the road.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Very negative	I am an athlete and this would severely impact my ability to get to and from training. Playing sport is already very expensive, 100 passes are not enough for the frequency of training I have. Adding a £5 charge would mean I would no longer be able to play my sport. I have a lot of kit which means I can't cycle (I cycle to work and where possible), and also the distances involved means I can't use buses always. I also play matches that are often too far for public transport, or in areas that are not accessible bv public transport.	This survey is biased towards receiving answers that you want - obviously having a permit is more beneficial for me than not having one, but the impact of the traffic filters per se would be very negative, but you don't ask that in the survey. I live on a road that already has the LTN block at one end, so I would be forced to go through a traffic filter regardless of how I want to exit my road. I very strongly oppose my freedom to move and train in my own city being restricted by finances, when it's already the most exoensive city to live in in the UK.	Cycling is still very dangerous. If buses were cheap and actually faster than going by car then I would consider this more, but seeing as they sit in the same traffic as a car then what's the point. The main journey I need to do (Hollow way to Kidlington) is 15-30 minutes by car but 1 hour 15 taking two buses, if it wanted to arrive on time at 6pm. I would not be able to do this and finish work on time also.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very positive	Very negative	About right	Yes	Make buses cheaper for all, Make bus services more frequent		Negative	It's all going in the wrong direction, it was fine before the introduction of the LTNs!	No	Install speed moderation measures on Morrell Avenue!!!
a resident of Oxfordshire living outside Oxford	daily		I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make buses cheaper for all		Very negative	I currently have to drive to work because I live in an area without a bus route to the John Radcliffe Hospital and therefore would have to pay £5 a day for the purpose of going to work. This seems ridiculous and completely unfair and I am very against the idea.	This is a ridiculous scheme of no apparent benefit.	Just live with it.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Negative	Neutral	There should be no charges at all	No	Make Park & Ride buses cheaper, Make buses cheaper for all, Add new bus routes		Very negative	This is grossly unfair. Oxford is unaffordable and the congestion charge will hit hard people who are struggling for the benefit of those - like myself - who are wealthy enough to live in the city. It is immoral to treat people this way. It would be better to do nothing. You are making people drive further and by shutting off more roads and will make congestion much worse. This is terrible.	Scrap the whole thing. Open up the LTNs - you know that they haven't worked and the bus companies have told you this.	The proposed congestion charge for Oxford will be a disaster for working people. In recent years the gentrification of Oxford and the horrendous cost of housing have pushed working people out of their city so that over half the workforce now has to travel in. Oxford does not have London's underground or railway systems and with limited buses outside the centre many have no alternative but to drive or take lifts. Oxford is officially Britain's least affordable city and employers who have stretched themselves to pay the Council's own recommended Oxford Living Wage will now be astonished to see the County trying to take over £1,000 a year off the people they are trying to support - and doing so during a severe cost of living crisis in a country riven with inequality. The people the County are trying to deter are not shadowy strangers who have no business to clutter up the city, they are our colleagues who we very much need. Because, unlike London, there is no alternative transport, a better journey for a resident would be paid for by a much worse one for someone who has to live outside. If they are to avoid the charge they will have to drive further and queue longer to use one of the few roads without cameras, which will itself then be jammed solid. Doing nothing would be better than this, but there are many alternatives. The first is to build far more housing round the periphery of Oxford: more medium rise buildings such as those to the east of the ring road. Open the Eynsham Park and Ride, expand other Park and Rides, make them free, have an App for car sharing, and the Low Traffic Neighbourhoods, send buses into the villages, if there is a shortage of parking, question whether every college needs its own sports ground, press on with the Cowley branch line, push the contractors to open the Botley Road, restrict deliveries by lorries to certain days a week and make the private schools use shuttle buses to the Park and Ride to end the school run on the Banbury Road. If you really must charge people for driving in Oxford, it should be residents like me who already live within the city and who can easily use public transport, not those who can't afford homes in the city who have to drive. It's not just that the congestion charge will jam the arterial roads, or even the way it was hidden from voters at the recent election. It's the fact that anyone could ever conceive this to be fair. The don sitting in his SCR will get whatever benefit there might be without effort or inconvenience. The person on the living wage who attentively tops up his wine glass has either to pay the price of a top-of-the range i-phone every single year or to have much time wasted in a longer journey every day – all in
a member of the public living outside Oxfordshire	daily		I don't	Very negative	Very negative	There should be no charges at all	No	Make buses cheaper for all, Other	Improve trains / other commuter options to Oxford - I would rather not have to drive but there is no other option for me due to the poor connections	Very negative	As I have shared before - I commute into Oxford by car this is because trains and buses aren't a suitable alternative. Equally the buses do not run frequent enough or on time to enable me to able to depend on it. For example the other week I went to get X2 from NOC to park and ride and the two scheduled buses which were due to turn up never did, there was no communication / notice of issues to the running of these buses on the Oxford Bus company website or the bus stop I was waiting at. I ended up finding it out from another public website which shows all buses running and there were no X2's in the right direction at all. I ended up walking to Headington shops and getting a bus from there - this meant my journey was delayed by 90 mins, I was travelling home on this instance so it was fine but you cannot depend on public transport enough, there are only so many times I can apologise for being late because of the bus or train.	I am concerned that currently you claim this is only going to be for a a short time, when you equally stated that the Botley Road improvements would of been completed by October 2024 - 7 months later, it isn't done and we are now looking at it not being completed until Aug 2026 - I don't believe the council can be trusted to actually deliver what they claim they will (ie, if you introduce this it will improve bus times, frequency etc) and that it will run for the period you are consulting for (I suspect you will just claim oh it was a success lets extend it)	Buses to be more frequent and run to schedule (ability to get refunds on travel if they dont - same as with trains) Health and Social Care commuters are included in the permit scheme - you are happy for us to spend our money in the shops / boost local economy but then want to make working in Oxford less attractive
an Oxford resident	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice, Blue badge holders, Unpaid carers	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make buses cheaper for all, Add new bus routes, Extend hours of operation for buses		Very negative	I cannot understand the need to implement the charge. This will only penalise lower income families. If you have money and are happy to pay a charge you can come and go as you wish, any one else will suffer. No thought has been given to the health and wellbeing of the elderly, people with disabilities and anyone with additional needs who needs to access the hospital via any of these routes. All this will do is to push cars onto the main roads which are already full. In some areas, Marston Ferry Road, in particular this is not even needed and seems to be purely a money making episode. There is great cycle access along this route and furthermore it is one of the main routes to the hospital. You should not have to worry about a congestion when you are taking care of your health.	I think that this is an extremely bad idea and I would be horrified if this is implemented.	
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Positive	Very positive	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Make buses cheaper for young people, Add new bus routes, Make bus services more frequent, Extend hours of operation for buses,		Very negative	I feel like this should not even exist. Myself and my partner are nurses working at the John Radcliffe and this congestion charge will only add to our stress. Please don't implement this.		
a resident of Oxfordshire living outside Oxford	daily		I don't	Neutral	Neutral	There should be no charges at all	No	Make Park & Ride buses cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all		Very negative	I would actively avoid shopping in Oxford. I find the buses very crowded, improvements need to be made to the bus stops, highlighting where the busses stop.		abolish the LTN areas, this has just pushed the traffic into the main roads surrounding them. Have 20mph areas in school areas during school time only.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	Negative	About right	Yes	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Negative	I live in East Oxford. Since the implementation of LTNs, we have seen traffic moved substantially to a few major routes which can not be avoided by cyclists. I don't own a car, but my journeys by bike have become substantially riskier since this change. This includes cycling on Morrell avenue (the only route to my child's primary school from the hospital where I work), as well as Iffley and Cowley roads. As a cyclist I'm only as safe as the worst road on my route. The proposal to add a filter at St Clement's but not Iffley and Cowley Rds will mean even more traffic will be diverted to Cowley and Iffley roads, where cyclists have no protection, (The cycle 'lanes' there are not protected, and buses and larger cars frequently drive inside them as the road does not have enough space for two lanes and a cycle lane). Meanwhile Marston Ferry Rd, with a fully separated cycle lane will see further car filtering.		Consider a P+R in cowley. for people who work in headington Schools should pay a congestion charge, based on the number of cars driving to a school . The number of private car journeys to eg. Magdalen College School has a massive impact on local residents, and the school needs to be incentivised to change this.
an Oxford resident	daily	Community health or care workers who need to visit multiple locations or travel urgently	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Positive	There should be no charges at all	Yes	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Add new bus routes, Make bus services more frequent, Extend hours of operation for buses, Add public cycle parking		Very negative	Oxford is already extremely congested due to the LTNs, because everyone is forced to travel via a single route (essentially a single lane road) that is not structurally efficient to support the demand of the population. One of the busiest areas is the JR Hospital. If you only considered the workers that are trying to go to work in the morning, this creates a massive congestion as roads are single lane. If you now added the patients travelling to the hospitals, this creates even more traffic. If you also closed certain routes (e.g. Hollow way/ Marston Ferry) this would simply cause even more congestion. The end result of this action would not force people to take a bus (as bus isnt faster or more efficient or even cheaper than a car), but instead force residents to simply abandon Oxford and their jobs, and seek a place where going to work is more accessible and doesn't take 2 hours from tidp to JR. At the same time, if you noticed the trends, areas such as Cherwell Drive and Headington are full of house agency signs as people are already leaving Oxford. As i live in this area the past 3 years, i can tell from personal experience that it is a nightmare!!!! It is impossible to even open a window at night as it is so noisy that we cant sleep! Its impossible to work from home, have a meeting but at the same time, Oxford is so expensive that we cant move anywhere else!	It is a very bad idea and i am very against it. Alternative solution should be found	What Oxford needs is to improve infrastructure. Alternative roads should be built to accommodate the volume of people. If Oxford was cheaper to live, there would NOT be such a volume of congestion because people would walk or bike to work! As a flat costs > 270k and houses > 370k, it is very blatant that people will seek to live outside Oxford and drive to work! In summary, i propose x2 alternatives: 1. Build roads, 2. Cheaper houses
a resident of Oxfordshire living outside Oxford	daily	Community health or care workers who need to visit multiple locations or travel urgently, Personal cars used as goods vehicles for business purposes,	I commute to the central permit area by car	Positive	Positive	About right	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Extend hours of operation for buses,		Positive	I live in Blampton and have to commute daily to the JR for work. My journey too and from is significantly longer (at times triple) due to sitting in traffic. This will hopefully refuce traffic and hopefully significantly reduce my journey times.	What about staff working at the Hospital who have no option to drive? Why should we have to pay on top of already having to fund travel and parking permits.	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice, Community health or care workers who need to visit multiple locations or travel urgently	I commute to the central permit area by car	Negative	Negative	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Very negative	Many of us travel in and around Oxford or outside of Oxford for work. I am a medical doctor who needs to travel inside Oxford or outside Oxford often at odd hours where there is poor public transport coverage. It is simply not feasible without a car		Improve public transport services first before such draconian measures.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Do not introduce a congestion charge at all	Very negative	This proposal entirely stems from delays to reopening Botley Road due to railway maintenance. Rather than introduce a congestion charge for cars, simply speed up the railway maintenance and avoid inconveniencing residents any further.	Do not introduce any congestion charge in Oxford.	Re-open the Botley Road swiftly.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	There should be no charges at all	No	Make buses cheaper for all, Make bus services more frequent, Extend hours of operation for buses		Negative	Even more congested journey to work which I need to attend by car	No need for charging zone in Marston Ferry Road and Hollow Way	Better roads

Survey Response													
I am responding to this survey as	How often do you travel in or around Oxford?	Please tick which of the following free permits and passes you think you may be eligible for	Do you live in, visit a resident by car or commute by car to the proposed central Oxford	Central Oxford residents' permitit is proposed that residents in the central Oxford	Central Oxford permit area commuters' permitit is proposed workers commuting	We are proposing a single charge of £5 to allow cars without a day pass or permit	Do you think that charges should vary, with drivers of larger cars paying more and	Income generated by introducing the proposed temporary congestion charge would be used to cover the set-up and operating costs of the scheme.	If other improvement, please state	Taking into account all the information we have provided about the proposal to	Please explain your answer	Do you have any other comments about the proposal for six temporary congestion charge locations in Oxford that you have not already shared in this survey?	Do you have any suggestions for other ways to reduce traffic and tackle congestion in and around Oxford?
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Positive	Negative	About right	No	Make buses cheaper for all, Make bus services more frequent, Add public cycle parking		Positive	I am hoping it will reduce traffic.	I am concerned this, like the fingers, will increase traffic through Old Marston at peak commuter times.	An aerial egg lift linking Thornhill P&R > Osler Road / JR hospital > Town Centre.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Negative	Too low	Yes	Make Park & Ride buses cheaper, Make buses cheaper for all, Make bus services more frequent		Positive	Could go further, eg restricting hours of access for "other" vehicles (delivery etc) to outside normal peak times		Reduce the amount of parking currently available with a aim to discourage driving into the centre
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Positive	Negative	Too low	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Add new bus routes, Make bus services more frequent, Extend hours of operation for buses, Add public cycle parking		Positive		I think 3 cars for commuting is excessive	restrict larger vehicles such as trucks and vans within certain hours - so not during peak schools hours (7:30-9, and 3:30 to 5). This would make cycling with kids safer and more appealing.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	About right	Not sure	Make buses cheaper for all, Add new bus routes, Add public cycle parking		Very positive	Would expect to see fewer cars crossing the city centre, so buses would be faster/more timely and walking/cycling would be safer and more pleasant	Seems like a good way to test out the traffic filter ideas before going into the trial proper	School term times seem to produce the heaviest traffic, finding better ways for children to get to schools (rather than being driven in and out individually) could make a big difference. A shift away from the near-universal 9-5 working hours could also help soread out "rush hours".
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	Yes			Very negative	I'm an NHS manager, working almost 24/7, working every day after job planned hours from hime, additional commuting time will have neoative impact on my service		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	Too low	Yes	Add new bus routes, Make bus services more frequent, Add public cycle parking		Very positive	It is currently quicker to cycle in and around the city than to go by bus. The roads should be clearer for people who *need* to use their cars and permit the free flow of traffic. Buses will be quicker, and therefore more appealing to use, and cycling will be safer.	Owing to the timing of sessions, there needs to be provision for access to the ice rink, whether that is by improving bus services or adjusting the congestion charge for users. Otherwise, training would be affected to such an extent that competitive skaters will need to move to other rinks, such as Swindon, which are further away, which will affect the rink's ability to operate and remain competitive	Look to other medieval cities abroad that have put cycling first and see what measures we can adopt. A good example is Uppsala, in Sweden, which is also a medieval university town and is almost entirely car-free in the centre. Cars should be used for getting out of Oxford, and not necessary for getting into or around Oxford.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	There should be no charges at all	Yes	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Negative	I will have to leave my job at the school where I work part time because the most direct route includes one of the charging zones and going the long way would take too long and will use too much petrol. Going there by bus would take ages as there is not a good direct service available.	They are not a good idea because the rich can afford to pay and will continue congesting the road, but those on lower income will struggle.	Removing the LTNs in East Oxford would be a good start. Have more bus routes that cover the entire city and better connection services to the surrounding villages.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	Too high	No	Make buses cheaper for all		Negative	Push traffic onto already busy alternate routes already impacted by LTNs		Use the river to provide alternative transportation into Oxford
an Oxford resident	daily	Taxis and private hire vehicles	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Make BUSES FREE FOR LOCAL PEOPLE BETWEEN WORKING HOURS AND SEE WHAT IMPACT THAT HAS ON TRAFFIC AND SCHOOL RUNS	Very negative	Will hurt people that come to Oxford to work and who live locally .. turning Oxford into a Prison	All the surrounding roads will be impacted massively, there wasn't a congestion problem before that LTNS went in.. SUMMERTOWN IS THE WORST FOR PEOPLE THAT DON'T LIVE LOCALLY	Free bus passes, council has the ability now to run its own bus services due to changes in the law, also bus ticket prices are extortionate for such small journeys and cause issues financially, Park and Ride should be free and buses to and from them should be one pound no more, if you want people to use Oxford and use it services make it cheaper for them to access them.
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Fix the badly managed roads and roundabouts	Very negative	It's literally a money making scheme. Not everyone falls into the same category of 'they should walk, get a bus or cycle' I now live in Abingdon, but I grew up in Cowley, I work in Cowley, my partner works in Cowley, my daughter goes to nursery in Rose Hill, I still have a lot of friends and family in Cowley that I see regularly, usually after work. You have already made that difficult with LTNs, I have to sit in a lot more traffic now than I ever did before. People will not stop driving! We pay for our cars, our insurance, our tax, and you want to charge us more just for the privilege of driving in our own city! There is no bus route that will allow me to go to drop off my daughter at nursery, go to work, then to pick up my daughter, and then to visit my family! And if there was it would probably double my journey time! I cycle to work when I can, but not if I have to do the nursery run. I have never ever had a problem cycling round Oxford! The majority of families and households rely on these cars to go about their daily business! Stop trying to penalise them!	You never spoke about this pre election as you knew you would struggle to get voted in! You have ruined Cowley with your LTNs already! You as a council are not listening to residents. Just look at the petition with over 10,000 signatures against! Look at the comments! Put your congestion charge in areas where you were voted in! Leave Cowley alone! Majority of residents do not want your greedy schemes! You seem to be targeting the poorer areas! If you really want it, then open up some of the LTNs so that the traffic can flow freely!	Open up the LTNs! Simple!
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Very negative	Very negative	There should be no charges at all	Yes	Other	Just do not do it!	No impact	I am writing to express my strong objection to the proposal> You will be charging healthcare workers for attending work at the hospital sites. This idea is, quite frankly, ill-conceived and deeply unfair. You would be penalising those who dedicate their lives to saving others — often working long, unsociable hours under intense pressure — by making it more difficult and costly simply to get to work. This is not just demoralising. It is insulting. Please reconsider this plan. Support your NHS workers — do not punish them.	No - you should just do not do it!	I understand the rationale behind implementing charges in the city centre to reduce congestion and emissions. However, extending these charges to roads surrounding hospital sites is a deeply misguided decision. You are effectively penalising healthcare workers for coming to work — people who provide essential, often life-saving care, frequently during unsociable hours when public transport is limited or non-existent. Many of us are already under significant pressure; adding financial and logistical barriers to simply getting to our jobs is not only unfair but could ultimately impact patient care. Please reconsider this policy and exempt hospital zones from these plans. Support your healthcare staff — don't make it harder for them to serve the community.
an Oxford resident	daily	Blue badge holders	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make bus services more frequent		Very negative	I work at the John Radcliffe Hospital and have to take children to school before getting to work. Current bus services do not allow me to do that and get to work in time. There need to be much more frequent buses particularly at commuting times otherwise work and school are impossible, it would have a detrimental impact on patients as I would need to reduce working hours if this scheme came into effect	I do not think these are the answer. People use cars because public transport is not timely, efficient and cost effective. As a taxpayer i would rather see money spent on improving these services so it makes sense to use them rather than a car	Better public transport as above
a resident of Oxfordshire living outside Oxford	less than weekly		I don't	No impact	No impact	About right	Yes	Make Park & Ride parking cheaper, Make buses cheaper for all, Make bus services more frequent		Very positive	All vehicles should be actively discouraged from driving into the city. Park and ride, cycling or public transport should be preferred methods. Look at Copenhagen.	More power to you	Get rid of car parks like Gloucester Green. Recreate the canal basin and make it a destination not a car park
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Positive	Positive	Too low	Yes	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Add new bus routes, Make bus services more frequent, Extend hours of operation for buses, Add public cycle parking		Positive	The contrast between school holiday and school term traffic is dramatic, especially in central Oxford, this aspect of traffic has to be reduced.		Cycle safety remains poor, more dedicated and separated cycle lanes Cycle theft remains rife, better lock up facilities for bikes, and active prosecution of theft
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice, Blue badge holders, Disability benefit claimants, Disabled tax cars, School students with special educational needs, Unpaid carers	I commute to the central permit area by car	Very negative	Neutral	There should be no charges at all	No	Other	This is unlikely to be temporary, as it is likely to garner more money for local government. This will only result in higher exodus of businesses due to the impact on income. This is unfair and the rail company should pay for the extended closure	Very negative	The Botley closure is extended due to poor management of the rail company and those employed to "improve" the area. The financial impact should not be put on road users yet again, but the company itself. LTNs and ULEZ need to be scrapped as there is no empirical data to support it, seeing as the "study" was conducted during the pandemic. More emissions are spend from idling cars and not free-flowing traffic.	It's a further war on drivers to line the pockets of local government to fund further vanity projects, hindering residents and commuters. Not only this, the impact on disabled, elderly and lonely people will be immense.	Fine bus and train companies not complying with their contracts (lateness/delayed/cancelled trains and buses), cheaper and more reliable Park & Ride options but not charging drivers more - many people drive in with children, disabled and/or elderly people and need the safety and speed parking closer provides, they should not be penalised for this.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Neutral	Neutral	Too low	No	Make Park & Ride parking cheaper, Make buses cheaper for all, Make bus services more frequent, Extend hours of operation for buses, Add public cycle parking, Other	Build more cycle lanes with the intention of removing more cars from our roads and making Oxford a proper cycling city. At the moment there are far too many cars and pedestrians and there should be more cycling.	No impact	I mainly cycle or walk through Oxford but do have a car which I occasionally use (weather, heavy loads etc). I don't think it will make a huge difference but I find any regulations burdensome. It would be much easier if there was just a flat fee for everyone.	None	We need to remove cars from the roads. I am not a cycling evangelist but have lived in other European cities where there doesn't seem to be such a culture war against bikes, where cars don't enter cities and where there is a higher quality of life.
a resident of Oxfordshire living outside Oxford	daily		I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other		Very negative			Get rid of LTNs, allow landlords to purchase parking permits so they can maintain their properties without having to park miles away and then move their vehicles every two hours. Do not bring in cameras to restrict movement around the city. Keep schemes simple to benefit the city as opposed to intentionally complex in order to maximise fines and income for the council
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Positive	Very negative	There should be no charges at all	No	Make buses cheaper for all, Add public cycle parking		Very negative	Staff working at the JR already cannot afford to live on the salary they make, if they have to pay £5 a day to get to work it will be even worse. It is not realistic for many members of staff to take public transport to work, some people live so far out of Oxford that the bus routes take far too long, and most people do shift work, and not all busses are available all hours of the day		
a resident of Oxfordshire living outside Oxford	weekly	Community health or care workers who need to visit multiple locations or travel urgently	I commute to the central permit area by car	Very positive	Negative	About right	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Make bus services more frequent, Add new bus routes, Make bus services more frequent, Extend hours of oceration for buses		Negative	I work in NHS and believe patients would resent paying a congestion charge and a parking charge	I work in NHS at Cowley but travel often to JR Churchill and NOC as part of my role. Please consider permits for NHS staff who travel around the different hospital sites	build a multi storey at JR, or have a dedicated shuttle to take patients to and from P&R to the different hospital locations
a resident of Oxfordshire living outside Oxford	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I commute to the central permit area by car	Very negative	Positive	Too high	Yes	Make buses cheaper for all, Make bus services more frequent, Extend hours of operation for buses		Very negative	I travel Monday to Friday and then some weekends to Oxford from Didcot as I work at hospital and need to park there. During the week I take my son that already due to work hours I need to take with me to be at the hospital at 7am to leave him there at the nursery then go to work in time. Then leave at 6.30 get my son and leave to home. Arriving home late. That is already very long days during the week. Using the bus is impracticable and exhausting already doing this by car even more having to keep changing to use the bus and come earlier. Charging us to go to work when we already pay parking there as well is too much as end of the month with all the charges we drop huge amount money to bus. Basically this is saying that to go to work we have to pay.	You should think about all aspects and people lives and efforts that are already put by each family. Understand the need to reduce traffic etc but should be exceptions for people that travel for a specific reason like myself and many other to go from home to the hospital to work.	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I commute to the central permit area by car	Very negative	Negative	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Make buses cheaper for young people, Add new bus routes, Make bus services more frequent, Extend hours of operation for buses, Add public cycle parking		Very negative	cars traveling from a to b will be forced to drive on already congested routes. Making travel time longer, cars stuck in traffic will produce more pollution sat or moving slowing in the congestion that will ensue with this proposal.	This has nothing to do with net zero or making it commuting easier, it is purely another tax and money making scheme.	If public transport was a lot cheaper, people would be able to choose public transport, but to penalise someone getting to work is wrong. If I wanted to get to my place of work it would take 2 buses and up approximately an hour to get to work. driving takes me less time and when the weather is good I cycle. This is not for the good of the people it is a money making machine.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very positive	Positive	Too high	Yes	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Make bus services more frequent, Add public cycle parking		Negative	Travel through Oxford will take longer and create more pollution.	No	Implement more incentives to cycle as opposed to punishments for driving. For example, remove salary sacrifice in cycle to work schemes or implement tax rebates on cycle to work schemes. Congestion charges for city centre driving are understandable, however charges further away heavily effect those who are working in the hospitals and care settings around these roads who are often paying for parking permits around work as well - the implementation of healthcare workers to the permit list would be preferable and would help to alleviate the costs of driving to work, especially for those living outside the oxford area.
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	No impact	No impact	About right	No	Make Park & Ride parking cheaper, Add new bus routes, Add public cycle parking		Positive	It would reduce congestion in the city centre, making my cycle commute from the P&R safer and quicker. It would make Oxford a more pleasant place to be as a pedestrian too, whilst still allowing me access by car on the few occasions needed.	The duration until 7am-7pm seems a bit excessive. 7.30am - 6.00pm would probably capture the busiest times. It's not clear why commuters with parking in the designated zone are exempt - this contributes to a lot of unnecessary traffic, when P&R with faster and more reliable routes, or better cycle infrastructure from the P&Rs, should be viable alternative.	East Oxford needs a P&R - currently there isn't an effective way to reach Cowley from e.g Redbridge, which means traffic down that road (to reach e.g. East Oxford Health Centre) can't meaningfully improve. Similarly need to be able to get to JR more directly and faster from P&R.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	There should be no charges at all	No	Add new bus routes, Make bus services more frequent, Other	Cheaper electric cycles/electric scooters. Cheaper car parking in Oxford.	Negative	This scheme introduces unnecessary costs for us as residents in a city in which it is already very expensive to live, difficulties in terms of doing the school run, difficulties to be driving to our area of work and getting there on time, difficulties in going around Oxford in leisure hours when there is no congestion at all.	With this congestion charge scheme, it will also get more difficult and expensive for people who have chosen to live outside Oxford and are working in Oxford to be getting in for their work, e.g. NHS Hospital staff. Oxford is already a very expensive city, so it is difficult to recruit NHS staff to fill in posts, when they are not able to make ends meet or save as much as elsewhere. London staff are getting an NHS salary allowance because of higher costs of living, but this is not in place for Oxford where the situation is about the same. It does not also make sense to have the congestion charge levy hours for most of the day (as the congestion is observed mainly in the mornings and when the schools finish/businesses close in late afternoon), and on the weekends - particularly on Sunday! The cause of raising money to fund the scheme is really a waste of money by itself.	You could make car parkings cheaper so that people do not drive around to find a free place. You could also make the electric cycles and scooters to rent easier for people who cannot afford the waste of time and the uncertainties of taking the bus.
a member of the public living outside Oxfordshire	daily		I don't	Very positive	Positive	About right	No	Make Park & Ride parking cheaper		Negative	I am a consultant doctor at OUH undertaking on calls. I live in Buckinghamshire. I drive into Oxford only when on-call, but have to move between sites. Generally when travelling into Oxford I park at the Park and Ride and cycle to the hospital, but when attending emergencies on call this is not appropriate. There appears to be no permit arrangement or exemptions for people in my position. My on call is non-resident, meaning that I only come in emergencies when I am needed at the hospital. The proposals would seem to mean that I should pay to attend the hospital to see patients in an emergency when on-call.		Improve the quality of cycle lanes. I cycle in and out of Headington most days and the cycle lanes along London Road are of low quality - not suitably separated from pedestrians (who walk in the lanes), with trees and rubber matting (slows down cyclists) and giving right-of-way to cars at junctions. They also abruptly disappear (on the way into Oxford) or have to negotiate a shared area with pedestrians around bus stops (often filled with people waiting for buses). Despite this, it is inexplicably not permitted to cycle through the underpasses around the Headington hairdryer. If the council wishes to encourage cycling then making cycle lanes useable would be a good start. Milton Keynes redways are an exemplar (granted the town was designed around them) but many of the Oxford cycle lanes could be improved. Some of the cycle lanes are good i.e.o. that between Marston and Summertown) but most are not fit for purpose.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Neutral	Very negative	Too low	Yes	Make buses cheaper for all, Make bus services more frequent, Extend hours of operation for buses		Very positive	There is too much vehicular traffic in Oxford. My commuter route on bicycle goes through The Plain and St Clements, both area are dangerous for cyclists and the air quality is poor. Less experienced cyclists are put off because of safety concerns. Anything that increases active travel and takes cars off the streets (while freeing up space for buses, taxis, emergency services, carers in cars and disabled people) is a positive thing	In an answer to an earlier question, I said "neutral" to residents permits giving unlimited free access through the congestion zone. I think residents should also have restrictions in number of days although I appreciate this is harder to implement	I live in West Oxford. The Seacourt Park and Ride is usually very empty (including before the railworks). People are not incentivized to use it. Parking costs in P&R should be very low and the buses into the centre should be free.
a member of the public living outside Oxfordshire	weekly	Community health or care workers who need to visit multiple locations or travel urgently	I commute to the central permit area by car	Neutral	Very positive	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make bus services more frequent		Very negative	I work at the JR and have to commute from Milton Keynes. I already pay £167 to park my car for the year at the hospital with no guaranteed space as it is. I'm practically paying to come to work these days!	Looks like a money grab to me - not going to make any difference to volume of traffic. Nobody uses a car in Oxford unless they have to. You are taking advantage of people who have no choice but to drive	You need to sort out the Peartree area - absolute chaos in the mornings with people jumping into the bus lane and traffic lights cause more problems than help. Its a nightmare - where is all this extra money going??? The roads set up is getting worse not better. Park and rides are also ridiculous - they are too expensive and the buses don't run frequently enough for healthcare workers to utilise.
an Oxford resident	daily		I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Add new bus routes, Make bus services more frequent, Other	Better road layout	Very negative		I strongly oppose the proposed £5 daily car charge. While I understand the need to reduce congestion and improve air quality, this measure unfairly targets ordinary working people, especially key workers, and those who cannot afford to live centrally or have no viable public transport alternatives. It effectively favours wealthier individuals who can easily absorb the extra cost, while placing an unfair financial burden on lower-income residents who contribute to the city every day. The council must prioritise investment in reliable, affordable public transport and cycling infrastructure before introducing punitive measures like this. It is unacceptable to introduce policies that widen inequality under the guise of environmental action.	Invest in Reliable, Direct Public Transport: Traffic won't reduce unless people have a real alternative. Right now, bus services are infrequent and often require unnecessary detours through the city centre. For short commutes like mine (3 miles), it's unacceptable that taking public transport turns a 20-minute journey into over an hour. Direct, frequent, and affordable bus routes connecting residential areas to employment zones are essential. Improve Road Infrastructure, Where Possible: Instead of constantly blocking road improvement projects because of property value concerns, the council should take a balanced approach that considers the needs of the wider community — not just a vocal minority who oppose any change in their neighbourhoods.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	Too low	Yes	Add new bus routes, Make bus services more frequent, Other	Better segregation of continuous bike lanes on key routes (e.g. Iffley Road). I support all of the proposals above, though.	Very positive	I get around mostly on foot, by bicycle, or on buses, as does everyone in my family. Cars and bad driving represent the biggest threat to our safety and enjoyment of our city. Anything that reduces their number is good from our point of view.		Implement the Citizens' Assembly recommendations (with 88% support) of roads designated for buses, emergency vehicles, blue badge holders, taxis, and cycles only; and a car-free city centre.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	There should be no charges at all	No	Make buses cheaper for all		Very negative	I have to go to the hospital to work every day and regularly work out of hours up to 48hrs in a row. This will make my journey to work impossible and more expensive. Why?		Stop people driving to school not driving to work. In school holidays the traffic is great. Children can uses buses or public transport or if vou had procer bike lanes cvcle.
a member of the public living outside Oxfordshire	weekly		I don't	Neutral	Neutral	There should be no charges at all	No	Other	Improve the road infrastructure around the city to improve capacity	Very negative	I am a Healthcare worker at your Hospital (OUHFT). I live outside Oxfordshire and commute weekly to the NOC and Banbury sites. The Trust is already massively struggling (e.g. https://www.bbc.co.uk/news/articles/c625kl2hmlo). This scheme will further compound the recruitment and retention crisis within the hospital across all grades of healthcare professionals. The result of this is a poorer performing healthcare system for your City.	This scheme should not go ahead. It is punitive, spiteful and will result in further decline of your City and its Healthcare infrastructure.	More park and ride options.
a resident of Oxfordshire living outside Oxford	daily	Blue badge holders, Community health or care workers who need to visit multiple locations or travel urgently	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Negative	Neutral	There should be no charges at all	No	Make buses cheaper for young people, Make bus services more frequent, Add public cycle parking		Negative	People who drive cars will go through congestion charges whether or not they have to pay and probably no matter the amount so it won't deter a lot of people from going through the zones. I and some other families often visit a resident in the central zone and the confusion of new congestion charges is likely to stop them visiting as frequently, meaning that resident could become more isolated.	Healthcare workers at OUHFT should be given passes at a very minimum.	If there is space then trams should be introduced preferably without charge as they can be electric and quiet (not as much pollution), easy to get on and off at designated stations and make getting around our large city a lot easier.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice, 25 day passes for residents in the Oxfordshire permit area. on days of your choice	I don't	Very negative	Very negative	About right	Not sure	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Make bus services more frequent		Very negative	People who work at the NHS hospitals don't deserve constantly being disrupted and uprooted, making our lives harder! They got rid of many staff parking spaces at the JR and now this!		
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Negative	Negative	There should be no charges at all	No	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Very negative	It will totally damage businesses, inc retail, in the city centre. You know this.	If this consultation is being listened to - then I don't believe it will go ahead. If this consultation is being ignored - then please commit to it being temporary. Though I really don't trust the councillors at all on this. They are calling it temporary knowing full well they plan to keep it beyond the limited time. What a disaster for Oxford.	Make bus services more effective. I have an option of 60-90 minutes bus journey, or 25 minutes by car. That's how bad Oxfordshire busses are, and why they aren't being used more. Oxford Council need to address this first, before trying to tax their way to traffic reduction.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Very positive	Positive	Too low	Yes	Make Park & Ride buses cheaper, Make buses cheaper for all, Add new bus routes		Very positive	We need to get cars out of central Oxford. Our city is shamefully behind other great European cities in controlling traffic and protecting our heritage.		100 passes is too many given that people who need to drive like carers and businesses are exempt anyway.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice, Taxis and private hire vehicles	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very positive	Very positive	There should be no charges at all	No	Make buses cheaper for young people		Very negative	I think this is a dreadful idea. I will actively not vote for all in power for at least 10 years as a direct response.	Don't do this!	Buses should not accept coins and tap and go only this will speed them up and improve them
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Neutral	Very positive	There should be no charges at all	Yes	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make bus services more frequent		Positive	Positive on the level of traffic, however will only be positive if I can still commute into Oxford for my job at Activate Learning.		Buses are too expensive and infrequent. I used to use the park and ride rather than drive into work, however it was costing more than the petrol to drive in!
a resident of Oxfordshire living outside Oxford	daily		I commute to the central permit area by car	Positive	Very positive	There should be no charges at all	Yes	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all		Very negative	I work within the city centre and would not be able to afford to get in every day. There is also going to be a huge increase in parking at the park and rides so this could have an issue on being able to park and get on the buses to get in. It makes it very stressful and causes a lot of anxiety.		
an Oxford resident	daily		I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very positive	Positive	Too low	Not sure	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Very positive	Anything that helps prevent congestion in central Oxford (specifically Abingdon Road) is a good idea as it currently takes far too long to get through	This is a good start but a lot more is needed to reduce congestion in Oxford centre. - Please consider stronger measures and penalties.	Busses need to run more frequently. Ideally they should all be double-deckers to prevent overcrowding onboard. Specifically there need to be more busses from Oxford centre to Kennington as there is currently only one (the 35). Something needs to be done about the Abingdon Road bottleneck - adding a Bus lane would be a good idea. The work on Botley Road has been a complete shambles, there need to be more way ways in and out of the centre. People should be discouraged rather than encouraged to come in - the parking charges in Westgate for example could be significantly increased.
a resident of Oxfordshire living outside Oxford	daily		I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make buses cheaper for all		Very negative	I work in Oxford so I would qualify for a permit. However, by introducing this people will stop using the shops as it will be costly. The Westgate was built to improve shopping in the area and people should be able to choose to drive to town to visit the shopping centre. In addition, I am concerned about the impact this will have on students at the further education college - I teach adult learners and some of them have to drive in to college and pay for parking in town so that they can get back for childcare and work commitments. This scheme would severely disadvantage them and may present a barrier to them completing their courses. They already pay for parking which is expensive. I just feel that the proposal is very short sighted - it will affect lots of people negatively who need to travel into town by car.	Reducing traffic is always going to be tricky as the access routes into town are limited - especially with the Botley road being shut. There are far more important things to focus on and put money into. Surely this is going to affect tourism to the city as well and have a negative effect on the economy.	Open up the Botley road. Park and Rides are not going to tackle this. The Park and Ride always seems pointless to me - why would I sit in traffic to get halfway to Oxford then sit in traffic on a bus for the other half?
a member of the public living outside Oxfordshire	weekly		I don't	No impact	No impact	There should be no charges at all	No	Make buses cheaper for all, Make bus services more frequent, Extend hours of oceration for buses		Very negative	The need to reduce congestion due to failure and delay of the network rail work should not punish people trying to continue with their daily lives / need to visit the city.	Explain what funding / costs network rail are providing to improve other travel options in the city, due to the issues they are causing through dither/ delayed procram.	Plan infrastructure/roadways that provide direct access to high priority areas for people travelling to Oxford. E.g. main hospitals. Westgate etc. to reduce travel from sindle way roads.
an Oxford resident	daily		I live in the central Oxford permit area, or visit a resident of the central permit area by car	Neutral	Neutral	Too high	No	Add new bus routes, Make bus services more frequent, Extend hours of operation for buses		Very negative	I share a car as we are unable to get enough permit for everyone in my house share to have room to have a car. I will be negatively impacted by this system as I have made the choice to not have my own car for storage reasons and also to have a positive impact on the ecological systems in Oxford. I think that I should also be able to apply for 100 passes alongside the other driver of the car. I think it is unfair that I will essentially not be able to use my car between the hours stated as I live on Rymers lane and work at the JR.	I cannot understand how you think this will reduce congestion again this will just change where the congestion is. It will make people struggle to get to hospital appointments.	There are certain busses in the Oxford city area that are unreliable - concentrate on making the busses reliable and running on time (I know some of the timetables are not feasible with the traffic in Oxford - the timetables of these need to be changed to reflect what is actually manageable). I think more use of the digital bus stops that tell you when your bus will get to you is useful - but this is only useful if they are being tracked, not just what time the bus should arrive. Also there should be more direct bus routes (especially to the hospital). I know this is a major issue for people in Littlemore, I have had patients tell me they are travelling for hours to get to the hospital - from Littlemore (which is an area of LSOA so should be supported to ensure healthcare needs are met)
a member of the public living outside Oxfordshire	weekly		I commute to the central permit area by car	No impact	Very positive	About right	Not sure			Negative			

Survey Response													
I am responding to this survey as	How often do you travel in or around Oxford?	Please tick which of the following free permits and passes you think you may be eligible for	Do you live in, visit a resident by car or commute by car to the proposed central Oxford	Central Oxford residents' permitit is proposed that residents in the central Oxford	Central Oxford permit area commuters' permitit is proposed workers commuting	We are proposing a single charge of £5 to allow cars without a day pass or permit	Do you think that charges should vary, with drivers of larger cars paying more and	Income generated by introducing the proposed temporary congestion charge would be used to cover the set-up and operating costs of the scheme.	If other improvement, please state	Taking into account all the information we have provided about the proposal to	Please explain your answer	Do you have any other comments about the proposal for six temporary congestion charge locations in Oxford that you have not already shared in this survey?	Do you have any suggestions for other ways to reduce traffic and tackle congestion in and around Oxford?
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Positive	Negative	About right	No	Make buses cheaper for all, Make bus services more frequent, Add public cycle parking		Positive	I am hoping it will reduce traffic.	I am concerned this, like the fingers, will increase traffic through Old Marston at peak commuter times.	An aerial egg lift linking Thornhill P&R > Osler Road / JR hospital > Town Centre.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Negative	Too low	Yes	Make Park & Ride buses cheaper, Make buses cheaper for all, Make bus services more frequent		Positive	Could go further, eg restricting hours of access for "other" vehicles (delivery etc) to outside normal peak times		Reduce the amount of parking currently available with a aim to discourage driving into the centre
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Positive	Negative	Too low	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Add new bus routes, Make bus services more frequent, Extend hours of operation for buses, Add public cycle parking		Positive		I think 3 cars for commuting is excessive	restrict larger vehicles such as trucks and vans within certain hours - so not during peak schools hours (7:30-9, and 3:30 to 5). This would make cycling with kids safer and more appealing.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	About right	Not sure	Make buses cheaper for all, Add new bus routes, Add public cycle parking		Very positive	Would expect to see fewer cars crossing the city centre, so buses would be faster/more timely and walking/cycling would be safer and more pleasant	Seems like a good way to test out the traffic filter ideas before going into the trial proper	School term times seem to produce the heaviest traffic, finding better ways for children to get to schools (rather than being driven in and out individually) could make a big difference. A shift away from the near-universal 9-5 working hours could also help soread out "rush hours".
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	Yes			Very negative	I'm an NHS manager, working almost 24/7, working every day after job planned hours from hime, additional commuting time will have neeative imoact on my service		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	Too low	Yes	Add new bus routes, Make bus services more frequent, Add public cycle parking		Very positive	It is currently quicker to cycle in and around the city than to go by bus. The roads should be clearer for people who *need* to use their cars and permit the free flow of traffic. Buses will be quicker, and therefore more appealing to use, and cycling will be safer.	Owing to the timing of sessions, there needs to be provision for access to the ice rink, whether that is by improving bus services or adjusting the congestion charge for users. Otherwise, training would be affected to such an extent that competitive skaters will need to move to other rinks, such as Swindon, which are further away, which will affect the rink's ability to operate and remain competitive	Look to other medieval cities abroad that have put cycling first and see what measures we can adopt. A good example is Uppsala, in Sweden, which is also a medieval university town and is almost entirely car-free in the centre. Cars should be used for getting out of Oxford, and not necessary for getting into or around Oxford.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	There should be no charges at all	Yes	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Negative	I will have to leave my job at the school where I work part time because the most direct route includes one of the charging zones and going the long way would take too long and will use too much petrol. Going there by bus would take ages as there is not a good direct service available.	They are not a good idea because the rich can afford to pay and will continue congesting the road, but those on lower income will struggle.	Removing the LTNs in East Oxford would be a good start. Have more bus routes that cover the entire city and better connection services to the surrounding villages.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	Too high	No	Make buses cheaper for all		Negative	Push traffic onto already busy alternate routes already impacted by LTNs		Use the river to provide alternative transportation into Oxford
an Oxford resident	daily	Taxis and private hire vehicles	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Make BUSES FREE FOR LOCAL PEOPLE BETWEEN WORKING HOURS AND SEE WHAT IMPACT THAT HAS ON TRAFFIC AND SCHOOL RUNS	Very negative	Will hurt people that come to Oxford to work and who live locally .. turning Oxford into a Prison	All the surrounding roads will be impacted massively, there wasn't a congestion problem before that LTNS went in... SUMMERTOWN IS THE WORST FOR PEOPLE THAT DON'T LIVE LOCALLY	Free bus passes, council has the ability now to run its own bus services due to changes in the law, also bus ticket prices are extortionate for such small journeys and cause issues financially, Park and Ride should be free and buses to and from them should be one pound no more, if you want people to use Oxford and use it services make it cheaper for them to access them.
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Fix the badly managed roads and roundabouts	Very negative	It's literally a money making scheme. Not everyone falls into the same category of 'they should walk, get a bus or cycle' I now live in Abingdon, but I grew up in Cowley, I work in Cowley, my partner works in Cowley, my daughter goes to nursery in Rose Hill, I still have a lot of friends and family in Cowley that I see regularly, usually after work. You have already made that difficult with LTNs, I have to sit in a lot more traffic now than I ever did before. People will not stop driving! We pay for our cars, our insurance, our tax, and you want to charge us more just for the privilege of driving in our own city! There is no bus route that will allow me to go to drop off my daughter at nursery, go to work, then to pick up my daughter, and then to visit my family! And if there was it would probably double my journey time! I cycle to work when I can, but not if I have to do the nursery run. I have never ever had a problem cycling round Oxford! The majority of families and households rely on these cars to go about their daily business! Stop trying to penalise them!	You never spoke about this pre election as you knew you would struggle to get voted in! You have ruined Cowley with your LTNs already! You as a council are not listening to residents. Just look at the petition with over 10,000 signatures against! Look at the comments! Put your congestion charge in areas where you were voted in! Leave Cowley alone! Majority of residents do not want your greedy schemes! You seem to be targeting the poorer areas! If you really want it, then open up some of the LTNs so that the traffic can flow freely!	Open up the LTNs! Simple!
a member of the public living outside Oxfordshire	daily		I commute to the central permit area by car	Very positive	Very positive	There should be no charges at all	Yes	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for young people		Positive	Traffic is a massive issue in Oxford City Centre and the pollution it causes, although my concern as a teacher is many students come from West Oxfordshire where public transport takes a while and is unreliable so drive and this may be a big imsact on their education		Driving in via abingdon road many people seem to go straight through to the other side of Oxford rather than use the ring road. This clogs up the roads especially at rush hour
other	daily		I don't	Neutral	Neutral	About right	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Extend hours of operation for buses		Negative	Many people use Marston Ferry Road (and other roads impacted by this policy) as a route into the John Radcliffe, myself included. We live outside of Oxfordshire due to housing costs and do not live in an area where using public transport for our commute is an option, especially when one's working hours can be very unpredictable, as mine are. Restricting access or introducing a charge will force commuting hospital workers onto the already crowded Marsh Lane and London Road routes. We already pay for the 'privilege' of parking at work, and an extra £5 per day equates to approx £1000 per annum; this is simply unaffordable and speaks to the disconnect between those in power in local government and people working in the real world. In my opinion, this will merely further congest the routes to the hospital which are open and will not reduce the overall volume of hospital traffic; many of us working in the JR have either unpredictable work patterns or unsociable shifts which means that utilising the various park and rides is last not an option.	no	Come up with ways to incentivise car pooling in these proposed areas
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Very negative	Horrible idea to introduce these congestion charge schemes which is obviously for generating money and nothing else. We already pay tax for the roads and vehicles and introducing this on the top is just generating unnecessary work and expense for the public. Given that Oxford is a small town and not like London these chargers are unnecessary and uncalled for. The traffic would improve if you open up roads in Cowley rather than making everyone go through the st Clements roundabout.	Horrible idea to introduce this charging scheme. Please call it money grabbing scheme instead. Lay proper roads and open up the road gates in Cowley for better flow of traffic. Such horrible idea to introduce the gates in the Cowley area and as a result increase the traffic and then as a result introduce this scheme to charge the public.	Please fix existing roads, open up the Cowley street blocking traffic gates and think about proper traffic flow around the city and how to improve that.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	No impact	There should be no charges at all	No	Other	Reduce council tax	Very negative	The Lib Dem controlled Council is authoritarian and fanatical. Your climate change fanaticism will destroy Oxford's businesses and make life worse for it's residents. You did not mention this proposal during the recent elections, which is deceitful and undemocratic. The Lib Dems in Oxford seem to specialise in harassing Oxford residents and making their lives worse. The majority of Oxford residents did not vote for the Lib Dems and Greens; given this, it is staggering that you have control over our roads, surely this should be Oxford City Council's remit. The electorate should become very aware of the Lib Dems climate change fanaticism.	It will harass and inconvenience all Oxford residents, lead to countless business failures and turn Oxford into a ghost town. Well done the Lib Dems	Your measures are increasing congestion (Gant's gridlock) not decreasing it. Absolute lunacy. God help Oxford and all the over councils that the Lib Dems control
an Oxford resident	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Positive	Very positive	Too low	No	Make Park & Ride buses cheaper, Make buses cheaper for all, Add public cycle parking		Positive	As a resident, it is becoming increasingly difficult to travel to routine appts such as Drs and dentists hassle-free. Parking is also extortionate but I have encountered many problems getting the bus with a pushchair (e.g. not enough space) so often have to resort to driving my electric/ car into the city centre.	N/A	
a business	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice, Personal cars used as goods vehicles for business purposes	I commute to the central permit area by car	Negative	Very negative	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all		Very negative	I work at Oxford ice rink and would have to pay an extra £5 each day to work, some days I only have an hour or two of work to do.. Each person I teach will also have to pay an extra £5 each time they skate which is likely also to be only an hour or two and there would not be enough time for them to get a bus either before or after work/school depending when they skate. I think it is wrong that you are penalising people doing sport and getting exercise yet on the other hand you say you are trying to encourage them	I often have to wait in the Westgate car park queue when leaving the rink on a Saturday even though I only want to drive past, this is because the road is too narrow for a second lane. I do wonder why the car park entrance was put right next to the bridge without widening it?	All Buses should be electric by now and free to use.
other	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I commute to the central permit area by car	Negative	Negative	There should be no charges at all	No	Other	As a work performance coach traveling to see and complete observations face to face with Apprentices I need to drive from place to place a bus would not helo	Very negative	by not being able to visit my Apprentices in early years they would not complete their Apprenticeships, this area is hugely needing more qualified staff in light of the government proposed increasing children funded places!	no I would just need a permit to travel, this is mainly to Marston and Iffley area, but this can change as and when I have new learners in the city.	I am increasingly seeing that roads are becoming smaller to allow for bikes etc, which is becoming more dangerous as there is then no room for cars, it is the car owners that pay car tax, not bikes but we are boing penalised.
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	No impact	No impact	There should be no charges at all	Yes	Make Park & Ride parking cheaper, Add public cycle parking		Negative	I am concerned that it will push traffic onto already congested main routes. My main concern is about the slip road/ fly over at Marston, up to the JR. It already backs up onto the ring road and there need to be creative solutions about how to improve the flow off the bypass. I think that you need to look at traffic light sequences etc on Headley Way. I think shutting the Botley road has caused huge impacts on roads that previously flowed freely and this is like doing that xEI I am currently not seeing the vision with it and how it will help. Ideally, we would all get the bus or cycle. but that does take extra time.	Don't like the one on the Marston Ferry Rd. It is a quite road and will make it very quiet. Don't like the fact the vans etc are excluded. Charge them too.	Free parking at park and rides.
an Oxford resident	daily	Personal cars used as goods vehicles for business purposes	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Make bus services more frequent, Extend hours of operation for buses		Very negative	The congestion in Oxford is a direct result of council's anti-car anti-business decisions. The road closures, traffic diversion, and all other decisions taken by council has resulted in businesses losing trade and going bust. as well as extremely bad congestions on a few main routes, with journeys taking 3 to 4 times longer than it did before.	a cynical person would say that the council took all these anti-car decisions disguised as improving air quality, in order to introduce congestions and then bring in congestion charging this is just another scheme to take more money out of residents.	make buses cheaper and more frequent. it costs me £3 per person to travel to Oxford and £3 to get back using the bus now if there is 4 of us, you can see how expensive it is a lot of people use buses in other cities because they are frequent, on time and cheap. get rid of all the restrictions you have put in place to make journeys short, bus fares at £1 per journey, then people will automatically use buses and congestion is reduced. we always used buses and park and ride until it was just too expensive to use there is no need for all these schemes and spending money, then charge people to pay for it etc. Common sense here will do a lono way to reduce traffic and conxestion. and suscort businesses thrive at the same time
a resident of Oxfordshire living outside Oxford	daily		I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make buses cheaper for all, Add new bus routes, Extend hours of operation for buses		Very negative	I live in Abingdon and commute to work every day. Starting work at 5.30 and finishing at 12.00. Although I will be exempt in the morning it will mean adding an extra 15 minutes a day on my journey home and an extra 9 miles. Catching public transport would mean an hours journey daily each way and this is not viable as I would have to leave home at 4.00 in the morning.	I feel that you are continually trying to stop people from working and shopping in Oxford. The traffic is already horrendous after putting in the LTN's. Shops around the area are suffering and the places of work are struggling to get staff. You will drive people away from Oxford and they will go elsewhere to get jobs and shop. Some of my colleagues as well as in other businesses do split shifts so they commute through Oxford 4 times a day. Who is going to fill these positions if you continually but barriers in the way for them to get to work. Business are shutting due to the lack of the councils thoughts. Oxford is already becoming a ghost town and it is rapidly on the way to becoming a student only location	By opening up the LTN roads again traffic will flow a lot better. People are driving at 29 miles per hour so this makes the roads safer for anyone who lives in the area to cycle or walk
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice, 25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Very negative	Neutral	About right	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Extend hours of operation for buses		Negative	Having only 100 pass to travel around the area where I live, compared with people living in the city centre (that are likely to have free passes for all Oxford) can cause disruption to my day to day life, and seem quite unfair as people leaving in cheaper area of Oxford get less benefit that living in a very expensive area (centre) plus owning and using often a vehicle (also something I'd imagine just very wealthy people have). I would agree with the proposal if the reduction on buss tickets (at least for residents) was immediate as it will be the charge, and also if people living in specific areas get free passes on that area as well (not just who lives in the main central one). The cost of moving around is quite high, and it's not very easy at certain times and in certain locations (even if Oxford overall is quite good at it compared with other city). So a charge applied in my area with only 100 free pass a year is definitely affecting in a negative way my life and my expenses.	1 would appreciate seeing: - an immediate reduction/or a specific date where bus tickets will be discounted, and of how much. Could also be a discount targeting residents in Oxford (if that is really possible) - free passes for that specific area where the person lives (example if the person lives in the 100pass area, having them free instead of 100 and still have the 25 for the centre), and not just applied to people living in the city centre (already benefiting of lots of advantages)	'- Discounted rates for buss tickets for residents - That's the main thing, make it cheaper and more convenient so the charges are more accepted, and people are incentivised to take the bus - Increasing the busses coverage in the external area, and frequencies over times used often for travel (very early morning - late evening) - Improved cycle lanes - I'd say that can help but it's less impactful as Oxford is already very good at it
a resident of Oxfordshire living outside Oxford	daily	Community health or care workers who need to visit multiple locations or travel urgently	I commute to the central permit area by car	Very negative	Very positive	There should be no charges at all	No	Other	as a citizen, the scheme in most peoples psyche is that this is yet another tax on drivers ho already pay road tax, considerable amount .	Very negative	fro all health care and social worker who provide a valuable service and ho still have to pay for parking at work place, they should be exempt. It means they are paying 3 taxes!!!! 1. road tax 2. parking at work tax 3.. now the congestion charge. It is obvious there will be no reduction in traffic and this lead to the presumption that it will be a money spinning scam by the local government. Have the authority done a survey to see how many people will not drive into the congestion area. The proposal is a top down and not a consultation. The decision had been made and this is a lip service so the authority can tick the box on public consultation.	yes, it is a scam ! Taxing people to the hilt!	yes, the park and ride and the ride should come from the taxes collected.i.e, free
a resident of Oxfordshire living outside Oxford	daily		I commute to the central permit area by car	Negative	Very negative	There should be no charges at all	No	Other	No income as no fee to pay	Very negative	People wanting to use roads in Oxford should not have to pay a charge. With the cost of living crisis we are currently in asking people to pay for using roads which should be free. Lift all the current LTNs and the congestion will ease as there will be more roads for people to use. The roads in Oxford are diabolical, it sends a message that Oxford doesn't welcome vehicles within its city.		Open up the LTNs, show studies of the pollution in the areas that are clogged with traffic because of the LTNs.
a resident of Oxfordshire living outside Oxford	less than weekly		I don't	Negative	Negative	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Negative	I travel into Oxford for shopping and entertainment as well as a place to bring my guests to see as a famous English city. I would not be as likely to visit Oxford as it is difficult enough trying to get into the city using the park and ride. I also have had to go into Oxford to attend hospital appointments , I already have to pay parking charges at the hospital and would resent having to oay to use the roads as well.	The word 'temporary' feels misleading	Improve bus services to local villages
a resident of Oxfordshire living outside Oxford	weekly		I commute to the central permit area by car	Neutral	Positive	There should be no charges at all	No	Other	instead of looking at income generating off local council tax payer maybe look at how the council can support the people of Oxfordshire instead of charging them more.	Very negative	As someone who both works in Oxford, bringing equipment to teach First Aid, and also brings their child to the JR for doctor's appointments, I find this charge is just adding to family expenses at a time when the council should be supporting locals, not exposing them to more costs. This is yet another example of the council punishing poorer residents by charging them simply to enter the city by car. Another important reason why this is a bad idea is its impact on people with disabilities who aren't entitled to a Blue Badge but would still find public transport very difficult - for example, autistic people or those with ADHD	Maybe instead of charging people to enter Oxford get your house in order and get Botley road reopened.	Oxford is a small city with a dying high street. Its had an investment for a massive car park at the Westgate and has good access route. surely instead of trying to reduce congestion you should be focusing on getting more people into oxford, with better road ways, cheaper parking and better service to breath some life back into oxford. this would generate far more income for the city than reducing traffic even more.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice, School students with special educational needs, Unpaid carers, Frequent hospital patients	I commute to the central permit area by car	Neutral	Negative	There should be no charges at all	No	Make buses cheaper for all		Very negative	I understand reducing traffic flow into the city centre, however there is no need to have a congestion charge or LTN on Hollaway. It is only congestive now at peak time due to the new LTNs that you have put in place forcing all traffic down Iffley and Cowley roads. Living off Holloway this will triple the travel time to get to Headington shops, Horspath Driffway and hosoitals.	Residence living in the area shouldn't be restricted to how many days per year they travel through them, it should be available all year round, including when you put the LTNs in.	Congestion is caused by the LTNs, remove them.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	About right	Yes	Make buses cheaper for all, Add public cycle parking		Positive	When I travel into Oxford city centre I do so by bus or bicycle. The congestion charge should make buses faster and cycling safer.		Oxford's city centre should be car-free as far as possible: this will make the experience of the city for pedestrians, cyclists and public transport users better. People will be more willno to leave their cars at home if they see the benefit it brinas!
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Very negative	Neutral	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Make bus services more frequent, Extend hours of operation for buses, Add public cycle parking		Very negative			
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	No impact	No impact	There should be no charges at all	No	Other	Redesign the ring road to cope with the huge amount of extra traffic it will be supposed to deal with if this goes ahead	Very negative	I live just outside Oxford on the west side and commute daily to Headington (employed at hospitals). I am contractually obliged to live within 30mins travel 24/7 for emergencies. Prior to the Botley Road closure and the LTNs this was always achievable. Since this road closure and LTNs, forcing the same amount of traffic through only a few roads, this has been a complete nightmare. I cycle when I can, but this now takes longer and the major roads are more congested and therefore less safe. Sometimes because of weather, time of day, or time requirements I have to drive as there is no realistic public transport option at the times that I need. The prospect of restricting traffic even further, compelling all travelling across the city to use the ring road is simply going to make this route much busier and increase accidents, journey times, pollution. It sometimes takes me 1.5hrs as is to travel from Headington to OX13, and this will only worsen for everyone.	The congestion charges, and the proposed permanent restrictions afterwards, are astoundingly ill-conceived, benefit only a small number of people, and a prime example of how certain people supposed to be representing the local population are driving their own agenda and not listening to the people. The two most devastating events for Oxford traffic in the 30 years I have lived in Oxford and its surroundings have been the diabolically managed Botley Road closure for the rail bridge replacement, which compels all traffic to / from the west of the city to travel around the ring road, and the Oxford LTNs, which force all traffic on the east to use 3 main roads and the Plain roundabout. I regularly cycle from the west of the city to headington and can categorically state that, despite the apparent intent otherwise, this route is far less safe than it used to be owing to the vastly increased traffic required to use the Plain, St Clements, London Road, Cowley Road, etc. Restricting access further will render all the outbound roads of Oxford gridlocked (and blocking buses, incidentally). This is already terrible on London Road trying to access the ring road at the Headington roundabout. The ring road, which also contains two major through traffic roads of the A34 and A40, will simply not be able to cope with the increased amounts of traffic, comprising now city commuters as well as the standard by-passing cars and HGVs. Accidents will increase, pollution will increase, and a single blockage on the ring road will stop the flow of all Oxford traffic. While there are some measures to ameliorate the situation for certain groups, such as carers, this will have significant and dangerous impact on the NHS staff trying to access or leave the Headington hospitals, which has already been made worse by the Access to Headington scheme (as evidenced by the new, huge queues trying to enter / leave the JR at peak times, and the resulting massive queues descending Headley Way to the Marston lights). OUH staff should be except from the charges.	Traffic cannot be reduced. Those who can cycle usually cycle. Cycling (from personal experience) across Oxford is less safe since the introduction of the LTNs which force all traffic onto the major roads. Those who can take buses, or have no alternatives, tend to do so. Most car users do so because the required timings of their journeys (included, eg, school drop-offs), distances involved, or starting and finishing locations compel them to do so. This is particularly the case for those who live in the villages surrounding Oxford, for which there are not frequent or quick enough bus services and multiple transfers would be required for their journey. Improving flow can only be achieved by expediting the disastrous Botley Road bridge project (thereby decompressing the other roads from West - East commuters and allowing some to use buses from West to East who currently can't), and by removing some of the LTN blockades to allow for certain journeys to be significantly shortened in the east of the city. If an ill-thought-out scheme that thinks bus, walking, and cycling will be improved by moving more cars onto the ring road, then significant changes will have to occur to the ring road at junctions to allow traffic to flow on / off it. Currently, all such junctions (particularly London Road, Marsh Lane, Cowley junction, Sunderland Avenue) are major points of hold-up already.
an Oxford resident	daily		I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	I urge you to reconsider the broader implications of this scheme on residents' daily lives and support a more balanced, inclusive approach.	Very negative	As a local resident directly affected by the existing Low Traffic Neighbourhood (LTN) schemes, I must express my strong opposition to this proposal. While I understand the intention behind short-term improvements, this scheme would further restrict already limited driving options for residents like myself. As a parent of two children, whose activities (including clubs and swimming lessons) take place in different parts of Oxford, the current LTN measures already pose significant logistical challenges. Adding further restrictions risks isolating families within a single locality, rather than supporting the diverse, cross-city movement many of us rely on. Moreover, I am concerned that any surplus generated by the scheme will not be reinvested locally, meaning those most affected by the restrictions may see no tangible benefit in their immediate area. I urge you to reconsider the broader implications of this scheme on residents' daily lives and support a more balanced, inclusive approach.	Yes – I would like to express my strong concerns about the proposed six temporary congestion charge locations. As a resident already affected by the LTN scheme, I find these additional restrictions deeply problematic. They will further limit essential local travel, especially for families like mine who need to drive across Oxford for school, clubs, and activities for young children. This proposal risks creating a city where only those who can afford both time and money can move freely, while others are effectively locked into isolated neighbourhoods. The idea of "temporary" is also misleading if there is no clear plan for review or reversal, and if revenue generated is not directly reinvested in the local areas impacted, it further erodes public trust. A truly inclusive transport strategy must balance sustainability goals with the practical needs of residents—including carers, families, and those with limited mobility. This proposal, as it stands, does not achieve that balance.	If the goal is to reduce traffic and tackle congestion, I would recommend investing in: Improved and more reliable public transport connections across the city, including better evening and weekend services. Targeted school transport solutions to reduce school-run traffic without penalising families. Incentives for low-emission vehicles, rather than blanket restrictions that affect all drivers equally. Solutions should be inclusive and practical, not punitive—ensuring that the city remains accessible for all who live, work, and care for others in and around Oxford.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all		Very negative	Adding more restrictions and charges to car owners driving around Oxford will only isolate families and communities further. The LTNs have already done enough damage to families, communities and residents quality of life. For myself it will restrict my ability to visit people and places during the day on a tight schedule. Will all of the vehicles being forced to the ring road it will cause great congestion, the longer the cars are on the road for the higher the pollution level in those areas.	As a car owner I already pay for car insurance, road tax, council parking permits and park and ride payments. Now I am being asked to pay for simple driving around the town I have lived in for 35 years. The purpose of these congestion charges have not been made clear, apart from the council gaining further finances. It is just causing more congestion and problems.	Remove all congestions charges and LTNS, place more speed cameras that actually work to control drivers speed. Fix Botley and Donnington Bridge. The town needs more routes for cars to travel down, not less.
an Oxford resident	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Very positive	Very positive	Too low	Yes	Make buses cheaper for all, Extend hours of operation for buses, Add public cycle parking		Positive	Clearly traffic is an issue in Oxford and that needs to change. Hopefully this will help	The problem I see is that £5 is still cheaper than a return bus fare from where I live in Radley. So the incentive for me to not drive in is still there. Given how infrequent and expensive the bus is, I would much rather take the hit and pay £5 if I need to get into town quickly. The ring road will also bear the brunt of the extra traffic which is already ridiculous in the evenings so I feel like it is robbing Peter to pay Paul unless we actually see meaningful change to cycling lanes/park and ride and bus fares etc.	
a business	daily	Personal cars used as goods vehicles for business purposes	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very positive	There should be no charges at all	No	Other	Fix potholes	Very negative	As a frequent visitor to various parts of Oxford to carry out essential Health&Safety/Fire Audits and Training, any restrictions would cause me and my colleagues to carry out such work	In my opinion these proposals are outrageous and unnecessary. Motorists are given no say in how traffic is managed in the city. Elderly people who cannot get to a bus stop will have to use taxis at exorbitant costs . The people making these proposals do not live in the city and would probably be exempt from these charges Because of previous LTN routes the city has become congested, making all traffic having to use the same route thus causing chaos, made by their decision	As described above Remove LTNs
an Oxford resident	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Make bus services more frequent		Very negative	I think it's an absolute joke. There has been zero consideration of anyone here who has to commute to work and to try and impose this during a cost of living crisis is disgusting. As a resident in Botley, you have let the train station mishap go on for far too long and done nothing about it and now you want to punish us all further by cutting off all other access route into the city. It will absolutely ruin the city's attraction, people have already been deterred by the extreme parking prices and you will see the city's businesses crash. unemployment rise and resident wellbeing fall.	This should not go ahead, and goes against every residents wishes.	

Survey Response													
I am responding to this survey as	How often do you travel in or around Oxford?	Please tick which of the following free permits and passes you think you may be eligible for	Do you live in, visit a resident by car or commute by car to the proposed central Oxford	Central Oxford residents' permitIt is proposed that residents in the central Oxford	Central Oxford permit area commuters' permitIt is proposed workers commuting	We are proposing a single charge of £5 to allow cars without a day pass or permit	Do you think that charges should vary, with drivers of larger cars paying more and	Income generated by introducing the proposed temporary congestion charge would be used to cover the set-up and operating costs of the scheme.	If other improvement, please state	Taking into account all the information we have provided about the proposal to	Please explain your answer	Do you have any other comments about the proposal for six temporary congestion charge locations in Oxford that you have not already shared in this survey?	Do you have any suggestions for other ways to reduce traffic and tackle congestion in and around Oxford?
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Positive	Negative	About right	No	Make buses cheaper for all, Make bus services more frequent, Add public cycle parking		Positive	I am hoping it will reduce traffic.	I am concerned this, like the fingers, will increase traffic through Old Marston at peak commuter times.	An aerial egg lift linking Thornhill P&R > Osler Road / JR hospital > Town Centre.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Negative	Too low	Yes	Make Park & Ride buses cheaper, Make buses cheaper for all, Make bus services more frequent		Positive	Could go further, eg restricting hours of access for "other" vehicles (delivery etc) to outside normal peak times		Reduce the amount of parking currently available with a aim to discourage driving into the centre
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Positive	Negative	Too low	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Add new bus routes, Make bus services more frequent, Extend hours of operation for buses, Add public cycle parking		Positive		I think 3 cars for commuting is excessive	restrict larger vehicles such as trucks and vans within certain hours - so not during peak schools hours (7:30-9, and 3:30 to 5). This would make cycling with kids safer and more appealing.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	About right	Not sure	Make buses cheaper for all, Add new bus routes, Add public cycle parking		Very positive	Would expect to see fewer cars crossing the city centre, so buses would be faster/more timely and walking/cycling would be safer and more pleasant	Seems like a good way to test out the traffic filter ideas before going into the trial proper	School term times seem to produce the heaviest traffic, finding better ways for children to get to schools (rather than being driven in and out individually) could make a big difference. A shift away from the near-universal 9-5 working hours could also help soread out "rush hours".
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	Yes			Very negative	I'm an NHS manager, working almost 24/7, working every day after job planned hours from hime, additional commuting time will have neoative imoact on my service		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	Too low	Yes	Add new bus routes, Make bus services more frequent, Add public cycle parking		Very positive	It is currently quicker to cycle in and around the city than to go by bus. The roads should be clearer for people who *need* to use their cars and permit the free flow of traffic. Buses will be quicker, and therefore more appealing to use, and cycling will be safer.	Owing to the timing of sessions, there needs to be provision for access to the ice rink, whether that is by improving bus services or adjusting the congestion charge for users. Otherwise, training would be affected to such an extent that competitive skaters will need to move to other rinks, such as Swindon, which are further away, which will affect the rink's ability to operate and remain competitive	Look to other medieval cities abroad that have put cycling first and see what measures we can adopt. A good example is Uppsala, in Sweden, which is also a medieval university town and is almost entirely car-free in the centre. Cars should be used for getting out of Oxford, and not necessary for getting into or around Oxford.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	There should be no charges at all	Yes	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Negative	I will have to leave my job at the school where I work part time because the most direct route includes one of the charging zones and going the long way would take too long and will use too much petrol. Going there by bus would take ages as there is not a good direct service available.	They are not a good idea because the rich can afford to pay and will continue congesting the road, but those on lower income will struggle.	Removing the LTNs in East Oxford would be a good start. Have more bus routes that cover the entire city and better connection services to the surrounding villages.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	Too high	No	Make buses cheaper for all		Negative	Push traffic onto already busy alternate routes already impacted by LTNs		Use the river to provide alternative transportation into Oxford
an Oxford resident	daily	Taxis and private hire vehicles	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Make BUSES FREE FOR LOCAL PEOPLE BETWEEN WORKING HOURS AND SEE WHAT IMPACT THAT HAS ON TRAFFIC AND SCHOOL RUNS	Very negative	Will hurt people that come to Oxford to work and who live locally .. turning Oxford into a Prison	All the surrounding roads will be impacted massively, there wasn't a congestion problem before that LTNS went in.. SUMMERTOWN IS THE WORST FOR PEOPLE THAT DON'T LIVE LOCALLY	Free bus passes, council has the ability now to run its own bus services due to changes in the law, also bus ticket prices are extortionate for such small journeys and cause issues financially, Park and Ride should be free and buses to and from them should be one pound no more, if you want people to use Oxford and use it services make it cheaper for them to access them.
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Fix the badly managed roads and roundabouts	Very negative	It's literally a money making scheme. Not everyone falls into the same category of 'they should walk, get a bus or cycle' I now live in Abingdon, but I grew up in Cowley, I work in Cowley, my partner works in Cowley, my daughter goes to nursery in Rose Hill, I still have a lot of friends and family in Cowley that I see regularly, usually after work. You have already made that difficult with LTNs, I have to sit in a lot more traffic now than I ever did before. People will not stop driving! We pay for our cars, our insurance, our tax, and you want to charge us more just for the privilege of driving in our own city! There is no bus route that will allow me to go to drop off my daughter at nursery, go to work, then to pick up my daughter, and then to visit my family! And if there was it would probably double my journey time! I cycle to work when I can, but not if I have to do the nursery run. I have never ever had a problem cycling round Oxford! The majority of families and households rely on these cars to go about their daily business! Stop trying to penalise them!	You never spoke about this pre election as you knew you would struggle to get voted in! You have ruined Cowley with your LTNs already! You as a council are not listening to residents. Just look at the petition with over 10,000 signatures against! Look at the comments! Put your congestion charge in areas where you were voted in! Leave Cowley alone! Majority of residents do not want your greedy schemes! You seem to be targeting the poorer areas! If you really want it, then open up some of the LTNs so that the traffic can flow freely!	Open up the LTNs! Simple!
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice, Frequent hospital patients	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Add new bus routes, Make bus services more frequent, Extend hours of operation for buses		Very negative	It costly and someone who has a hidden disability it would make my commute to work more stressful and impossible at times	It's not been thought out clearly for the normal average working parent. Clearly Who came Up with this idea is rich and lives in a city where they don't need their car day to day. I commute to the Churchill I have a hidden disability I work in a working mother living in a village outside Oxford with NO bus options to get in. It's impossible to get a disabled badge now and I rely On my car I can't use public transport I also reply on my car for all my many hospital appointments . I already pay extortionate council tax, and to cark at my work this would just be ridiculous	Don't do it and build better facilities out of the ring road
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	About right	No	Make Park & Ride parking cheaper, Add new bus routes, Add public cycle parking		Positive	I don't drive through the filler points often so 100 passes per year would be ample, and assuming traffic reduces under this scheme the walking - cycling - bus journeys will improve, as well as air quality	I think the proposal is perhaps too generous to car users (though I realise people have strong feelings on this) and I would be "very positive" above if the 100 passes became say 50 per year	Commuting traffic is the biggest problem so target business address car parking
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Very positive	Very positive	Too low	Yes	Make Park & Ride parking cheaper, Make buses cheaper for all, Add public cycle parking		Very positive	We must act to reduce congestion and address pollution and global warming.	No	More improvements for cyclists.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Oxford City Council is worsening traffic congestion by closing off smaller side roads	Very negative	Oxford City Council is worsening traffic congestion by closing off smaller side roads, and is now planning to impose charges on the remaining main routes, leaving drivers with no alternatives. For instance, on Hollow Way, all smaller connecting streets have been blocked, forcing residents to use the ring road just to reach areas like Iffley Road. Now, the council is proposing to limit residents to just 100 day passes per year, which effectively restricts their freedom of movement and raises concerns about human rights.	It would be far more beneficial for Oxford City Council to focus on improving the quality of roads, maintaining the cleanliness and tidiness of the city, and addressing the critical shortage of council housing and affordable homes.	
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Very positive	Very positive	There should be no charges at all	Yes	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all		Neutral			
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	There should be no charges at all	Not sure	Add new bus routes, Make bus services more frequent, Other	Free dial-a-ride-as per pre-lockdown, for those not easily on bus routes	Negative		Not everyone can walk or cycle this disabled enough for a Blue Badge. A positive provision is needed for the many of us in that category	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice, 25 day passes for residents in the Oxfordshire permit area, on days of your choice, Personal cars used as goods vehicles for business purposes	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	About right	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Extend hours of operation for buses		Very negative	Oxford is a small city and doesn't have anywhere near the congestion issues that metropolitan cities have, whatever the council think. Every city has some traffic jams because people who live outside the city but work in it need to travel there. Many people do not have a suitable bus to take, or they are too infirm, and/or they cannot afford the bus / park&ride (Oxford is an expensive city to live in). The council has got to stop fixating on cars and 1) stop penalising ordinary people who work in the hospitals, universities, council itself and other worthy organisations in Oxford; 2) provide suitable and credible alternatives rather than 'simply banning cars or making it too difficult for them, 3) accept that some people will need to use their cars anyway. This kind of scheme will simply make life more difficult for many people for whom it is already difficult, increase the difficulty for employers in Oxford to recruit and retain staff, and annoy just about everyone apart from a small group of councillors and a few local residents who are very vocal. The majority of residents (like myself) are against the very anti-car aproach of the council. And I cycle to work every day, and rarely use my car, so it is not self-interest that motivates me.	The council has a nasty habit of introducing 'temporary' plans that become permanent without any real further consultation, or a sham consultation that the council ignores anyway. To wit the original bus gates in the centre of town and the controversial LTNs in East Oxford, amongst others. We simply don't believe/trust you that this will be temporary and will simply add money for the council while making life difficult for others, so that some councillors can say that they did something about cars. Sooner or later, Oxford will cease to be a vibrant modern city if this carries on - as no-one will be able to travel into it. We will go back to becoming a medieval market town where only residents with a horse & cart (or bicycle) work here. SUrely that isn't what the council wants?? Or perhaps it is?	Provide suitable and realistic alternatives. Understand what motivates people first. If the alternative to driving takes longer and is more hassle (e.g. park and ride) then there has to be an upside - e.g. make it free/very cheap, have very frequent buses to lots of places that don't stop everywhere and take an hour to reach your destination. Many people want to do the right thing but it is simply too expensive, too much hassle, or takes far too long. When you go in and out of the city every day, an extra 40mins each way (i.e. 1-1.5 hour longer day) on top of your intial journey isn't sustainable. Have you considered frequent electric small minibuses that go across town as well as in/out of the centre? All of these solutions cost money I realise, but the council cannot find a practical and usable solution that doesn't cost money I'm afraid - that just doesn't add up and won't work!
an Oxford resident	less than weekly	100 day passes for residents in the Oxford permit area, on days of your choice, 25 day passes for residents in the Oxfordshire permit area, on days of your choice, Personal cars used as goods vehicles for business purposes	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make buses cheaper for all, Make buses cheaper for young people, Other	fund councillors brain surgery for introducing such an absurd idea	Very negative	Ive lived in oxford for over 35 years and council have always tinkered with road layouts with detrimental results. Businesses always take the main brunt of councils incompetence and whims interms of exorbitant rates and loss of footfall due to poorly thought out roadplans. No sense of accountability		give contractors time limits on roadworks. heavily fine them if not completed in time. takes a month to fill in pothole whilst other contries take 15mins!
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	About right	Yes	Make Park & Ride buses cheaper, Make buses cheaper for all, Add new bus routes		Very positive	I rarely drive within the ring road. When I do there will hopefully be less traffic. Cycling will be easier and when I catch a bus they will be quicker.	An excellent idea!	Make buses free for Oxford residents and cheaper for those who use Park and Ride. The difference to the traffic load when the private schools are on holiday is clear - St Clements for example. So private schools need to be persuaded to using buses for all their pupils.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Very positive	Very positive	About right	Yes	Make buses cheaper for all, Make buses cheaper for young people, Add public cycle parking		Very positive	This looks like a fair scheme, it's considerate of people living and working in the city, and I agree with charging cars in order to subsidise buses.	Something needs to be done about traffic in Oxford, there are too many cars!	Dig up St Giles and put a tramway line up and down Banbury Road.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Positive	Neutral	There should be no charges at all	Yes	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Very negative	The bus services are worst for cross town traffic. There are not enough cross town buses or cross area, so that every bus journey from eg North to East Oxford includes having to change buses in town. People can have mobility issues that prevent them from cycling/walking long distances without having a disability exemption.	There need to be better bus services, before other measures are introduced. LTNs could be disabled so that traffic isn't log-jammed. It seems that these measures are in response to another plan with the unintended consequences of jamming all the main routes with cars that could otherwise have moved cross town. The main roads feel less safe and these measures do nothing to address the pollution of exempt vehicles. The cost is prohibitive for many and will affect social cohesion as a result creating more cut-off areas	Ideally we would have trams, but failing that there need to be better bus services, especially now there isn't the competition that used to drive a more services. Bus routes that eliminate the need for two buses have been axed, eg Cutteslowe 17 and the 500 from Cutteslowe to the Oxford train station. Previous bus services eg 520 that used to go through Jericho/St Margaret's Road were axed years ago but served communities that are not all directly going into town and out again.
a resident of Oxfordshire living outside Oxford	weekly		I don't	No impact	No impact	About right	Yes	Make Park & Ride parking cheaper, Extend hours of operation for buses, Add public cycle parking		No impact	Always visit Central Oxford by bus or bicycle		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Positive	Neutral	About right	Yes	Add new bus routes, Make bus services more frequent, Other	Remove car parking on Cowley Road and place bus/cycle lanes	Positive			Maximise safe cycle lanes and improve bus links
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	About right	Not sure	Make Park & Ride parking cheaper, Extend hours of operation for buses, Add public cycle parking		Very positive	less congestion, lower air pollution highly desirable	no	My usual plea for better bike lanes and better bike parking in the centre
a resident of Oxfordshire living outside Oxford	less than weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	No impact	No impact	Too high	Not sure	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Add new bus routes		Negative	I will no longer find it easy to shop in Oxford or visit friends. There will be little incentive to (for example) go to the library in botley		No but I do not believe that putting all the traffic on to the ring road is the best way to go about this. One accident and the whole thing comes to a grinding halt
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	Too low	Not sure	Make buses cheaper for all, Make bus services more frequent, Extend hours of operation for buses		Very negative	I live off the Hollow way and to leave my house I would always have to drive down to not cross the cameras, since I work in the hospital this would increase my travelling time by 20/30 minutes in rush hours. I believe people living in a small radius from the cameras should oet more passes than someone living further away.		Make buses cheaper
an Oxford resident	daily		I commute to the central permit area by car	Very negative	Very positive	There should be no charges at all	Yes			Very negative			
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Positive	Too high	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all		Negative	Some people would not have the capacity t change their mode of transportation (i.e. have to drive car for school/nursery run and go to work right after). What would happen is it could create more congestion in the roads not affected by the congestion charge as they tried to avoid the charge.		
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Very negative	Very negative	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all		Very negative	This charge will hurt both the vibrancy of the city centre and the retailers and businesses which are located in central oxford. At present it is not possible to travel from east oxford to Summertown without changing buses in the city centre, this means that driving through the city centre is the only efficient way to complete a journey unless one has over an hour to spare for travel	This is a botched, ill thought through scheme which is a knee jerk reaction to problems exacerbated by the closure of the Botley Road. Greater weight should be given to holding Network rail to account to ensure the long overdue completion of these works is finished ahead of schedule.	Hurry up and prioritise the Cowley Branch line which has the potential to take thousands of cars off the local roads. Also undertake a feasibility scheme to introduce a rail shuttle service using the existing railway lines between the Redbridge Park & Ride and the station. Whilst this may be expensive to build, tram schemes in other UK cities have proved very good at reducing congestion.
a resident of Oxfordshire living outside Oxford	less than weekly		I don't	Very positive	Very positive	About right	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make bus services more frequent		Very positive	Fewer cars would mean quicker buss journeys. I would go into Oxford more frequently for shopping and cafes if I knew that it would not take the bus half an hour just to get down the Abington Road on the way home in the afternoon.		Do more to advertise the health and time benefits of such measures. (The 'anti' lobby seem to get much more publicity.) e.g. have a better online 'newsletter' more like the one that Oxford City Council has, which is always interesting and positive (and make sure that people know that it exists so they sign up to it. (Why not advertise it on buses, and to all parents of school children, etc etc. REDACTED
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Fix the surfaces of your existing roads. Remove your wretched and dangerous street furniture and signage.	Very negative	We live in Shirelake Close off Thames Street. This short dead end already struggles daily with people using it for illegal parking and as a drop off for the city centre. This malicious scheme would AIM traffic at us as your boundary starts yards further down Thames Street. You will be potentially responsible for injuries of elderly pedestrians, cyclists, children and others who already struggle with the impact of these plainly ideological designs. Can anyone give a moments thought to the area just outside your zones - it seems not. If there is a fatality here you can expect serious and well-deserved repercussions, People here are exhausted by the county's relentless failed schemes, making life and work in Oxford increasingly unpleasant and often dangerous. Your virtue signalling may fill coffers but attempt to understand the real price you're extorting by enforcing such schemes as this. Bottom line - you're taxing people who already don't have a choice. It won't relieve the problem, it will intensify it.	The sanctimonious approach echoes the disasters of the LTN. Rushed through ideological ideas with no care for the impact on people who live and use the city. Business owners are on their knees, with previous policies blithely eradicating generational family firms for the counsellors virtue signalling. Your policies effect vulnerable people for whom vehicle use is a necessity - I'm talking about elderly people who are trying to avoid adding to blue badge quotas but must move around. I'm talking about people who haven't passed the bar to be considered disabled enough for badges and support - you have a duty of care not to make life impossible for them, too. Your stance on what constitutes a works vehicle outlaws many craft and tradespeople, who need to move around the city many times a day. Penalising them won't reduce this being the only way they can work, you're simply taxing them, slowly throwing them to the wall at a time when self-employment is virtually impossible already. Many people have a knee-jerk reaction in opposition to this proposal. I think there needs to be a very positive and highly visible campaign to raise awareness and respond to concerns. It's essential to monitor the impact (pollution levels etc and qualitative improvements to our lives) and communicate this clearly. There must be a significant increase in bus services all over Oxford and even more support for walkina and cvclina.	Make it easier and safer to use motorcycles. Bikers with full licences (not your food delivery mopeds) have solid training and help reduce pressure on weight of traffic, emissions and parking. Why are we banned from the bus lanes - unlike most London boroughs? Early information via ringroad signs on journey time. Rather than your frankly dangerous placement of flashing angry face signs (Abingdon Road, near a horse / school crossing of all places)... Capital investment in the county roads. A420 widening etc. Capital investment in transport from Park and Ride - Buses are only one part of that. I support the Citizens' Assembly recommendations for longer-term change, particularly: 1. Designating some roads for buses, emergency vehicles, blue badge holders, taxis, and cycles 2. Creating a car-free city centre
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very positive	No impact	Too low	Yes	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all		Very positive	These measures will significantly reduce car traffic and should therefore cut congestion and pollution, improve health, and make it easier for more people — especially those on lower incomes — to get around by bus, bike, foot, or wheelchair.		
a resident of Oxfordshire living outside Oxford	daily		I commute to the central permit area by car	No impact	Very positive	There should be no charges at all	Not sure			Negative	many health care professionals will use these routes to travel to work , many will live outside of oxford. recruitment and retention of health care workers is and continues to be a big problem for Oxford.adding more expense onto essential workers who already are on low wages will potentially be another reason why staff might choose to leave and work in an area that is cheaper to live with no added penalties it will also encourage car users to seek alternative routes into hospitals potentially making the alternative route more congested	will the temporary congestion really remain as temporary or will it move to permanent Oxford will potentially drop off visitors fists because of additional charges	whenever i come into oxford for leisure i generally use the park and ride unless i am on my own in which case i will use the car park for safety better bus/train links better road links ?
other	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Neutral	Positive	Too high	Yes	Make Park & Ride parking cheaper, Make buses cheaper for young people, Add public cycle parking		Neutral	I will continue to use my workplace car park in central Oxford as I have been doing for the past 9 years.	I work in Further Education and I am concerned about Open Events. Currently, visitors are allowed to use our car-parks but it will cost them £5.00 in future. This will affect our ability to attract new students.	There are lots of careless users of electric scooters. I see two people using one scooter, users not wearing helmets and users speeding along pavements. I am also concerned about the number of cyclists who cycle on the pavement the wrong way along the Botley Rd.
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice, Personal cars used as goods vehicles for business purposes	I commute to the central permit area by car	Very positive	Very positive	There should be no charges at all	No	Make buses cheaper for all		Very negative	I live in kirtlington and commute to tiffey road every day for work (Oxford ubniversity Sport), I am also a self employed Personal trainer traveling around to clients and locations around oxford area. I have elderly parents that live in Marston, who I take to visit after work (Shift work) traveling from Iffely to Marston would be a nightmare ? Having to use the A34 as the only route to get to and from work will also be very difficult, I use the Marston/Woodeaton/slip to get home, 50% of the time if the A34 is busy or Donnigton bridag is closed, which a lot last year due to flooding etc. Surley with this being introduced the A34 will be packed and iffley road even more congested than it already is due to the LTNS. People who are rich enough to live in oxford will again benfit the less well off as usually will have to foot the bill. Terrible idea im afraid.	As above, but a really bad idea, going to make my life a driving nightmare.	Cheaper busses, traffic goes down 30% when private schools on holiday.....maybe look at that first.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	Too low	Yes	Make Park & Ride parking cheaper, Make buses cheaper for all, Other	Better cycle infrastructure so more people feel safe to cycle on more of the roads - where possible separate cycle lanes, where not priority or equal rights for cyclists.	Very positive	Fewer cars will mean less air pollution and it will make cycling more attractive. I may get the bus more. At the moment it takes 15 mins to cycle to the train station and 1 hour if I catch the bus - sometimes I have to catch the bus if I have luggage.	I think this is just a start. It really needs to be cheaper and quicker or just as quick for a family to catch the bus into town than it is to drive and park. We need to have more roads where buses and cyclists have priority or maybe are restricted for just buses, cyclists and disabled people. I look forward to a pedestrianised centre of Oxford with mobility scooters for those who need them. It is vital that the council communicates better about the congestion charge; the proposed £5 charge is well known. Not so many people are aware of the 100 free passes for Oxford residents. I think it's really important that the charge is higher for SUVs and other heavy vehicles.	I am concerned that there are no proposed restrictions on HGVs. I would like to see access limited to HGVs that have to come into the city to deliver goods in the city and that they should all have excellent vision all round - there are too many blind spots on HGVs and these put pedestrians, especially children, and cyclists and people on scooters at risk. Reducing the speed limit on all roads within the ring road to 20mph would discourage through traffic. I would like to see a reduction in parking in Oxford. So many roads are difficult to use as a cyclists because of the cars next to the kerb, people parking those cars, people opening their doors onto cyclists... In some places parking could be replaced with a cycle lane.
an Oxford resident	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make buses cheaper for all		Very negative	I have to look after grandchildren who live out of zone, at 64 (unlike londoners) there is no free bus pass, buses are expensive, I have 2 dogs and have been refused bus use, I help recovering addicts who need to visit me. My husband was knocked off his bicycle by delivery van when he was on a cycle oath. I have stooped usino my bike.	Cars turn left, illegally off the A40 dual carriageway onto sunny mead estate (nr banbury toad). This will increase to avoid camera recognition	One way systems seem to reduce traffic volume. If a journey becomes awkwardly long people may share travel or use alternative
a resident of Oxfordshire living outside Oxford	weekly		I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	I don't think that this is a fair way to generate money for Oxford	Very negative	I don't think that this is a just or fair way to generate money for Oxford. I feel so sad about what the council is doing in terms of housing development and infrastructure to ruin a beautiful city.	Don't do it.	Better cycle paths Easier access to electric bikes around the city Better bus routes
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	Not sure	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Make buses cheaper for young people, Add new bus routes, Make bus services more frequent, Add public cycle parking		Very negative	The whole scheme is taken with one objective derived through tunnel vision and that is to decrease congestion. The financial impact of this will be great. Keyworkers sri h as myself who work at the hospitals already struggle with parking. I am a provider of a entirely funded NHS health service which might require multiple visits in a day to provide emergency cover for example. How can I provide this critical service with limited passes. You should aim at improving public transport and that does not mean buses. Buses around Oxfordshire are handed out to companies who cannot run them on time and only offer a sorry. Introduce car pooling permits. Van permits etc. Trams would be the best option really for Oxford with monthly passes.	This is never going to be temporary. It will turn into a forced implementation against public wishes.	
a member of the public living outside Oxfordshire	daily		I don't	No impact	No impact	Too high	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Extend hours of operation for buses		Very negative	I have no alternative but to drive to Oxford to work as there are no buses from where I live to get me to work on time. I park within what will become a congestion zone & walk the remainder of the way but I cannot park further away than I do currently because of the time it takes. I need to be able to get to work within half an hour (for emergencies) and this will it be possible.	Don't do it until there are viable alternatives for public transport	The biggest problem for me is the narrow fast National speed limit roads in the countryside which makes cycling ridiculously scary and dangerous. Cycle lanes connecting all of the villages would be ideal but prohibitively expensive but would actually achieve substantial reduction in emissions & congestion - and people would get fitter
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very positive	Very positive	Too low	Yes	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Make buses cheaper for young people, Add new bus routes, Make bus services more frequent, Add public cycle parking, Other	Improve cycle infrastructure	Very positive	Oxford is desperate for traffic alleviation. This will be a hard pill to swallow but it will benefit everyone.		
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Neutral	Neutral	About right	Yes	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all		Positive	It will reduce congestion and make the buses more reliable. My bus is now very unreliable on the way in and impossible on the way out of Oxford. I think the effects would be even more positive if there weren't so many exemptions. Commuters to work should not have three cars and not free exemptions. They should have only a discount at best.	Some of the money should go to better infrastructure for walking and cycling on the main commuter routes.	*20 mph every where within the ring road. - Make Banbury Road and Woodstock Road one way (one in and one out) for cars to free up space for bus lanes and better cycling infrastructure. - Make Park and Ride free and have quick buses with way fewer stops until the centre (ie express P&R buses) - review some of the bus stops that are too close together. - Next time get buses with two doors. The slow process of getting onboard and the absence of a pay with your debit card / phone is keeping the buses at a super slow pace even if there is no traffic. - require the same standards for HGVs as London.
a member of the public living outside Oxfordshire	daily		I don't	No impact	No impact	Too high	Yes	Add new bus routes, Make bus services more frequent		Very negative	I nurse at John Radcliffe Hospital and commute over 40 miles into work - I have tried using the P&R services and this adds upwards of 2 hours extra commuting to my day - paying an additional £5.00 would mean that I would have no choice but to resign and work for a different hospital trust	I already drive an EV - I note HGV's are free but you will penalise all other drivers include ZEV's	
an Oxford resident	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Positive	Neutral	About right	Yes	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Add public cycle parking, Other		Neutral	I am happy to accommodate my travel around these areas		An improvement to the cycling infrastructure that make cycle paths and cycle lanes more joined
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	About right	Yes	Make buses cheaper for all, Add public cycle parking, Other	Improve cycling infrastructure	Positive	As a cyclist and pedestrian it should make journeys safer and reduce pollution		Improve cycling infrastructure to make cycling safer and reduce road-sharing with motor-vehicles A 20mph city-wide speed limit Restrictions on HGVs in the city centre
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't		Neutral	About right	Yes	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Other	Make Park and Ride parking free	Neutral		Stop victimising those who have no choice but to live outside Oxford and have to use the P&R. Local bus provision outside the larger towns is shocking and the trains/train station parking is hideously expensive. Oxfordshire is largely a rural county; please make allowances for those who have no choice.	Stop bending over backwards to make life difficult for motorists who have NO CHOICE but to drive. Remove some bike lanes, reinstate some bus lanes. Co-ordinate roadworks. Speed up traffic lights.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Very positive	Neutral	About right	Yes	Make buses cheaper for all, Add new bus routes, Add public cycle parking, Other	Cycling infrastructure improvements; expanding bus lanes / gates to improve bus journey times	Very positive	Congestion caused by people commuting and doing school runs in private cars, causing congestion, is one of the main reasons that buses run slowly. Heavy traffic also makes cycling less safe		
a resident of Oxfordshire living outside Oxford	daily		I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all				Very negative	I have to drive through Oxford twice a day to get to and from work, however I don't actually work in Oxford or Oxfordshire. I live in West Oxfordshire and this proposal would add a minimum of £25 a week to my expenses and I have just started a 4 year apprenticeship. I can not afford that.	It appears to be just another scheme to offset your over spending with no attempt to actually use the funds to improve the countries worst roads. The utterly horrendous and frankly dangerous roads already cost me a fortune in needing new tyres, new shock absorbers and increased car maintenance.	Stop building more houses everywhere. It's turning in to London and that's not a good thing. Perhaps if you made buses more frequent, much much cheaper and to more remote areas more often, those that could use them would, but it won't help me, I have to drive to get to and from work.

Survey Response													
I am responding to this survey as	How often do you travel in or around Oxford?	Please tick which of the following free permits and passes you think you may be eligible for	Do you live in, visit a resident by car or commute by car to the proposed central Oxford	Central Oxford residents' permitit is proposed that residents in the central Oxford	Central Oxford permit area commuters' permitit is proposed workers commuting	We are proposing a single charge of £5 to allow cars without a day pass or permit	Do you think that charges should vary, with drivers of larger cars paying more and	Income generated by introducing the proposed temporary congestion charge would be used to cover the set-up and operating costs of the scheme.	If other improvement, please state	Taking into account all the information we have provided about the proposal to	Please explain your answer	Do you have any other comments about the proposal for six temporary congestion charge locations in Oxford that you have not already shared in this survey?	Do you have any suggestions for other ways to reduce traffic and tackle congestion in and around Oxford?
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Positive	Negative	About right	No	Make buses cheaper for all, Make bus services more frequent, Add public cycle parking		Positive	I am hoping it will reduce traffic.	I am concerned this, like the fingers, will increase traffic through Old Marston at peak commuter times.	An aerial egg lift linking Thornhill P&R > Osler Road / JR hospital > Town Centre.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Negative	Too low	Yes	Make Park & Ride buses cheaper, Make buses cheaper for all, Make bus services more frequent		Positive	Could go further, eg restricting hours of access for "other" vehicles (delivery etc) to outside normal peak times		Reduce the amount of parking currently available with a aim to discourage driving into the centre
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Positive	Negative	Too low	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Add new bus routes, Make bus services more frequent, Extend hours of operation for buses, Add public cycle parking		Positive		I think 3 cars for commuting is excessive	restrict larger vehicles such as trucks and vans within certain hours - so not during peak schools hours (7:30-9, and 3:30 to 5). This would make cycling with kids safer and more appealing.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	About right	Not sure	Make buses cheaper for all, Add new bus routes, Add public cycle parking		Very positive	Would expect to see fewer cars crossing the city centre, so buses would be faster/more timely and walking/cycling would be safer and more pleasant	Seems like a good way to test out the traffic filter ideas before going into the trial proper	School term times seem to produce the heaviest traffic, finding better ways for children to get to schools (rather than being driven in and out individually) could make a big difference. A shift away from the near-universal 9-5 working hours could also help soread out "rush hours".
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	Yes			Very negative	I'm an NHS manager, working almost 24/7, working every day after job planned hours from hime, additional commuting time will have neoative impact on my service		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	Too low	Yes	Add new bus routes, Make bus services more frequent, Add public cycle parking		Very positive	It is currently quicker to cycle in and around the city than to go by bus. The roads should be clearer for people who *need* to use their cars and permit the free flow of traffic. Buses will be quicker, and therefore more appealing to use, and cycling will be safer.	Owing to the timing of sessions, there needs to be provision for access to the ice rink, whether that is by improving bus services or adjusting the congestion charge for users. Otherwise, training would be affected to such an extent that competitive skaters will need to move to other rinks, such as Swindon, which are further away, which will affect the rink's ability to operate and remain competitive	Look to other medieval cities abroad that have put cycling first and see what measures we can adopt. A good example is Uppsala, in Sweden, which is also a medieval university town and is almost entirely car-free in the centre. Cars should be used for getting out of Oxford, and not necessary for getting into or around Oxford.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	There should be no charges at all	Yes	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Negative	I will have to leave my job at the school where I work part time because the most direct route includes one of the charging zones and going the long way would take too long and will use too much petrol. Going there by bus would take ages as there is not a good direct service available.	They are not a good idea because the rich can afford to pay and will continue congesting the road, but those on lower income will struggle.	Removing the LTNs in East Oxford would be a good start. Have more bus routes that cover the entire city and better connection services to the surrounding villages.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	Too high	No	Make buses cheaper for all		Negative	Push traffic onto already busy alternate routes already impacted by LTNs		Use the river to provide alternative transportation into Oxford
an Oxford resident	daily	Taxis and private hire vehicles	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Make BUSES FREE FOR LOCAL PEOPLE BETWEEN WORKING HOURS AND SEE WHAT IMPACT THAT HAS ON TRAFFIC AND SCHOOL RUNS	Very negative	Will hurt people that come to Oxford to work and who live locally .. turning Oxford into a Prison	All the surrounding roads will be impacted massively, there wasn't a congestion problem before that LTNS went in.. SUMMERTOWN IS THE WORST FOR PEOPLE THAT DON'T LIVE LOCALLY	Free bus passes, council has the ability now to run its own bus services due to changes in the law, also bus ticket prices are extortionate for such small journeys and cause issues financially, Park and Ride should be free and buses to and from them should be one pound no more, if you want people to use Oxford and use it services make it cheaper for them to access them.
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Fix the badly managed roads and roundabouts	Very negative	It's literally a money making scheme. Not everyone falls into the same category of 'they should walk, get a bus or cycle' I now live in Abingdon, but I grew up in Cowley, I work in Cowley, my partner works in Cowley, my daughter goes to nursery in Rose Hill, I still have a lot of friends and family in Cowley that I see regularly, usually after work. You have already made that difficult with LTNs, I have to sit in a lot more traffic now than I ever did before. People will not stop driving! We pay for our cars, our insurance, our tax, and you want to charge us more just for the privilege of driving in our own city! There is no bus route that will allow me to go to drop off my daughter at nursery, go to work, then to pick up my daughter, and then to visit my family! And if there was it would probably double my journey time! I cycle to work when I can, but not if I have to do the nursery run. I have never ever had a problem cycling round Oxford! The majority of families and households rely on these cars to go about their daily business! Stop trying to penalise them!	You never spoke about this pre election as you knew you would struggle to get voted in! You have ruined Cowley with your LTNs already! You as a council are not listening to residents. Just look at the petition with over 10,000 signatures against! Look at the comments! Put your congestion charge in areas where you were voted in! Leave Cowley alone! Majority of residents do not want your greedy schemes! You seem to be targeting the poorer areas! If you really want it, then open up some of the LTNs so that the traffic can flow freely!	Open up the LTNs! Simple!
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very positive	Very negative	About right	Yes	Other	improve cycling infrastructure	Very positive	fewer cars on the road would make buses faster and cycling safer so more people will chose to use alternatives to driving	I think there are far too many private hire cars in Oxford. People obtain taxi licences from Aylesbury and the Vale of White Horse. These drivers are unregulated and add to the congestion.	a blanket 20mph speed limit across the city with enforcement. TVP could put more effort into setting up some speedwatch groups in the city and stopping and confiscating illegal electric bikes.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very positive	Very positive	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all		Very negative			
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Positive	Positive	Too high	No	Make buses cheaper for all, Make bus services more frequent, Add public cycle parking		Positive	Fewer cars should reflect in faster bus rides and safer for cyclists. But I would expect more buses and better cycle provision.	There will be more traffic down Iffley road to avoid st Clements.	Schools should ban driving students to school.
a resident of Oxfordshire living outside Oxford	weekly		I don't	No impact	No impact	About right	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Add public cycle parking, Other	More cycle paths including along the B4044 from Eynsham to Botley	Very positive	Will make cycling safer and more enjoyable	Better and more off road cycle paths.	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	There should be no charges at all	No	Other	Improve the standard of the current roads to make them safer for all users (cyclists, pedestrians and drivers) current roads ion many areas are in a poor state.	Very negative	The approach will not reduce traffic but will concentrate traffic into several areas increasing overall congestion (as prior modelling showed) the expense and complexity of running the program would be better spent on targeted action that provides positive incentives to move to alternate modes of transport and could be focused on localised issues like school traffic in North Oxford and Hospital traffic in Headington	The proposal has been insufficiently assessed and has no current supporting data or modelling. The approach lacks any real thought on addressing route causes and focuses on a regressive tax that will impact the less well off Oxford residents in favour of the wealthy and those who can afford to live in very central Oxford.	Move to a focused localised schemes that target the specific issue in the area - move to an incentive based model that nudges people in the right direction not a punitive model that will engender large amounts of anger while not resolving root causes
a resident of Oxfordshire living outside Oxford	daily	100 day passes for residents in the Oxford permit area, on days of your choice, 25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Neutral	Neutral	Too low	Yes	Make buses cheaper for all, Add new bus routes, Make bus services more frequent, Add public cycle parking, Other	Improved cycle lane maintenance	Very positive	Reduction of cars to promote active travel in what was supposed to be a 'car free', 'Cycling City'	The permanent solution should focus on reducing over vehicle numbers and be monitored as to its performance. If numbers are not reduced then the scheme should be extended, not cancelled as so often happens	Keep the Botley Road junction at the railway station closed on completion. This has done more to reduce congestion than most other recent works
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I commute to the central permit area by car	Neutral	Neutral	About right	Yes	Make buses cheaper for all, Add new bus routes, Add public cycle parking		Very positive	We normally cycle or walk so 100 permits is not an issue. Reducing cars will support busses and bikes,	The survey is straightforward but the explanation is a shambles. You should have started by explaining that most residents will not pay anything and then explain who will have to pay. By scaring everyone at the start you may find that the majority are receptive	Stop forcing people to drive into our congested city by using it as a magnet. For example, the horrific Northern Gateway project and the proposed massive expansion of the Warneford Hospital.
a resident of Oxfordshire living outside Oxford	less than weekly		I don't	No impact	No impact	There should be no charges at all	No	Make buses cheaper for all		Very negative	We live in a small village and have no bus service to any of the 3 main hospitals - charging those who have no choice but to travel into Oxford for medical appointments is immoral esp. considering the huge parking fees already charged by hospitals	DO NOT charge those who have a legitimate need to travel to hospotals - either for treatment or to visit relatives/loved ones	Improve buses - woeful provision from Chalgrove and cannot get to hospitals
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very positive	Very negative	About right	Yes	Make Park & Ride parking cheaper, Other	Add more cycle lanes	Very positive	I hope it reduces commuting cars and those travelling through the city		
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Improve transport from surrounding villages. We have no public transport options so have to use car to travel onto Oxford is situations where bike is not possible	Very negative	It is extremely unfair to people living close to Oxford who have to travel into Oxford.	It is inequable and discriminates against elderly people and others who cannot cycle who live in the villages just outside Oxford where public transport is very poor.z	Improve cycle routes
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very positive	There should be no charges at all	Not sure	Make buses cheaper for all, Add new bus routes, Make bus services more frequent, Extend hours of operation for buses, Add public cycle parking		Very negative	I work at the John Radcliffe hospital as a nurse from Witney and frequently have to travel along Marston Ferry Road to avoid the traffic on the A40 ring road. It already takes me almost an hour to travel to work and not being able to use this route will add even more time onto my journey. I have young children (one with additional needs) and need to to travel to work by car. I feel like this will make it even harder to get to work undoubtedly impacting on provision of NHS services.		Free congestion charge for essential workers. I do not currently travel between sites therefore would not be eligible to receive one.
an Oxford resident	less than weekly	Frequent hospital patients	I commute to the central permit area by car	No impact	Positive	There should be no charges at all	No	Make Park & Ride parking cheaper		Very negative	This is a crazy money making activity. It was originally proposed as a "clean up the air quality" system. That would fall down if everybody agreed to pay and carried on as usual. If on the other hand you get the same results as the LTN project and all the traffic moves to alternate runs, you are just moving the traffic with no real gain. You are just killing the City		Don't let projects like the Botley Road disaster ruin the City. It has caused most of the current congestion problems.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very positive	Very positive	About right	Yes	Make Park & Ride parking cheaper, Make bus services more frequent, Add public cycle parking		Very positive	I would welcome lower motor vehicle usage reduced making better bus journeys. Additionally fewer car would also reduce pollution.		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Positive	No impact	About right	Yes	Make buses cheaper for all, Add public cycle parking, Other	Cycle lane improvement	Positive	Hopefully reduce cars on road and allow buses to travel more quickly.		Better safer cycle lanes and more cycle parking in town
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Negative	Negative	There should be no charges at all	Not sure	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Make bus services more frequent, Extend hours of operation for buses, Add public cycle parking		Very negative	It's too expensive. And the bus service is poor at the moment, not on time, missing buses, etc. The cycling paths are not safe enough in Oxford city centre.	The quality of bus services discourages people using public transportation.	Open Botley Road asap.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	Too low	Yes	Add new bus routes, Add public cycle parking, Other	Better cycle infrastructure - give more space on the road to bikes and less to cars	Positive	I live in Osney and I cannot drive into central Oxford att present, but I would not do so anyway. I walk or cycle in the city, or get the bus. Cycling is increasingly terrifying and a reduction in motor traffic would hopefully make it less dangerous., although some enforcement of the rules of the road would also help. If bus services are to be improved, how much control would the County have over that? We don't need more competing buses on the profitable routes but much better bus services to all our hospitals, and to Marston which is very poorly served.	I'm concerned that to those wealthy residents who drive around in enormous cars, £5 is nothing so they will carry on as normal, while less affluent residents suffer. Weight-based charging should be included in the scheme. I'm concerned about traders not covered in the scheme who need to drive around the city, like itinerant workers who use a private car. For example we have a hairdresser who comes to our house - that is a precarious existence and he can't afford to pay to drive through the city. His clients are less spread out for cycling to be feasible. There are other examples - tutors, music teachers, podiatrists... As someone who lives off the Botley Road, I am really concerned about what happens when it reopens and is the only route to the Westgate Shopping Centre. We will once again be trapped by massive traffic jams with no option of driving anywhere.	Tourist coaches should be excluded from the city centre as part of this scheme. It is not acceptable to charge local people to drive in but allow free access to coaches which create all kinds of issues on our narrow roads and are a big stumpr for cyclists. Make cycling much safer. I know quite a few people who have given up cycling in the last few years because they find it too dangerous. Start in the High Street where there is plenty of room for proper bike lanes as we see in London.
an Oxford resident	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Positive	Positive	About right	Yes	Make buses cheaper for all, Add new bus routes		Very positive			
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very positive	Negative	About right	No	Make Park & Ride parking cheaper, Make bus services more frequent, Add public cycle parking		Positive	Whilst this change is inconvenient in the short term, it's necessary. It will stop people coming in from outside the city centre and parking on our street, idling their cars.	There are too many cars in the centre that dominate the roads. I think residents should not be restricted from driving their cars. Employees and students should not have parking permits and should use park and ride.	Priority should get given to pedestrians, cyclists then cars. Residents should have priority over visitors, students and employees.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	About right	Yes	Make buses cheaper for all		Positive	It should reduce congestion making cycling safer - I mainly get around by cycling or walking. Hopefully buses will be more reliable when I do use them,	I'm concerned about the impact on traders who provide services in people's homes who need to travel through the city to reach their clients, such as our hairdresser. He is a sole trader, not a registered businesses. I'm not clear whether he qualifies for a permit. He does not have a large income and would be severely impacted if he had to pay £5 a day to work.	I suggest charging tourist coaches - to try to reduce tourist related congestion. At some point we'll need to start to introduce tourist taxes and this would be a way to start.
a resident of Oxfordshire living outside Oxford	weekly		I commute to the central permit area by car	No impact	Very positive	There should be no charges at all	Yes	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make bus services more frequent		Very negative	I do not believe this is fair nor achieve a reduction in congestion. It will adversely affect retail.		Sort out Botley Road closure ! More P&R services! Better links and services to the JR for both staff and visitors! Sort out the general state and condition of Queen Street - dangerous and embarrassing mess - resurface and better protect pedestrians.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	About right	No	Make buses cheaper for all, Make bus services more frequent, Extend hours of operation for buses		No impact	I live on Cumnor Hill so nothing you do will affect me until the Botley Road debacle is over	The Ring Road is already stationary or very slow most mornings and some afternoons. The congestion charge will just push even more vehicles onto the Ring Road, which is currently my only way out by car, given the prolonged closure of Botley Road. It will make things significantly worse for those of us who are already completely dependent on the Ring Road	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very positive	Very positive	Too low	Yes	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make bus services more frequent, Add public cycle parking		Very positive	We desperately need to reduce motor traffic passing through Oxford, this will help towards that		More LTNs More restrictions on through traffic in the city More cycleways
a resident of Oxfordshire living outside Oxford	weekly		I don't	Positive	No impact	About right	No	Make buses cheaper for all, Add public cycle parking, Other	Improve cycling from Farmoor to Oxford on B4044	Neutral	I live in Farmoor		Build B4044 community path
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Negative	Negative	Too low	Yes	Make buses cheaper for all, Add public cycle parking, Other	Improved cycling infrastructure eg more dedicated cycle lanes	Positive	Fewer cats in the centre will improve air quality and safety. Better public transport will benefit people without cars.	They need to be bigger	Enforcement of 20mph zones. Get buses taxis and other licence vehicles to abide by speed limits
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Very positive	Very positive	Too low	Yes	Make buses cheaper for all, Add public cycle parking		Very positive	In our area (Heading to Marston borders) the roads are jammed morning and evening with cars travelling to and from hospitals and schools. Drivers cut through side roads to avoid jams. This makes walking and cycling to and from work and leisure very hazardous.	The price should be set well above the cost of parking outside and taking the buses, else the convenience factor will lie with the personal car.	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	About right	Not sure	Make Park & Ride parking cheaper, Make buses cheaper for all, Add new bus routes		Very positive	I live in Cowley and I commute by bike into the centre and sometimes use the bus. Deterring unnecessary car use reduces local pollution, improves congestion, and thereby makes bus journeys more efficient and bike journeys safer.		It would be great if there was better data on the car journeys (e.g. how much of our congestion is due to non-residents coming to the shops, or commutes, or school runs...) and then it would be easier to tackle. When I'm not cycling, I like to take the bus, but it's so hard to travel by bus from Cowley to anywhere except for the centre, e.g. you can't go from Cowley to north Oxford/Summertown, so I believe improved and more varied bus routes would really encourage more public transport use. It's even worse if you're an Oxford resident who wants to get to somewhere outside of Oxford, it's so hard to do this without a car or taxi - we tried taking the bus to Notcutts, which you can do, but the bus just leaves you basically on a grass verge by a dual carriageway, so incredibly dangerous. That's just one example, but basically routes between Oxford and other towns/villages are only designed for cars. Buses are also very expensive, so as soon as you're travelling in a group of 4, it's almost the same price as just getting a taxi, which is obviously an issue in terms of incentivising the use of public transport. It's also a pain that multiple bus companies operate with different ticketing systems (e.g. the 15 and 3 both stop near me but if I buy a return from one I can't use it on the other), and the stagecoach buses still make you buy individual tickets from the driver instead of using a modern tap-on system, which slows down the whole journey for everyone considerably. In terms of cycling, while the cycling infrastructure changes on Iffley and the LTN's have helped a great deal (thanks!) cycling infrastructure is still very limited compared to many European cities I've visited, and it's a shame that we don't have properly segregated cycle lanes, though I recognise that there are space and financial limitations at play here.
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	No impact	Positive	There should be no charges at all	No			Very negative	There's no feasible public transport route into our working place in Oxford. So there is no alternative whatsoever, making this charge just another unavoidable m tax, making living and working in Oxfordshire even more expensive.	Think about implementing feasible alternatives first and implement those for people living in wider Oxfordshire and working in Oxford. Otherwise this charge is just another ripoff penalising people for living here.	Staggered working hours to spread out traffic over longer periods of time, avoiding peak hours, introduce reliable and frequent public transport routes into Oxford from all over Oxfordshire; make park and ride free of charge, including the coach into Oxford; provide secure bike storage at P&R parkings; engage with the police to seriously tackle bike theft in Oxford.
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Very negative	Negative	Too low	No	Make bus services more frequent, Other	Bus services from outside Oxford, but in Oxfordshire need to be quicker and more reliable. Buses from Wallingford, where I live, stop at every flippin stop along Iffley road. A journey that used to take 30 mins, now takes an hour, and often nearly 2 hour	Negative	Please please please work on improving buses first before penalising cars! People who live outside of Oxford are pretty much forced to drive as buses are so unreliable, uncomfortable and stop at every bloody stop! The X40 bus from Wallingford to Oxford takes an hour on a good day, frequently it takes 90 minutes at rush hour.	Please improve buses! Make buses from Oxfordshire towns, wallingford, Abingdon, Thame, Witney more frequent, more reliable and make the service an EXPRESS non stopping service when it reaches Oxford, so direct to city centre.	IMPROVE BUSES!!!! It's obvious! I work in central Oxford and everyone who lives in Wallingford, Thame, Witney or Eyesham are fed up on 2 hour bus journeys to work in Oxford. Make buses NON-STOPPING once they enter Oxford. We want EXPRESS buses from Oxfordshire towns. Improve buses, then people wont be FORCED to drive into Oxford.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Very positive	Positive	Too low	Yes	Add public cycle parking, Other	New cycle paths	Very positive	It should speed up the buses and I hope it will make cycling safer; but only until 7pm	The end time should be later. 9pm not 7pm	More speed cameras
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I commute to the central permit area by car	Very positive	Very positive	There should be no charges at all	No	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Very negative	Daily routine to JR through Marston Ferry road	No	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	Negative	Too low	Yes	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Add public cycle parking		Very positive	I live in East Oxford and at peak times the traffic is very bad. This majorly impacts bus journey times, to the extent that I feel I cannot rely on buses down the Cowley or Iffley Roads for morning travel in to Oxford for work (or other reasons), or to get to the railway station for a specific train. It also makes me very hesitant to cycle at these times, since the lack of protected cycle routes mean needing to be very careful among so much motor traffic. I do not own a car, so I am reliant on walking, buses or cycling, and the difficulties with buses and cycling at busy times (including weekends) impacts my ability to travel around or into and out of Oxford. I am also concerned about the effects on air quality of so much traffic.	I am concerned that offering 100 free day passes to households within the city, and 25 to those in Oxfordshire, is too many. Combined with the exceptions for certain vehicle types, I would be worried that too many vehicles would be exempt on a given day to have much of an impact on traffic. I am also concerned that £5 is too low a cost. I think the Council should consider extending the congestion charge instead of bringing in the filters once (if?) Botley Road reopens, since in some ways it is more straightforward conceptually. But I think this should be based on data - I support whatever is most effective at reducing private car use in Oxford. I agree with the hours suggested for when the charge should apply.	I would very much like to cycle more, but I do not feel comfortable enough without protected cycle lanes in many parts of the city. I am sure this is the case for other people too, and that more people might cycle instead of drive if this felt easier and safer. In particular Cowley Road, the Plain and the High Street are stressful to cycle down at busy times, to the extent that I have stopped cycling to work entirely. I think there is space for (some) protected cycle lanes in some of these locations - in particular, there are many stretches of the Cowley Road with on-street parking bays. Given the amount of traffic at all sorts which it needs to serve, this seems like a very poor use of available carriageway - a few dozen cars at a time, versus hundreds of pedestrians, bus passengers and bicycles every hour. More ambitiously, I think a tram network should seriously be considered for providing speedy and above all reliable journeys from Oxford's suburbs. Many cities of equivalent size to Oxford elsewhere in the world have tram networks, including those with similar difficulties around medieval street layouts.
a resident of Oxfordshire living outside Oxford	weekly		I commute to the central permit area by car	Very positive	Very positive	There should be no charges at all	No	Other	Remove the LTN, let traffic flow as it was previously would reduce the wait on most roads.	Very negative	I waited over 30 minutes to get from St. Clements church to bath street the other week to go and care for an ill family member. My step dad waits in that traffic daily to get home. You are ruining the lives of residents, making it harder for them to not only have visitors but get to and from their places of work. I visit nearly 3 times a week from Witney, plus the various hospital appointments I attend, your 50 day permit pass would not even cover me visiting. What about family that comes up every 6 weeks to visit. I'm disgusted that you are doing this. My mother has lived in st clements for over 30 vears and this is the worst traffic it has ever seen.	Do not implement, and remove the LTNs.	Get the Botley road reopened, stop doing roadworks to different major roads into Oxford at the same time and actually speak to your residents. Make park and ride free like it is in other places such as York where you just pay the bus journey.
an Oxford resident	less than weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Positive	No impact	Too high	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all		Very positive	Cleaner air, less noise, fewer queues.	You have not made clear what happens if you don't pay exactly on time. And whether you are notified about going through a zone. Some secide mas not realise they've transgressed. Will you also keep count for us?	Encourage schools to introduce shuttle buses from Park and Tide points and facilitate this.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Negative	Neutral	There should be no charges at all	Not sure	Make buses cheaper for all, Add new bus routes		Very negative			
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	Too low	Yes	Make buses cheaper for all, Add new bus routes, Add public cycle parking		Positive	I like the concept but fear that the charge is too low to put many people off, and 100 days of permits is too much.		
an Oxford resident	daily		I don't	Very positive	Very positive	Too low	No	Make buses cheaper for all, Add public cycle parking, Other	Invest in more cycling infrastructure such as cycle lanes and priority at junctions.	Very positive	It should help make cycling safer and challenge motorists as to the necessity of their journeys.	It's a welcome start at least. I'd like to see private cars banned from the city centre, but that's for the future.	Make the park-and-rides free-of-charge, pressure the Westgate to increase parking charges, sort-out St Giles to make it safe for pedestrians and welcoming to cyclists.
an Oxford resident	daily	Blue badge holders, Community health or care workers who need to visit multiple locations or travel urgently, Emergency service vehicles, Firefighters, Registered car clubs	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very positive	Very negative	Too low	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Make buses cheaper for young people, Add new bus routes, Make bus services more frequent, Extend hours of operation for buses, Add public cycle parking		Very positive	We need to remove cars as much as possible from the centre and promote active travel and cheap, convenient buses.	Very much in support.	More pedestrianisation.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very positive	Very positive	There should be no charges at all	Not sure	Add new bus routes		Very negative	Additional expenses	Additional cost if petrol and time to travel	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	About right	Not sure	Make Park & Ride buses cheaper, Make buses cheaper for all, Make bus services more frequent		Positive	I primarily get round Oxford by cycling, so reducing unnecessary car journeys in Oxford is a plus for me.	In favour, particularly if bus services can be improvedmade cheaper. In particular, I think that once a car has been parked at the Park & Rides that should entitle all its occupants to travel free by bus into Oxford. At present, parking plus paying for 4 bus tickets is more expensive than parking at eg the Westgate, so there is no incentive for people to carshare and then Park & Ride.	Expand the Park & Rides, have a Park & Ride at every spoke road into Oxford, then ban most people who live outside Oxford (except blue badge holders & tradesmen etc) from driving in to Oxford at all.
a resident of Oxfordshire living outside Oxford	daily	Community health or care workers who need to visit multiple locations or travel urgently	I commute to the central permit area by car	Neutral	Neutral	There should be no charges at all	No	Make Park & Ride buses cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Make buses cheaper for young people, Add new bus routes, Make bus services more frequent, Extend hours of operation for buses, Add public cycle parking		Very negative	Although I live outside of the congestion zone. I use the roads during the charging times (early days shift) within the zone to get to work and back again on a full-time basis. I cannot afford £5 a day congestion charge just to get to work and back. Buses from my residential area do not start running early enough to get to work on time and the closest current route would take longer than my current drive. Also there are no stops close to my place of work so I would need to allow additional walking time to access mv workplace.	Inconvenience for all including the residents of the care home accessing appointments and causing visiting family both professionally and personally additional travel time and unnecessary expenses.	Obviously effective park and ride options into the main city centre. More parking and cheaper bus fares etc.

Survey Response													
I am responding to this survey as	How often do you travel in or around Oxford?	Please tick which of the following free permits and passes you think you may be eligible for	Do you live in, visit a resident by car or commute by car to the proposed central Oxford	Central Oxford residents' permitIt is proposed that residents in the central Oxford	Central Oxford permit area commuters' permitIt is proposed workers commuting	We are proposing a single charge of £5 to allow cars without a day pass or permit	Do you think that charges should vary, with drivers of larger cars paying more and	Income generated by introducing the proposed temporary congestion charge would be used to cover the set-up and operating costs of the scheme.	If other improvement, please state	Taking into account all the information we have provided about the proposal to	Please explain your answer	Do you have any other comments about the proposal for six temporary congestion charge locations in Oxford that you have not already shared in this survey?	Do you have any suggestions for other ways to reduce traffic and tackle congestion in and around Oxford?
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Positive	Negative	About right	No	Make buses cheaper for all, Make bus services more frequent, Add public cycle parking		Positive	I am hoping it will reduce traffic.	I am concerned this, like the fingers, will increase traffic through Old Marston at peak commuter times.	An aerial egg lift linking Thornhill P&R > Osler Road / JR hospital > Town Centre.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Negative	Too low	Yes	Make Park & Ride buses cheaper, Make buses cheaper for all, Make bus services more frequent		Positive	Could go further, eg restricting hours of access for "other" vehicles (delivery etc) to outside normal peak times		Reduce the amount of parking currently available with a aim to discourage driving into the centre
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area bv car	Positive	Negative	Too low	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Add new bus routes, Make bus services more frequent, Extend hours of operation for buses, Add public cycle parking		Positive		I think 3 cars for commuting is excessive	restrict larger vehicles such as trucks and vans within certain hours - so not during peak schools hours (7:30-9, and 3:30 to 5). This would make cycling with kids safer and more appealing.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	About right	Not sure	Make buses cheaper for all, Add new bus routes, Add public cycle parking		Very positive	Would expect to see fewer cars crossing the city centre, so buses would be faster/more timely and walking/cycling would be safer and more pleasant	Seems like a good way to test out the traffic filter ideas before going into the trial proper	School term times seem to produce the heaviest traffic, finding better ways for children to get to schools (rather than being driven in and out individually) could make a big difference. A shift away from the near-universal 9-5 working hours could also help soread out "rush hours".
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on davs of vour choice	I commute to the central permit area bv car	Very negative	Very negative	There should be no charges at all	Yes			Very negative	I'm an NHS manager, working almost 24/7, working every day after job planned hours from hime, additional commuting time will have neoative impact on my service		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	Too low	Yes	Add new bus routes, Make bus services more frequent, Add public cycle parking		Very positive	It is currently quicker to cycle in and around the city than to go by bus. The roads should be clearer for people who *need* to use their cars and permit the free flow of traffic. Buses will be quicker, and therefore more appealing to use, and cycling will be safer.	Owing to the timing of sessions, there needs to be provision for access to the ice rink, whether that is by improving bus services or adjusting the congestion charge for users. Otherwise, training would be affected to such an extent that competitive skaters will need to move to other rinks, such as Swindon, which are further away, which will affect the rink's ability to operate and remain competitive	Look to other medieval cities abroad that have put cycling first and see what measures we can adopt. A good example is Uppsala, in Sweden, which is also a medieval university town and is almost entirely car-free in the centre. Cars should be used for getting out of Oxford, and not necessary for getting into or around Oxford.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	There should be no charges at all	Yes	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Negative	I will have to leave my job at the school where I work part time because the most direct route includes one of the charging zones and going the long way would take too long and will use too much petrol. Going there by bus would take ages as there is not a good direct service available.	They are not a good idea because the rich can afford to pay and will continue congesting the road, but those on lower income will struggle.	Removing the LTNs in East Oxford would be a good start. Have more bus routes that cover the entire city and better connection services to the surrounding villages.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	Too high	No	Make buses cheaper for all		Negative	Push traffic onto already busy alternate routes already impacted by LTNs		Use the river to provide alternative transportation into Oxford
an Oxford resident	daily	Taxis and private hire vehicles	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Make BUSES FREE FOR LOCAL PEOPLE BETWEEN WORKING HOURS AND SEE WHAT IMPACT THAT HAS ON TRAFFIC AND SCHOOL RUNS	Very negative	Will hurt people that come to Oxford to work and who live locally .. turning Oxford into a Prison	All the surrounding roads will be impacted massively, there wasn't a congestion problem before that LTNS went in.. SUMMERTOWN IS THE WORST FOR PEOPLE THAT DON'T LIVE LOCALLY	Free bus passes, council has the ability now to run its own bus services due to changes in the law, also bus ticket prices are extortionate for such small journeys and cause issues financially, Park and Ride should be free and buses to and from them should be one pound no more, if you want people to use Oxford and use it services make it cheaper for them to access them.
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area bv car	Very negative	Very negative	There should be no charges at all	No	Other	Fix the badly managed roads and roundabouts	Very negative	It's literally a money making scheme. Not everyone falls into the same category of 'they should walk, get a bus or cycle' I now live in Abingdon, but I grew up in Cowley, I work in Cowley, my partner works in Cowley, my daughter goes to nursery in Rose Hill, I still have a lot of friends and family in Cowley that I see regularly, usually after work. You have already made that difficult with LTNs, I have to sit in a lot more traffic now than I ever did before. People will not stop driving! We pay for our cars, our insurance, our tax, and you want to charge us more just for the privilege of driving in our own city! There is no bus route that will allow me to go to drop off my daughter at nursery, go to work, then to pick up my daughter, and then to visit my family! And if there was it would probably double my journey time! I cycle to work when I can, but not if I have to do the nursery run. I have never ever had a problem cycling round Oxford! The majority of families and households rely on there cars to go about their daily business! Stop trying to penalise them!	You never spoke about this pre election as you knew you would struggle to get voted in! You have ruined Cowley with your LTNs already! You as a council are not listening to residents. Just look at the petition with over 10,000 signatures against! Look at the comments! Put your congestion charge in areas where you were voted in! Leave Cowley alone! Majority of residents do not want your greedy schemes! You seem to be targeting the poorer areas! If you really want it, then open up some of the LTNs so that the traffic can flow freely!	Open up the LTNs! Simple!
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Positive	Very positive	Too high	Yes	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Make buses cheaper for young people		Very negative	My wife and daughter visit the ice rink on a very frequent basis as my daughter is training to become a competitive skater. It is not viable for them to use the park and ride for this due to the hours they must attend the rink and due to the added time it would add to their journey. Implementation of charge at the thames street location will make it completely impractical and uneconomic for regular / competitive users of the ice rink to do their training. It was bad enough when we no longer got reduced rate parking at oxpens and will be worse still when oxpens is reduced/ closed. You are going to put the nail in the coffin of oxford ice rink as a viable venue to develop competitive skaters who do not love within oxford itself...	Get rid of the thames street location. Keep the one further up nearer to the station which as far as I can see will serve the same purpose, aside from Westgate parking. Reduce the size/ increase the cost of Westgate parking to encourage those people on to the park and ride	Decrease cost of park and ride services and increase cost of Westgate parking. Suggest routing city centre bound traffic away from thames street / folly bridge more generally to allow p&r buses to run faster, their being stuck in traffic is one of the main reasons people might not use them
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Positive	Positive	There should be no charges at all	Not sure	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Make buses cheaper for young people		Negative	Too expensive to travel to Oxford.	I will not visit Oxford to shop.	Open the Botley road.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	There should be no charges at all	Not sure	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Negative	I think regardless of the merits of the scheme, this will increase the sense among many Oxford residents of being 'done to/restricted in what they can do. I suspect that it may impact adversely on some outer neighbourhoods such as Littlemore (where I live) as drivers may park there and travel in by bus to avoid the charge. Given that the proposed timescale of this is less than a year. I do not think it is sensible to introduce a concestion charge..	I think it is essential to take account of consultation responses more than has happened in some recent consultations.	Better, and where possible segregated, cycle lanes would be encourage more and safer cycling.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area bv car	Very negative	Very negative	There should be no charges at all	Yes	Other	Reduction in Business rates	Very negative	It will destroy businness and tax people who are struggling.	Poor idea	Consult with Businesses, look at Europe encourage micromobility solutuons.
an Oxford resident	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area bv car	Positive		About right	Yes	Make buses cheaper for all, Make buses cheaper for young people		Positive	I would drive into Oxford less!		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Very negative	Very negative	There should be no charges at all	No	Other	Just get rid of the whole lot like the LTN cause enough trouble ever else	Very negative	I think it's bad because there's a lot more traffic on different roads and it makes my journey longer as I get home	I think it's all	Got rid off the LTN and just let people be there south if they got Cars
a resident of Oxfordshire living outside Oxford	less than weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Very negative	Very negative	There should be no charges at all	No	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Very negative	It will put off the desire even more to shop or spend money in Oxford. Opting to shop online for free.	Until you sort out the public transport infrastructure this will only add to the already contentious LTN's added in Oxford. Our family used to travel often to eat out, shop and spend time in Oxford before Covid. The addition of the LTN's has all but made public transport incredibly undesirable resulting in people from villages in Oxfordshire taking to their cars instead of getting on packed buses that take hours to arrive or get to destination. The £5 charge along with expensive parking is only making Oxford a place for tourists and students and the unfortunate who still have to work there	The whole transport infrastructure needed to be evaluated first. This was never done before you installed LTN's. If transport was improved, with a wider reach and with longer hours for shift works and made more cost effective plus incentives as well before you installed LTN's the traffic nightmare wouldn't be as it is now. Adding a congestion charge is just a band aid until Oxford is just no longer a place for ordinary people to exist.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	Too low	Yes	Other	Improve walking and cycling routes	Positive	Reduced traffic congestion, less noise pollution, less air pollution, income for active travel improvements.	With less congestion having 20mph zone extended to all of Oxford (except the ring road) even more important.	Prioritise walking and cycling over motor vehicles, have a more fair distribution of road space for active travel. Expand low traffic neighbourhoods. Reduce speed limits. Reduce subsidies for car storage on public roads (e.g. increase cost of "residents oarkina" and the workplace oarkina levv).
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice, 25 day passes for residents in the Oxfordshire permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area bv car	Very negative	Very negative	There should be no charges at all	No	Other	Stop doing this. We are not London. We should be able to drive freely.	Very negative	It is ridiculous to expect charges. There are already charges in the centre. We do not need more charges so the council can take more of our money. It's not fair.	Please do not do it. It's not fair.	Please do not put up the congestion areas and charges. Traffic will happen no matter what. Plenty Of residence cycle to work.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	About right	Yes	Make buses cheaper for all, Add public cycle parking, Other	Invest in improved cycle infrastructure	Neutral	Rarely drive into Oxford		Improved local rail services, e.g. Cowley branch, Swindon to Banbury frequent stoppers with new stations at South Marston, Shrivenham, Grove & Wantage Parkway, Milton Park, Kennington, Kidlington and Bicester.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Negative	Neutral	There should be no charges at all	No	Make buses cheaper for all, Add public cycle parking, Other		Negative	I just disagree with limits being put on driving into the city.	I have two cars registered in my name at my address (to get the benefit of a multi car insurance policy) but it appears I won't be able to apply for permits for both cars. I wouldn't even mind if the 100 passes were split in two to 50 oer car.	
a resident of Oxfordshire living outside Oxford	daily		I don't	No impact	No impact	There should be no charges at all	No	Make Park & Ride parking cheaper, Make bus services more frequent, Extend hours of operation for buses		Very negative	I feel that having this on marston ferry road will significantly impact the Oxford university hospitals sites for patients and staff. For staff getting to work is stressful enough and shouldn't have this added to it. The hospital needs these staff members in order to treat patients and implementing this will probably make people look elsewhere for jobs.	This is silly	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area bv car	Very negative	Very negative	There should be no charges at all	No	Other	Use the money to remove all Lins that have caused all the congestion.	Very negative	If you add Lins without properly consulting residents then you will end up causing chaos on the roads. It's an insult to now start taxing motorists for the incompetence of the local councils and government.	It is completely unacceptable to start charging people for a problem they didn't create. It is the incompetence of the local council that should be taxed.	Open the Botley Rd. Remove all Lins. And sack every person in the local council.
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	No impact	Very positive	There should be no charges at all	Not sure	Make bus services more frequent, Extend hours of operation for buses, Other	Permits for hospital workers	Very negative	It is going to be very difficult for hospital workers, especially for time critical clinical care. It will put off people working in Oxfordshire as one further expense.	Need to have very reliable, frequent and extended bus scheme from park and rides to hospitals.	Bike lock ups at park and riders.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Negative	Very negative	About right	Yes	Make bus services more frequent		Very positive	Anything to reduce commuter traffic into Oxford would have a very positive effect. But why should those with work parking places get permits for a cars?! It would be better to reduce work parking places so that people would take the bus instead like everyone else.		More frequent buses, park & ride as well as buses into town, would reduce traffic, especially if (a) workplace parking was reduced and (b) private school drop off traffic was reduced. The difference when their terms finish is very noticeable.
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for young people		Very negative	I come in and out of the zone twice daily - i have no option but to do this and I would not be eligible for any of the permits so this would cost me £10 daily or 50 per week	I think this will have really negative impacts on Oxford business. It is a regressive tax that will have significant impacts on the quality of life of people that work in Oxford. We are being asked to pay for poor management of the Botley roadworks Oxford is difficult enough to get to without putting people off even more. Since Botley Road closed we've only been in a handful	A higher priority needs to be put on developing more ambitious solutions such as trams or train networks. Bus fares are currently very very expensive and buses are slow. Fares have increased rapidly just in the last 3 years - particularly for students and young people. If buses are to be realistic options they need to be much much cheaper
a resident of Oxfordshire living outside Oxford	less than weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	No impact	No impact	There should be no charges at all	Not sure	Make Park & Ride buses cheaper, Make buses cheaper for all, Extend hours of operation for buses		Negative	It will put us off coming to shop or go to the theatre in Oxford.	of times. 7pm is too late for it to run til, if this does go ahead - totally kills off people coming for a dinner out or theatre trip. The over-run of the Botley Road works is ridiculous and many people would like to know how Network Rail are making amends/ being held accountable for that and the problems caused.	Being mostly an evening visitor to Oxford I'd say improve the later running of the Park & Ride service
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	There should be no charges at all	No	Add new bus routes, Make bus services more frequent		Very negative	I cannot live my life as I live it with the congestion charge in place. While we as family try to walk/cycle, we have a school child, I work full time job plus deliver Pilates classes in the community, my husband works full time - our home, school, each job and destination of exercise classes are in different parts of the city. At least twice a week - likely three times (once for a short distance, but time is usually very tight) - we need to use a car (and pass traffic filter) to manage our schedule. There is no sufficient public transport which would take me to my destinations in reasonable time to i.e. deliver a morning Pilates class, get back home, get kid to school and be on time in the office. Given the routes proposed, going on the ring road makes several of my journeys longer and paradoxically will create more congestion as I will be on the road longer and on the main traffic corridors. I feel the issue is discriminatory on many levels: Financial level - some can afford to spend 5pounds a day and will go out and about as they please. Others will be squeezed on already tight budgets. Life situation level, this feels as aimed against families with children, which try to get to office, school run and then take their children to activities it is sometimes simply so much easier (and even SAFER given the quality of road and balancing kids and shopping on a bike) to go by car. It is discriminatory against people whose commute happens to cross the selected point - why should some people either pay or spend much more time on the way than others just because their commute happens to cross one of the points? It feels unfair and makes life - which is already stressful enough - even more demanding, I do not understand why the city imposes this on us.	Please focus on positive motivation. If there was a public transport worth the word people would choose it naturally. I know that from abroad - you leave your car at home, not because your city makes you pay, and penalizes and symbolically defame you because you are a driver, but because driving is not the best option to travel - tube is, tram is, reliable and frequent bus is. If you can go to a public transport stop and within few minutes you can go in the right direction, if you can with one change quickly get from one side of the city to the other one, you use that. But that is not the case in Oxford. Here we only see our friends living in the other side of Oxford two or three times a year, because we simply do not have means to get to them in reasonable time to just stop there for a coffee in the afternoon. So we only meet few times a year, just as with people from i.e. London, and we always drive there (while we take often bus or train to London, as they run often) - in a city of this size it is absolutely ridiculous.	see above. I will only add that I moved to Oxford 6 years ago as supporter of less cars in cities, and cycling and public transport. I had fierce arguments with my friends about this. But I always believed that a car belongs to the mix. That is should be used wisely and carefully, but that it sometimes allows to simply do more in the day, deliver children safely and make shopping on one trip, to get around when not feeling great (i.e. with injured leg etc). I am very surprised with the fact, that 6 years in Oxford pushed me further in the direction of "car enthusiasts" than I would ever imagine because of the level of shaming and penalizing in combination with remarkable lack of development of viable and comfortable alternatives for people of all ages, shapes, and situations to get around.
a resident of Oxfordshire living outside Oxford	daily		I commute to the central permit area bv car	Very negative	Very negative	There should be no charges at all	Yes	Other	This isn't a solution to tackle traffic concerns.	Very negative			
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	Very negative	About right	Not sure	Make buses cheaper for all, Make buses cheaper for young people		Neutral	It's hard to know fully until it is implemented. As it is only for cars, I worry that it will make more people use illegal e-bikes and scooters that are already a big problem on Oxford streets.	We rely on grandparents from outside Oxford to do childcare. It is not clear if they would be able to pass the filters. These days this is common for lots of working families. There is a risk these filters make this harder.	We live in Cowley. To go into Oxford on a bus, it is cheaper to drive to a P&R and get a family ticket into town than all 5 of us to get the bus from the end of our road. I think like London, those under the age of 16 should be able to travel for free on buses within Oxford. This would promote a culture in the younger population of using public transport and reduce school traffic.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Positive	No impact	About right	Yes	Add public cycle parking		Positive	Less cars = easier cycling	No	Widen pavements, as just done north of St Giles
an Oxford resident	daily		I live in the central Oxford permit area, or visit a resident of the central permit area bv car	Very negative	Very negative	Too high	No	Make buses cheaper for all, Add new bus routes, Make bus services more frequent, Extend hours of operation for buses		Very negative			
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area bv car	Very negative	Negative	There should be no charges at all	No	Other	Open the LTNs	Very negative	You are destroying OXford and just want to take money	Just leave people alone that live and work in Oxford Listen to the people, no just the cyclists!	Open the LTNs
an Oxford resident	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	No impact	No impact	Too low	Yes	Add public cycle parking		Very positive	Safer for bikes less pollution greener city faster route fir those who need stop private school parents driving tanks into Oxford twice oer dav	Do it asap	Better bike lanes, residents only accessing wytham from a 34
a representative of a group or organisation	daily	Community health or care workers who need to visit multiple locations or travel urgently	I commute to the central permit area by car	Neutral	Very positive	Too high	Not sure	Make buses cheaper for all		Very negative	I am concerned about possible impact on Oxford Sitreet Population and Outreach Team because our staff (peripatetic outreach workers, complex case workers, and housing first workers) may not meet the definition of care or healthcare workers. However we are commissioned by Oxford City Council as part of the Oxfordshire Alliance services to provide outreach services for rough sleepers in the city district, and are required to visit referrals within 48 hours of receiving these. We also support vulnerable adults with long term rough sleeping history to sustain tenancies and visit their homes on a daily basis. Our staff have a minimum requirement to visit all active sleep sites and conduct street outreach shifts 4 times a week, or visit properties across the city on a daily basis, with approx 13 core staff members who may need to drive in order to reach multiple referrals within an narrow window of time to meet the needs of vulnerable adults and comply with our contract. We rely on volunteer first responders who need car access to verify whether anyone is at the specified sleepsite given in a referral. The cost of would make our volunteering program unviable if permits were not granted.	If we could be guaranteed permits under this scheme as commissioned support providers this would allay my concerns about affecting the viability of our service	
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	No impact	No impact	About right	No	Make Park & Ride parking cheaper, Add public cycle parking		No impact	Avoid driving in Oxford anyway	Poor use of resources for just a temporary scheme- wait till in a position to implement the filters - or is this a trial run, in which case why not say so as it might then make more sense. Also, so many exemptions I doubt it will make much difference to traffic.	Need a bus service that accesses western end of Broad Street. Park and Ride buses convenient from Sandford on Thames run a route too far from the Sheldonian/ museums/Uni Parks etc
a resident of Oxfordshire living outside Oxford	less than weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	No impact	No impact	There should be no charges at all	Not sure	Add new bus routes, Make bus services more frequent, Extend hours of operation for buses, Other	I live in Wootton, Abingdon a mere 3.5 miles away and yet I have one bus an hour if I'm lucky and there is no pedestrian pavement to safely walk to Besselsleigh to catch a bus on the A420. I would gladly get the bus if the service were fit for purpose	Very negative	Oxford city traffic has been mismanaged for many years now and it has been made worse by schemes such as LTNs and Botley Road closure. Meanwhile developments continue to happen around Oxford without sufficient thought being given to impact on traffic. Instead of dissuading people from using cars to reduce congestion and pollution, consider incentives for cleaner vehicles such as free permits for EVs and vehicles with more than one person inside them.	You cannot justify an extra charge on oxpens to get to Westgate - it is plain and simple extortion.	Make the buses usable - see my earlier comment about lack of frequency and accessibility. If I'm taking the bus, I don't want to also drive to a park and ride. Don't slap the same charges on EVs as you do more polluting vehicles. Get rid of LTNs and introduce LEZ instead. Improve the traffic lights on ring road roundabouts so they don't cause tailbacks. Make the Oxfordshire section of the A34 a motorway - it's long overdue. Open the Botley Road! Stop confusing congestion and pollution - they are different matters and one does not necessarily come with the other. Get rid of the confusing shared spaces at the roundabouts by the train station and the slain. make right of way clearer.
a resident of Oxfordshire living outside Oxford	less than weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area bv car	Positive	No impact	There should be no charges at all	Yes	Add new bus routes, Make bus services more frequent		Negative		Why not close or reduce the capacity of the Westgate car park. That is the true cause of the Abingdon road queues that delay buses. A charge is unlikely to significantly deter people coming very occasionally given the parking charge does not deter them and has an outsized impact on those who live in the immediate area who find it difficult to get to the jr or visit people without multiple buses which can triple or more the time it takes. It's a real challenge with newborn and young children.	Close or reduce parking at the Westgate and oxpens. The Westgate has generally excellent bus links so there's little reason to go by car. consider only closing it at peak times if full closure is too much.
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make buses cheaper for young people, Add new bus routes		Very negative	I live outside the central area. If you are young and able to carry shopping etc you can use the park and ride daily. This congestion charge is hugely discriminatory to those who are older and with less mobility who can't shop and carry things to buses. Especially to get across the Botley Road under pass. The bus services to local villages is so poor. This scheme rewards all those who live inside Oxford and will prevent those who come in from further out from entering the city. Hugely discriminatory	Improve buses first. Open Botley Road. When these are both up and running do a proper trial. Maybe make electric cars exempt.	
an Oxford resident	daily	Community health or care workers who need to visit multiple locations or travel urgently	I live in the central Oxford permit area, or visit a resident of the central permit area bv car	Very negative	Very negative	There should be no charges at all	No			Very negative			
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area bv car	Very negative	Very negative	There should be no charges at all	No	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Very negative	Oxford is not equipped for such a scheme the transport links are not good enough, especially after the introduction of LTNs which make the daily commute miserable for many. There is no creative thought into the reasons why people drive, this is the question I would like the Council to explore to find the root cause or nothing will change. If this was explored they may find that Oxford simply is not safe for pedestrians or cyclists especially in the City Centre and focus effort in the right place to resolve this and encourage people to use alternatives. Residents should not be dictated to by the Council about how many times you can drive in your own city. To be told that you have 100 trips (or in some cases for others 25) trips a year is forcing control on my right to freedom and to go about my daily life as I please. I pay alot of money to own a car and pay car tax, insurance etc and being told I can't use a car that I pay for is unacceptable. I would like to know how you could possibly expect people to keep track of the number of movements without inconveniencing their day to day lives. I work more than 100 days a year and would be forced to not go into certain areas and I am sure parents take their kids to school in excess of this number too. There is so much going on in Oxford, the Council has much bigger matters to resolve like the LTN scheme, admitting that this was the wrong approach rather than introducing another trial scheme that is not fit for purpose and will push more traffic to roads already struggling due to the LTNs such as the Eastern bypass. Lastly the costs of public transportation is very high alongside the traffic issues and lack of bus lanes. it doesn't provide a suitable alternative option	Remove the LTNs and stop using pollution as a benefit of the scheme. All the scheme has done is cause chaos in Oxford, prior to this the traffic was no where near these levels and you have just pushed pollution to other residents that live on the main road.	There are so many other areas that could be invested in that are dangerous in Oxford, like the Eastern bypass road and A40 that has no barrier across the pedestrian areas, with cars at 50mph+ rushing past, other fast moving roads like the A40 Rosinghurst crossing that has no proper pedestrian crossings, no proper cycle lanes along with cyclists not held accountable for thier dangerous behaviours like not stopping at traffic lights. Moped delivery drivers also driving dangerously, many areas in the city centre where no cars should be allowed at all due to high levels of footfall like broad street. The list goes on, there is clearly no risk assessment at all when it comes to keeping residents safe and in turn encouaging changes in behaviour for people to use alternatives like buses or cycling. The Council just a focus on cars and penalising drivers.
a business	daily	Personal cars used as goods vehicles for business purposes	I commute to the central permit area by car	Neutral	Positive	There should be no charges at all	No	Other	There should be no charges	Very negative	All your doing is penalising people for trying to make a living by charging them to go to work , business will close and fail the bus service is not fit for purpose , and people need cars for many reasons I.e for me childcare if I busied to work which I can't anyway as the service isn't early enough or frequent enough it adds time on my journey waiting for the bus and then doesn't go near the places I need to pick my children up I'd end up having to catch 6 different busses to get home taking over 4 hours		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area bv car	Very positive	Very negative	About right	No	Make Park & Ride parking cheaper, Extend hours of operation for buses, Add public cycle parking		Positive	Congestion makes travel by bus and taxi much harder	No	Spend some income on cycling infrastructure
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Very positive	Very positive	About right	Yes	Make bus services more frequent		Very positive	I commute via buses that are always late and increasingly infrequent	No - as long as carers and those who need access are easily supported to do so	20mph speed limit, HGVs are a big problem for me when cycling too - there have been too many fatal accidents since I moved here and I have stopped using my bike
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	About right	No	Make Park & Ride buses cheaper, Make bus services more frequent, Add public cycle parking		Very positive	Reducing traffic would relieve the overloaded road network, making cycling and my occasional car use within the city much pleasanter	The fact that city residents will get 100 permits a year should be more widely publicised. I don't think many people are aware of this	
a resident of Oxfordshire living outside Oxford	less than weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No			Negative	I simply will not go near Oxford at all and will turn to Newbury or Swindon.	This will make vulnerable and old people more isolated as people will be too scared to visit going via a route incase of fines.	There is no way. We need cars daily to commute to work, to shop. Taxi fairs are expensive you can't do a family shop on a bus. You are actually pushing residents out.

Survey Response													
I am responding to this survey as	How often do you travel in or around Oxford?	Please tick which of the following free permits and passes you think you may be eligible for	Do you live in, visit a resident by car or commute by car to the proposed central Oxford	Central Oxford residents' permitIt is proposed that residents in the central Oxford	Central Oxford permit area commuters' permitIt is proposed workers commuting	We are proposing a single charge of £5 to allow cars without a day pass or permit	Do you think that charges should vary, with drivers of longer cars paying more and	Income generated by introducing the proposed temporary congestion charge would be used to cover the set-up and operating costs of the scheme.	If other improvement, please state	Taking into account all the information we have provided about the proposal to	Please explain your answer	Do you have any other comments about the proposal for six temporary congestion charge locations in Oxford that you have not already shared in this survey?	Do you have any suggestions for other ways to reduce traffic and tackle congestion in and around Oxford?
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice, Blue badge holders, Disability benefit claimants	I don't	Positive	Negative	About right	No	Make buses cheaper for all, Make bus services more frequent, Add public cycle parking		Positive	I am hoping it will reduce traffic.	I am concerned this, like the fingers, will increase traffic through Old Marston at peak commuter times.	An aerial egg lift linking Thornhill P&R > Osler Road / JR hospital > Town Centre.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Negative	Too low	Yes	Make Park & Ride buses cheaper, Make buses cheaper for all, Make bus services more frequent		Positive	Could go further, eg restricting hours of access for "other" vehicles (delivery etc) to outside normal peak times		Reduce the amount of parking currently available with a aim to discourage driving into the centre
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Positive	Negative	Too low	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Add new bus routes, Make bus services more frequent, Extend hours of operation for buses, Add public cycle parking		Positive		I think 3 cars for commuting is excessive	restrict larger vehicles such as trucks and vans within certain hours - so not during peak schools hours (7:30-9, and 3:30 to 5). This would make cycling with kids safer and more appealing.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	About right	Not sure	Make buses cheaper for all, Add new bus routes, Add public cycle parking		Very positive	Would expect to see fewer cars crossing the city centre, so buses would be faster/more timely and walking/cycling would be safer and more pleasant	Seems like a good way to test out the traffic filter ideas before going into the trial proper	School term times seem to produce the heaviest traffic, finding better ways for children to get to schools (rather than being driven in and out individually) could make a big difference. A shift away from the near-universal 9-5 working hours could also help soread out "rush hours".
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	Yes			Very negative	I'm an NHS manager, working almost 24/7, working every day after job planned hours from hime, additional commuting time will have neoative impact on my service		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	Too low	Yes	Add new bus routes, Make bus services more frequent, Add public cycle parking		Very positive	It is currently quicker to cycle in and around the city than to go by bus. The roads should be clearer for people who *need* to use their cars and permit the free flow of traffic. Buses will be quicker, and therefore more appealing to use, and cycling will be safer.	Owing to the timing of sessions, there needs to be provision for access to the ice rink, whether that is by improving bus services or adjusting the congestion charge for users. Otherwise, training would be affected to such an extent that competitive skaters will need to move to other rinks, such as Swindon, which are further away, which will affect the rink's ability to operate and remain competitive	Look to other medieval cities abroad that have put cycling first and see what measures we can adopt. A good example is Uppsala, in Sweden, which is also a medieval university town and is almost entirely car-free in the centre. Cars should be used for getting out of Oxford, and not necessary for getting into or around Oxford.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	There should be no charges at all	Yes	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Negative	I will have to leave my job at the school where I work part time because the most direct route includes one of the charging zones and going the long way would take too long and will use too much petrol. Going there by bus would take ages as there is not a good direct service available.	They are not a good idea because the rich can afford to pay and will continue congesting the road, but those on lower income will struggle.	Removing the LTNs in East Oxford would be a good start. Have more bus routes that cover the entire city and better connection services to the surrounding villages.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	Too high	No	Make buses cheaper for all		Negative	Push traffic onto already busy alternate routes already impacted by LTNs		Use the river to provide alternative transportation into Oxford
an Oxford resident	daily	Taxis and private hire vehicles	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Make BUSES FREE FOR LOCAL PEOPLE BETWEEN WORKING HOURS AND SEE WHAT IMPACT THAT HAS ON TRAFFIC AND SCHOOL RUNS	Very negative	Will hurt people that come to Oxford to work and who live locally .. turning Oxford into a Prison	All the surrounding roads will be impacted massively, there wasn't a congestion problem before that LTNS went in.. SUMMERTOWN IS THE WORST FOR PEOPLE THAT DON'T LIVE LOCALLY	Free bus passes, council has the ability now to run its own bus services due to changes in the law, also bus ticket prices are extortionate for such small journeys and cause issues financially, Park and Ride should be free and buses to and from them should be one pound no more, if you want people to use Oxford and use it services make it cheaper for them to access them.
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Fix the badly managed roads and roundabouts	Very negative	It's literally a money making scheme. Not everyone falls into the same category of 'they should walk, get a bus or cycle' I now live in Abingdon, but I grew up in Cowley, I work in Cowley, my partner works in Cowley, my daughter goes to nursery in Rose Hill, I still have a lot of friends and family in Cowley that I see regularly, usually after work. You have already made that difficult with LTNs, I have to sit in a lot more traffic now than I ever did before. People will not stop driving! We pay for our cars, our insurance, our tax, and you want to charge us more just for the privilege of driving in our own city! There is no bus route that will allow me to go to drop off my daughter at nursery, go to work, then to pick up my daughter, and then to visit my family! And if there was it would probably double my journey time! I cycle to work when I can, but not if I have to do the nursery run. I have never ever had a problem cycling round Oxford! The majority of families and households rely on there cars to go about their daily business! Stop trying to penalise these!	You never spoke about this pre election as you knew you would struggle to get voted in! You have ruined Cowley with your LTNs already! You as a council are not listening to residents. Just look at the petition with over 10,000 signatures against! Look at the comments! Put your congestion charge in areas where you were voted in! Leave Cowley alone! Majority of residents do not want your greedy schemes! You seem to be targeting the poorer areas! If you really want it, then open up some of the LTNs so that the traffic can flow freely!	Open up the LTNs! Simple!
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	There should be no charges at all	Yes	Make buses cheaper for all, Extend hours of operation for buses		Negative	It will put me off coming into the central area as much meaning I will use the facilities and shops etc less which seems a shame for the once vibrant inner city. Often schemes in relation to applying for permits and applying for the 100 exemptions doesn't work or small print is added excluding a number of local residents. I think the park and ride system/other public transport needs to be more robust to support this change to successfully reduce traffic without determin local people from the area overall.		More protected cycle paths like the Marston Ferry road one. More reliable and regular public transport system
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Negative	No impact	There should be no charges at all	Not sure	Make Park & Ride parking cheaper, Make buses cheaper for all, Extend hours of operation for buses		Negative	Takes no account of people who have larger things to move around that are too large for taking on a bus and need a car. Will be just another nail in Oxford's commerce. Bikes and busses do not fit every need for transport.	Stupid and money grabbing. Instead, make it easier and more free-flowing for cars to get into Oxford and be able to be able to park off the roads. Avoid creating more fume-producing queues. Have you been to St Clements recently?!?! Just a line of cars unable to move and clogging the air. Allow them to flow quickly to destination. Your whole concept of trying to reduce numbers is doomed to fail. The nation is car owning. You cannot turn back the clock, no matter how anyone would like to.	Look at traffic flows. Avoid directing traffic into just a few bottlenecks. There are more alternative routes that could be used, but now too many are closed off.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	There should be no charges at all	No	Add new bus routes, Make bus services more frequent, Add public cycle parking		Very negative	I travel to work through the centre of Oxford every day. I cycle when I can but not in bad weather (I think the Cowley Road and the Plain roundabout are quite dangerous) or if taking equipment to work. I will now have to pay up to £35/week, have admin to do by going on line for permit (I often leave home at 7am and get home at Drum) this just adds one more thing to a long day. The alternative is to drive 3 times as far by going round the ring road.	Don't do it	Ban student cars (as they have in Cambridge). Introduce bus routes that go through the middle of town so you don't have to wait for 2 buses - this makes buds travel impractical. Even with this charge driving would be cheaper than the bus. Bus services need to be much better to be fre transport of choice.
an Oxford resident	daily		I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make Park & Ride parking cheaper, Make buses cheaper for all, Other	Remove all LTN's	Very negative	Help my daughter. I would have to pay to dog sit or collect them.	Absolutely appalling idea. People have many different reasons for travelling. I have the right to drive around my country without beino penalised.	LTNs have concentrated all the traffic onto a few roads making connection worse.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very positive	Very positive	Too low	Yes	Make Park & Ride parking cheaper, Make buses cheaper for all, Add public cycle parking		Very positive	Oxford desparetly needs to reduce cars in the centre; this is a health issue and more of that needs to be made. More people are dying from air pollution in Oxford Han died from Covid. Even reduced levels of emissions are not safe (rather like someone reducina from smokina 20 cigarettes a dav to 18 and thinkina that's OK now!	To be seen to be fair you need gates/congestion charges on the Banbury and Woodstock roads	Traffic lights stay red for too long allowing traffic to build up. Alternate from red to green quicker. Eg. Allow 10 cars at a time to pass.
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Neutral	Positive	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all		Negative	You will be pushing traffic on to the a34 which is a nightmare at the best of times	As an Oxford resident of more than 60 years, I do not take kindly to being told where and when I can drive my car. Oxford is becoming a nanny state and I feel very uncomfortable about that. I like the freedom of my city to be exactly that...free.	Its not always convenient to take three children to different schools, then go shopping, then visit an elderly relative, by either walking or going by bus. Free up the side roads, cowley, Littlemore, etc. Let people move around the city as they like and how its convenient for them. Inner city roads were not intended for children to play safely on, there are sufficient parks for this.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very positive	No impact	About right	Not sure	Make Park & Ride parking cheaper, Make buses cheaper for young people, Add new bus routes		Very positive	We need less cars so that the buses can keep to the time table.		
other	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice, Unpaid carers	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Negative	Neutral	There should be no charges at all	Not sure	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Very negative	I go to see my relative at least weekly so do other family members. So we will end up paying to go and see him. Across a year 50 permits are not enough.	No	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	About right	Not sure	Make Park & Ride parking cheaper, Make buses cheaper for all, Add public cycle parking		Positive	We live near Hollow Way and cycle/use buses, therefore travelling around Oxford will be easier		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very positive	Very positive	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Add public cycle parking, Make bus services more frequent, Extend hours of operation for buses		Very negative	The LTNs have already shown that you are not reducing the amount of traffic in Oxford all you are doing is pushing it all onto certain roads which these measures will do further causing more traffic, more accidents and more unnecessary stress for residents and visitors to Oxford. I don't believe the people that come up with these ludicrous ideas live or work in central Oxford or listen to any feedback they are provided with.	When you did the initial consultations last year regarding the bus gates, you promised nothing would happen until Botley road re-opened. It hasn't and yet you are going ahead with a "new" plan which is essentially the same. Businesses will loose custom, people will stay away from Oxford and we will all loose out as a consequence, I do not see any positives to this proposal at all. We are not London, we do not have the infrastructure to support any of these proposals and any Oxford resident or frequent visitor would tell you the same.	Walking and cycling is safe, i see cyclists every day not wearing helmets, not using cycle lanes and cycling dangerously, yet you are blaming all other road users for the accidents they cause to themselves and to others. There needs to be as many rules/limitations/restrictions on cyclists and other road users. We need better, more frequent public transport, wider roads with dedicated bus lanes as where we have bus lanes already i think they work well. Bus services are being cut all the time, where they should be expanded. If you work on the infrastructure people will leave their cars at home. Your current proposal will not incentive anyone to stop using their car. in fact I think people will use them more. Provide actual cycling infrastructure. A lot of the cycle ways are on the pavement with trees in the middle of them and traffic lights, and they come at the expense of pedestrian infrastructure. I'd like to see more cycling infrastructure on the road. Havino showers available at workplaces (or communal/v) would help people too.
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Negative	Neutral	About right	Yes	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make bus services more frequent		Negative	I drive into Oxford to visit friends and drop and pick my wife up from work.	Why are Banbury and Woodstock Roads escaping this? As a frequent cyclist I find this baffling. There are constant streams of SUVs and vans driving along these routes and it's one of the wealthiest parts of Oxford.	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make buses cheaper for all, Add new bus routes, Make bus services more frequent, Extend hours of operation for buses		Very negative	Individuals have already become isolated due to the introduction of LTN'S across east Oxford, with bus routes also cut due to the implementation of these. The LTN'S have also restricted traffic to single roads making journeys longer in terms of mileage in some cases with the increased traffic also impacting the timelines of bus services. Furthermore, there is no incentive to use public transport due to the endless increase in fees and unreliable service provided. If you are to encourage individuals to use public transport it should be subsidised further to ensure this.	The scheme has sought to be implemented by individuals who do not live remotely near the city centre with no extensive democratic consultation taking place for previous decisions surrounding LTN'S or other traffic measures. Local residents are rarely listened to, with it feeling as though the county council has an agenda to ruin the city. Small businesses are already struggling in Oxford with extortionate rents, the implementation of this scheme would reduce the number of individuals visiting the city centre and parking in the Westgate, further hindering footfall in the city centre. Cornmarket street has already seen significant decline since the opening of the Westgate and if the Westgate closes due to lack of business, the city centre will lose further appeal.	Make buses and public transport more enticing. Increase the number of routes and make it far cheaper than the £3 fare currently in place. Travel should be free in the city if you are restricting the use of cars to this extent. Run safe cycling lessons to improve the quality of cyclists in the city as they can be extremely dangerous by cutting across lanes without any warning etc. Implement these controls for cars at the busiest time periods opposed to 24/7, to reach some sort of compromise as currently this is a very hard-line stance.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Positive	Positive	Too low	Yes	Make buses cheaper for all, Make bus services more frequent, Add public cycle parking		Positive	Private cars are the only category of vehicles that can feasibly be reduced, to try to mitigate the congestion crisis - for the sake of everyone who actually needs to drive (tradespeople, carers, emergency vehicles, buses, taxis, etc.)		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice, Blue badge holders, Disability benefit claimants	I commute to the central permit area by car	Very negative	Negative	There should be no charges at all	Not sure	Make buses cheaper for all, Make bus services more frequent, Extend hours of operation for buses		Very negative	This will disproportionately affect working people and those needing to get to the hospital. Areas all over Oxford have received reduced public transport services which has also become far more expensive, and now you want to charge people extra. You cannot keep taking and taking from people	Make things better, THEN make changes. I came back to Oxford having loved in Manchester for a few years and not only has Oxford become traffic hell (it now takes me more than an hour to travel just over a mile when I finish work), but the quality of the roads and public transport has been decimated. I am stunned at how poorly managed this has been.	Get rid of the LTNs to reduce traffic build up on the main roads, and therefore pollution from idle engines. Increased bus frequency to help the price go down and encourage more people to use them. Encourage bike to work schemes at schools and major work centers across the city, and increase the amount of secure cycle parking in the centre of the city.
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	No impact	Very positive	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Make bus services more frequent		Very negative	Some people still require to drive down these roads for work even if it's not in the central part of Oxford. Also Charging £5 to get to the town centre is absolutely criminal on top of the excessive price it is for parking already. Businesses will be impacted as a result. Businesses on botley road and Jericho have already been impacted, it will be the same for the city centre if the charges happen. I was already unhappy about the bus lane proposal but it really is adding insult to injury to suggest a £5 fee.	No.	Get rid of LTNs
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make buses cheaper for all, Make bus services more frequent, Extend hours of operation for buses		Very negative	The restrictions for Holloway Road will severely impact residents and the businesses	Represent the majority and stop imposing the ideas of the council. Democracy should be allowed.	Full subsidised bus journeys for all
a resident of Oxfordshire living outside Oxford	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I commute to the central permit area by car	No impact	Neutral	There should be no charges at all	No	Make buses cheaper for all, Add new bus routes, Make bus services more frequent, Add public cycle parking		Very negative	We play ice hockey and have a lot of kit to carry to the rink - we won't be able to afford to continue playing if we have to pay congestion charge and parking 3-4 times per week.	without exemptions for users of the ice rink, you risk killing the sport in Oxford - another example of a sport facility being cut or made difficult to use.	Make it fair and equitable for all stakeholder groups
a member of the public living outside Oxfordshire	weekly		I commute to the central permit area by car	No impact	No impact	There should be no charges at all	No			Very negative	My son play ice Hockey for Oxford Stars. We drive from the New Forest to play. It costs at present £6 to park. In addition to the £40 in fuel, the additional charge for getting him to the ice rink, which incidentally would not be until approximately 6pm (and hour before the end of the time the scheme will be in force). This extra cost will most likely mean my son will need to seek a new team to play for and I suspect the same will apply for many team mates. You cannot take the equipment needed for this sport on a bus.. the bags are huge plus the sticks and often the smell is awful. If ice users who pay already a princely sum to park at Oxpens now have to pay an additional cost doubling their spend, players will leave the sport will die that in Oxford.apt the rink will become untenable.	I propose that users of facilities that rely on people seeing the value in paying an amount of money to keep the facility operational such as the ice rink, bearing in mind the closest alternatives are Swindon and Milton Keynes without the need for considerable travel time. These users on the basis that they could pay a large sum for parking alone, should be able to access the facility without charge. Or risk the rink closing (which if you are like the council where I live, it's probably part of the plan to knock it down and build something pointless and not needed or more housing which will add to the congestion anyway), then you cannot price people away. Alternatively give Ice Rink users free parking in Oxpens Car park to compensate for the conestion charge.	One way systems would ensure drivers are going the same way, less need to traffic lights except for pedestrian crossing. Also wearing a helmet and having lights should be mandatory and fines issued for failure to comply policed properly. The number of cyclists riding with no lights is ridiculous, if cars did that there would be fines
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Neutral	Neutral	There should be no charges at all	No	Make buses cheaper for all		Very negative	It will limit our daily freedom to circulate in and around Oxford. It will create huge traffic jams on the ring road.	The proposal will create an income but residents will not see any positive impacts whether it's cheaper or more efficient public transport - SAME AS IN LONDON. The proposal wants to punish drivers first and make them pay for the lack of past initiatives from the council. Will the new income be spent on pointless work like moving a bus lane from one side of the road to the other side like on Woodstock road? I have VERY little faith that anything positive will come out of this proposal. Meanwhile the bus fares keep increasing	"public transport in Dunkirk (Dunkerque) is free for everyone, every day of the week. This includes the bus network, which is part of the "DK'Bus Marine" system. The free service is intended to encourage public transport use and reduce reliance on private vehicles"
a resident of Oxfordshire living outside Oxford	daily	Community health or care workers who need to visit multiple locations or travel urgently	I commute to the central permit area by car	Positive	Very positive	There should be no charges at all	No	Make Park & Ride parking cheaper, Make bus services more frequent		Very negative	I believe you will kill Oxford businesses in the process and you will cause more congestion in other areas by forcing people to avoid certain areas. It will make travel to hospitals unbearable and unaffordable for sick and disabled people who may not have a disabled badge! The NHS has huge difficulties recruiting into Oxford and you will only worsen this problem! This proposal has no consideration for childcare/dependent arrangements and parents having to be able to get in/out within tight time-frames/		Make your park and ride free and more frequent and accessible to all.
an Oxford resident	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Neutral	Neutral	There should be no charges at all	Yes	Make buses cheaper for all, Make bus services more frequent, Add public cycle parking		Very negative	1, Allowing vans, lorries and motorbikes through is atrocious. They are the biggest cause of bicycle accidents. This does not encourage me and my children to get on our bikes! 2. Electric and hybrid cars should be allowed access or given a discounted charge to encourage people to buy less polluting vehicles. This current scheme will encourage everyone to buy vans! 3. I live at the Oxford end of Kennington Road, have an OX1 postcode, and live much closer to the city than many people who have 100 passes, while I only get 25. This is grossly unfair. Who gets the 100 permits should be decided on geographical distance to the centre, not about council lines. When the council boundaries change to make a bigger council, this ridiculous distinction will be null and void anyway. 4. I am very concerned that the Ring Road is going to become too congested to use as all the cars will be pushed there, while the town centre will become even more polluted with motorbikes and lorries as they will do everything they can to avoid the ring road. 5. The current traffic issue in the city is down to two things: the Botley roadworks and the LTNs on Cowley Road. If these are removed the traffic will flow again. 6. If you want us to use bikes, you need to have more bike parks that are well lit and have CCTV. Bike theft crime is a real problem in the city. 7. Buses are far too expensive - especially if you're a family of four trying to travel. 8. I am very nervous about getting to Churchill hospital. I have just been diagnosed with cancer and will be having treatment but doubt I will qualify for being a "frequent hospital visitor". You are making an upsetting thing even more stressful.		Remove the LTNs. Speed up the Botley roadworks so that part of Oxford is open again. If you have to have traffic filters, have them only at peak-times, not all day. Don't let lorries/vans into the centre. They are the most pollluting - and not safe for cyclists. Decide 100 permits on geographical distance not council lines. Make buses a lot cheaper and more frequent. More cycle lanes (including on Kennington Road)
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	There should be no charges at all	No	Make Park & Ride parking cheaper, Make buses cheaper for all, Other	Improve quality of cycles lanes within the city area, I.e. surfacing, removing overgrown shrubs, sweeping leaves and gravel	Negative	I cannot see how the existing ring road and access points can cope with displaced traffic and therefore expect it to be more difficult to access my house via car (from outside the city) when I need to	I have not seen any evidence of how they are expected to solve traffic issues	As above, improve quality of cycles lanes. Provide reliable bus services from park and rides to bring in private school pupils, and if possible staff to Headington hospitals
a business	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Very negative	Neutral	There should be no charges at all	No	Make Park & Ride parking cheaper, Make bus services more frequent, Extend hours of operation for buses		Very negative	We are a large Primary School in North Oxford. We have already lost staff due to the current traffic in North Oxford, and more have indicated that they are likely to leave due to current traffic levels. The result of this is that the experiences of children in schools are placed at greater risk, given that recruitment and retention are already very difficult. Your modelling on traffic levels shows that traffic on the Woodstock Rd (Figure 3-3: Flow change) is going to increase significantly. This will have an immediate and hugely negative impact on our staff's ability to get to work. For teaching staff (who carry books, equipment, etc.) often the buses are not a viable option. Further loss of staff will reduce the quality of provision for children in Oxford. Your modelling also shows that the environmental impact on the locality of the school will be hugely negative, with increased levels of pollution (second bullet point of 4. Conclusions). At a time when we are teaching children about the steps they can take to reduce their carbon footprint, for them to hear that changes made will put their futures at further risk is very disappointing.	No.	Infrastructure needs to be put in place first. Greater frequency of available buses, more park and ride spaces. Reduced rates for key workers.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	Too low	Yes	Make Park & Ride parking cheaper, Make buses cheaper for all, Add public cycle parking		Very positive	As an Oxford resident who primarily cycles around the city as well as using busses this change would make the roads quieter and safer as well as reducing pollution and enabling busses to run on time.	I support the Citizens' Assembly recommendations for longer-term change, particularly: 1. Designating some roads for buses, emergency vehicles, blue badge holders, taxis, and cycles 2. Creating a car-free city centre	As a cyclist I think that applying a 20mph speed limit across the city would help, and also restrictions on HGVs as that is the main cause of cyclist deaths in the city. Anything that can be done to limit the presence of HGVs in the city centre and make our roads safer for cyclists is much needed.
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Negative	Very negative	About right	Yes	Make buses cheaper for all		Very positive	I've had to start waking up half an hour earlier to arrive at work by bus at the same time. This will be extremely welcome.	My only comments that were negative is that I think there should NOT be exemptions for people commuting by car into the centre, and this should instead also be discouraged. If they're driving a van, the driving is part of the job, that's fine, but if they're commuting by car to a regular office job that should also be discouraged. As you yourself say, they get in the way of carers, traders, nd blue badge holders who HAVE to drive.	Encouraging major Oxford employers and schools to support public transport, and DIScourage commute/school dropoff by car. This should be done with both carrots and sticks, which is why I'm leery about too much generosity for residents. A major congestion cause is the school run that could have been done by bus (or cycle/walk!) with no trouble.
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	No impact	No impact	About right	Yes	Make buses cheaper for young people, Add new bus routes, Extend hours of operation for buses		Positive	I think this will be insufficient to address Oxford's traffic issues, but hopefully will result in some improvement. It will be too late to have any significant impact on me anyway, as I am moving to Manchester in part as I can no longer deal with a commute that can take up to two hours.	I fail to see why this can be introduced prior to the reopening of Botley Road and the traffic filters cannot. This seems less socially just by allowing the rich an effective opt-out and creating a two-tier system, with the blanket approach of the traffic filters preferable.	Park-and-ride expansion and the creation of express buses to major employment centres. Expanded and cheaper electric scooter scheme including Botley, Kidlington, and potentially further afield. Reconfiguring bus routes in the city centre to provide faster trips across the city - e.g. Botley to Cowley. This may involve using Queen Street and/or Cornmarket Street and/or Broad Street for buses. Making interurban bus routes 'set-down only' inside the ring road to improve journey times, increasing frequency on urban routes to compensate.
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Very negative	Very positive	There should be no charges at all	Yes	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Very negative	I work in central Oxford as a teacher and go down the Woodstock road which is already congested as it is. I spend over an hour one direction commuting on the bus to Eynsham when it is much faster by car. The introduction of the scheme will further increase traffic on Woodstock road. The level of traffic has already caused teachers to leave my school. The modelling also shows that the pollution levels will negatively impact the locality of my school.	It is good that those working in oxford will get a pass but it will further push cars onto the same roads like the LTNs have done, increasing air pollution in certain areas and increasing traffic in other areas. I am fine to take the bus but the fact that it will be stuck in further traffic is ridiculous. My school can not afford to lose more teachers and TAs (which they have struggled to get because of the traffic) and I would look elsewhere outside of Oxford if traffic were to increase even more.	Make the buses cheaper. It costs me £6 to get to and from work in Oxford from Eynsham. It is cheaper or the same price for me to drive.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very positive	Very positive	About right	Yes	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Other	Safer cycle routes and lanes through the city centre, separated from cars and buses.	Very positive	I live in St Clement's and am negatively impacted by the high levels of congestion. It makes it impossible for me to cycle as there is no room on the road and it is unsafe. It makes my street very polluted, which impacts me and my family (asthma, eczema). Reducing congestion will make the area safer and less polluted.	I strongly support the congestion charge.	
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Very negative	Negative	There should be no charges at all	No	Make Park & Ride buses cheaper, Extend hours of operation for buses, Add public cycle parking		Very negative	This should not be put in place while the Botley rail bridge works are in progress		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Negative	Negative	Too low	Yes	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Add new bus routes, Make bus services more frequent, Extend hours of operation for buses		Very positive	I am supportive of any measure to get cars of the congested roads, and to encourage the use of public transport.	Why are there no charging cameras on Woodstock road and Banbury Road, which are the busiest roads in, and completely unsafe for cyclists /note the 14 vear old boy who was hospitalised after a collision on Banbury Road\.	Make the central area only accessible to buses, cyclists and taxis like in central London. Please get the cars off the roads so that it is safe for my children to cycle to school.
an Oxford resident	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Very negative	Neutral	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Add new bus routes, Make bus services more frequent, Extend hours of operation for buses		Very negative	Charging people to drive around an already struggling town is just going to further put multiple businesses in trouble and our town. We will no longer get people travelling into Oxford, they will decide to go elsewhere because of being charged unnecessarily. Instead of charging people, which would affect local residents in Oxfordshire the most, you should reduce bus and parking fares and increase routes to and from Oxford. I currently live in Stadhampton and the last bus I can get from here is just before 6pm with no return bus possible. You are quite frankly ruining this town with LTN's, congestion charges etc.	That it should not be put in place and it is absolutely ridiculous to try and introduce.	Reduce bus fares, reduce parking charges, reduce park and ride charges both bus and parking, improve bus routes in Oxford and around Oxford. Additional buses in more rural areas.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Positive	Negative	About right	Yes	Make Park & Ride buses cheaper, Make buses cheaper for all, Add new bus routes		Positive	Reducing traffic and pollution is positive, we do need to change people's mindset so it is not automatic to get into a car .	There seems to be a lot of unhappiness as it is perceived that this charge has been imposed without consultation. OCC needs to focus on positive engagement with the public so that knee jerk reactions like the petition against the charge are less likely to occur.	

Survey Response													
I am responding to this survey as	How often do you travel in or around Oxford?	Please tick which of the following free permits and passes you think you may be eligible for	Do you live in, visit a resident by car or commute by car to the proposed central Oxford	Central Oxford residents' permitIt is proposed that residents in the central Oxford	Central Oxford permit area commuters' permitIt is proposed workers commuting	We are proposing a single charge of £5 to allow cars without a day pass or permit	Do you think that charges should vary, with drivers of longer cars paying more and	Income generated by introducing the proposed temporary congestion charge would be used to cover the set-up and operating costs of the scheme.	If other improvement, please state	Taking into account all the information we have provided about the proposal to	Please explain your answer	Do you have any other comments about the proposal for six temporary congestion charge locations in Oxford that you have not already shared in this survey?	Do you have any suggestions for other ways to reduce traffic and tackle congestion in and around Oxford?
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Positive	Negative	About right	No	Make buses cheaper for all, Make bus services more frequent, Add public cycle parking		Positive	I am hoping it will reduce traffic.	I am concerned this, like the fingers, will increase traffic through Old Marston at peak commuter times.	An aerial egg lift linking Thornhill P&R > Osler Road / JR hospital > Town Centre.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Negative	Too low	Yes	Make Park & Ride buses cheaper, Make buses cheaper for all, Make bus services more frequent		Positive	Could go further, eg restricting hours of access for "other" vehicles (delivery etc) to outside normal peak times		Reduce the amount of parking currently available with a aim to discourage driving into the centre
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Positive	Negative	Too low	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Add new bus routes, Make bus services more frequent, Extend hours of operation for buses, Add public cycle parking		Positive		I think 3 cars for commuting is excessive	restrict larger vehicles such as trucks and vans within certain hours - so not during peak schools hours (7:30-9, and 3:30 to 5). This would make cycling with kids safer and more appealing.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	About right	Not sure	Make buses cheaper for all, Add new bus routes, Add public cycle parking		Very positive	Would expect to see fewer cars crossing the city centre, so buses would be faster/more timely and walking/cycling would be safer and more pleasant	Seems like a good way to test out the traffic filter ideas before going into the trial proper	School term times seem to produce the heaviest traffic, finding better ways for children to get to schools (rather than being driven in and out individually) could make a big difference. A shift away from the near-universal 9-5 working hours could also help soread out "rush hours".
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	Yes			Very negative	I'm an NHS manager, working almost 24/7, working every day after job planned hours from hime, additional commuting time will have neoative imoact on my service		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	Too low	Yes	Add new bus routes, Make bus services more frequent, Add public cycle parking		Very positive	It is currently quicker to cycle in and around the city than to go by bus. The roads should be clearer for people who *need* to use their cars and permit the free flow of traffic. Buses will be quicker, and therefore more appealing to use, and cycling will be safer.	Owing to the timing of sessions, there needs to be provision for access to the ice rink, whether that is by improving bus services or adjusting the congestion charge for users. Otherwise, training would be affected to such an extent that competitive skaters will need to move to other rinks, such as Swindon, which are further away, which will affect the rink's ability to operate and remain competitive.	Look to other medieval cities abroad that have put cycling first and see what measures we can adopt. A good example is Uppsala, in Sweden, which is also a medieval university town and is almost entirely car-free in the centre. Cars should be used for getting out of Oxford, and not necessary for getting into or around Oxford.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	There should be no charges at all	Yes	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Negative	I will have to leave my job at the school where I work part time because the most direct route includes one of the charging zones and going the long way would take too long and will use too much petrol. Going there by bus would take ages as there is not a good direct service available.	They are not a good idea because the rich can afford to pay and will continue congesting the road, but those on lower income will struggle.	Removing the LTNs in East Oxford would be a good start. Have more bus routes that cover the entire city and better connection services to the surrounding villages.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	Too high	No	Make buses cheaper for all		Negative	Push traffic onto already busy alternate routes already impacted by LTNs		Use the river to provide alternative transportation into Oxford
an Oxford resident	daily	Taxis and private hire vehicles	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Make BUSES FREE FOR LOCAL PEOPLE BETWEEN WORKING HOURS AND SEE WHAT IMPACT THAT HAS ON TRAFFIC AND SCHOOL RUNS	Very negative	Will hurt people that come to Oxford to work and who live locally .. turning Oxford into a Prison	All the surrounding roads will be impacted massively, there wasn't a congestion problem before that LTNS went in.. SUMMERTOWN IS THE WORST FOR PEOPLE THAT DON'T LIVE LOCALLY	Free bus passes, council has the ability now to run its own bus services due to changes in the law, also bus ticket prices are extortionate for such small journeys and cause issues financially, Park and Ride should be free and buses to and from them should be one pound no more, if you want people to use Oxford and use it services make it cheaper for them to access them.
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Fix the badly managed roads and roundabouts	Very negative	It's literally a money making scheme. Not everyone falls into the same category of 'they should walk, get a bus or cycle' I now live in Abingdon, but I grew up in Cowley, I work in Cowley, my partner works in Cowley, my daughter goes to nursery in Rose Hill, I still have a lot of friends and family in Cowley that I see regularly, usually after work. You have already made that difficult with LTNs, I have to sit in a lot more traffic now than I ever did before. People will not stop driving! We pay for our cars, our insurance, our tax, and you want to charge us more just for the privilege of driving in our own city! There is no bus route that will allow me to go to drop off my daughter at nursery, go to work, then to pick up my daughter, and then to visit my family! And if there was it would probably double my journey time! I cycle to work when I can, but not if I have to do the nursery run. I have never ever had a problem cycling round Oxford! The majority of families and households rely on these cars to go about their daily business! Stop trying to penalise them!	You never spoke about this pre election as you knew you would struggle to get voted in! You have ruined Cowley with your LTNs already! You as a council are not listening to residents. Just look at the petition with over 10,000 signatures against! Look at the comments! Put your congestion charge in areas where you were voted in! Leave Cowley alone! Majority of residents do not want your greedy schemes! You seem to be targeting the poorer areas! If you really want it, then open up some of the LTNs so that the traffic can flow freely!	Open up the LTNs! Simple!
a resident of Oxfordshire living outside Oxford	daily		I don't	No impact	No impact	There should be no charges at all	Not sure	Make buses cheaper for all, Make bus services more frequent, Extend hours of operation for buses		Very negative	I work just off the Woodstock road and I commute via Marston Ferry Road every day. I cannot afford £5 every day and I estimate that the additional time added onto my commute will be about 15-20 minutes more which will put my commute over an hour every day. In addition to this, the modelling on traffic levels shows that traffic on the Woodstock Rd (Figure 3-3 Flow change AM) is going to increase significantly. Woodstock Rd is already highly congested and this is going to make getting to work (in a school) incredibly difficult. It will also have a huge impact on the environment as cars are idling on the road for a long time. The modelling also shows that the environmental impact on the locality of the school will be negative, with increased levels of pollution (second bullet point of 4. Conclusions). This is going to have the opposite effect of what you intend as it is going to push more and more traffic onto the Woodstock Road creating standstill traffic, negatively affecting people who live there, commuters, anyone attending any of the many schools along the road and negatively impacting the environment	Teachers cannot afford to live in the area they work and that this is going to drive teachers out of working in Oxford - I am genuinely considering commuting in the opposite direction and working at a school in Buckinghamshire because these permits and congestion charges are unaffordable on my salary and are going to cost me in time and money. You are going to end up with a teaching crisis as so many schools are affected by this.	Better cycle to work schemes, improved bus services, incentives for people not to drive.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very positive	Neutral	Too low	Yes	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make bus services more frequent		Very positive	The traffic congestion charge (as will the gates when they come into operation) if more restrictive,will improve living, walking and cycling conditions for children and adults alike. less traffic noise, fumes and danger along the narrow roads into Oxford.	I live just off the Abingdon Road near Folly bridge. The build up of traffic from visitors and tourists is huge. A £5 charge is insufficient to reduce and persuade people into Park and Ride given the cost of. that for 3-4 people. 100 passes for individuals in the central area will make very little difference to their use of cars – it is equivalent to about 2 journeys per week. combined with the possibility of working related parking I cannot see how it will reduce traffic such as to have much impact. Combined with massively reduced P & R costs it may have desired effect but unless that is done it would remain cheaper for tourists and visitors (particularly to Westgate) to continue to drive in.	Make centre of Oxford private car free for 24 hours.
an Oxford resident	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Very positive	Neutral	About right	Yes	Make buses cheaper for all, Add public cycle parking, Other	improved cycle infrastructure	Very positive	less cars would be welcome as a cyclist - currently it can be rather dangerous cycling within Oxford, both because of the number of vehicles and dis-/contin/oor cycle infrastructure	no	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Very positive	Very positive	About right	Yes	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Add public cycle parking		Very positive	So much congestion and air pollution. People need to be forced to change their habits, and unfortunately this is the only way		
a resident of Oxfordshire living outside Oxford	less than weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Very negative	Very negative	There should be no charges at all	No	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Very negative	Public transport in Oxford and Oxfordshire is very poor. Until that changes the council should be more accommodating to care users. I suggest that the council looks at North Tyneside for a model of excellent public transport. NB: cycling is not an option for everyone or one that everyone wants to follow.	The council should stop discrimination against car users.	
a resident of Oxfordshire living outside Oxford	weekly	Registered car clubs	I don't	Positive	Negative	Too low	Yes	Make Park & Ride buses cheaper, Make buses cheaper for young people, Make bus services more frequent		Positive		May reduce congestion in Abingdon Road, making my bus journeys more reliable, and making Abingdon Road less frightening to cycle along.	You need an answer to the criticism that Summertown residents are the only ones who can drive to the city centre car parks without going through a charging point.	1. More, carefully sited, bus lanes and traffic lights giving preference to buses. 2. Robust refutation of the nonsense that allowing (for example) Divinity Road to be used as a short cut would cure congestion at the Plain. 3. Much better information about the good bus services to the Oxford hospitals. 4. More thought about what buses, and real time displays show as the destination of a bus. For example #10 is a mad choice for the JR if you are starting from Carfax. 5. Simplification of the too many bus stops in St Aldates, and Speedwell Street (wrong side of John Lewis)+Norfolk Street+Castle Street+(crazily) New Road. 6. Abandonment of the sordid coach layover mess in Chain Alley (falsely styled as 'Gloucester Green'. 7. Continuous good cycle lanes (like Iffley Road) on more through routes. 8. A free accessible minibus for people who find it difficult to walk from the hoped-for bus stops in St Giles to (for example) the covered market.
a parish, town, district or county councillor	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	No impact	No impact	There should be no charges at all	No	Make buses cheaper for all, Add new bus routes, Extend hours of oceration for buses		Negative	Coming from the North of Oxford we would not encounter charges but more traffic will move to the Banbury and Woodstock Roads so creatino further imbalances to the system - the same acolies to the LTN's		
a resident of Oxfordshire living outside Oxford	weekly	Frequent hospital patients	I don't	Very negative	Very negative	There should be no charges at all	No			Very negative	I have 2 mains reasons for visiting Oxford. Access to hospitals and shopping. All this will do is add further congestion to ring road and make access to the REGIONAL hospitals more difficult. It will discourage me from shopping in Oxford. As I get older my mobility is decreasing, but not sufficient for a blue badge. Using public transport is difficult, a) carrying shopping b) distance from home to bus stops.	At a time when city/town centers are struggling it will further deter shoppers, which could cause even more shops to close. The Hospitals are REGIONAL centers and as such many people from outside the city need to visit them, and public transport is not a option. Even for me (if I could get to the bus stop easily) in would make a 20 min car journey and hour (or more depending on hospital) by bus each way. 40mins vs 2+hrs is not workable. I drive a zero emission vehicle (full electric) and this proposal does not make any allowance for electric vehicles, which it should.	Allow Electric vehicles though congestion gates for free. Make parking charges scalable based on vehicle emissions.
a representative of a group or organisation	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very positive	Very positive	There should be no charges at all	No	Make buses cheaper for all, Make bus services more frequent, Extend hours of operation for buses		Very negative	I live in the in congestion area, but also commute by car for work within the area, I work for a charity and visit schools regularly in the congestion charge area, if I had to pay each time I go to a meeting at a school it would cost the charity too much money. 100 permits would not be enough (and not fair to have to use my resident permit and restrict my travel when not working..).	Its waste of time and money, when there are so many other areas the council should be addressing.	
other	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Make buses cheaper for young people, Make bus services more frequent, Other	.	Very negative	You should not be paying a congestion charge!! Full stop !! You pay enough in tax & insurance . . The condition of roads are appalling.. You will drive people away visiting the city As a rink user we would definitely not be paying the congestion charge. On top of petrol .. training 2 -3 Times a week plus games.. whoever thought of this idea really hasn't thought it through. Greed!! Sorrwss to mind.. tuticat ..		
a resident of Oxfordshire living outside Oxford	daily	Community health or care workers who need to visit multiple locations or travel urgently	I commute to the central permit area by car	No impact	No impact	About right	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Make bus services more frequent, Add public cycle parking		Neutral	Please consider exemptions for critical hospital workers (nurses, doctors other healthcare professionals). You have exemptions rightly for frequent hospital visitors. Extend to those who work in the hospital, work non-standard hours, are often called in for emergencies. Why would you make their lives more difficult than they already are?		
an Oxford resident	daily		I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very positive	Negative	Too low	Yes	Make Park & Ride parking cheaper, Make buses cheaper for all, Make bus services more frequent		Very positive	As a resident of the proposed central permit area this scheme will hopefully reduce congestion drastically. This will make walking and cycling safer, improve bus reliability and improve air quality for residents.	£5 is too cheap. Large SUV's and 4x4s should also pay more as they take up more road space and pose a greater risk to pedestrians, cyclists and small city car drivers and passengers in the event of a collision.	Expand the ZEZ in Oxford city asap. Reduce the single journey bus ticket cap back to £2. Ban pavement parking. Charges for council owned carparks and on street residents permits should vary depending on vehicle weight/size to reflect the additional space and damage they cause on the road network.
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	No impact	Very positive	About right	Not sure	Make buses cheaper for all, Make bus services more frequent, Extend hours of operation for buses, Other	Make Eynsham park and ride functional urgently	Very negative	This is going to have a huge impact on staffing at the Oxford University Hospitals, with particular impact on lower income workers. We already struggle with worker retention as Oxford is an expensive place to live and work, and there are no financial incentives to work here compared to other NHS sites. Many staff rely on cars to get to and from work urgently (I for example have a response time of 30 minutes when on call). I am concerned that the congestion charge is simply going to redirect traffic and clog up other routes (e.g. the ring road/A40) rather than reduce. I already cycle commute from West Oxfordshire on days where it is appropriate, but approximately 1-2x a week drive so that I am not fatigued or cycling home late from operating lists. I also have to drive in on call (1:6 frequency), alongside my nursing and radiographer team. We already struggle with staff retention and I fear this will make it worse.	Introducing more schemes is expensive and money should be focussed on maintaining and building more roads to avoid frequent road closures and provide more routes for people.	Focus on maintaining roads better to prevent road closures and build more roads to bypass busy areas and provide more routes in and around the city. Improve the A34 to tackle frequent accidents and closures. Additional parking infrastructure to reduce the amount of on street parking - which often reduces traffic flow to one way, therefore increasing conension further.
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Very negative	Positive	About right	Yes	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Add new bus routes, Other	Extend escooters	Negative	I live in Sandford on thames. We have no school, no doctors, no dentists nothing. We have to commute to the nearest which are all in central Oxford. I have two small children I often have to take from school in Kennington into appointments which total more than 25 x per year. We can't do this on the busses. The 35 is shocking. We live right on the cut off of Oxford / Oxfordshire and so would be greatly impacted if only given 25 permits. Yes buses are better but I cannot get my children to school in Kennington and then get to work at the Cherwell School and back on public transport. Sandford is used as a regular cut through and has become a commuter car park since you changed the Iffley parking zones. You are going to make our beautiful village a commuter park and penalise it's residents whose services are in Oxford as they are the only ones close by.	You are, once again, only thinking about Oxford residents. What about the ones just outside the arbitrary cut off? You will make our lives miserable because of a line drawn years ago which is out of date.	eScooters to get around needs to be wider and extended to areas such as Sandford or Kennington. It's brilliant as you can get to Headington in 15 minutes from Sandford on one. At the moment it's only down to Littlemore. You need to help the people coming in from outside Oxford by improving trains so there's a real alternative to cars. Have you seen the A34 Boars' Hill junction on a weekday rush hour? All of the hundreds of homes going along the A4074, Didcot and Wantage - most drive into Oxford and are making it impassable. But where is the help for them to get in? All this will do is make it worse for the people who actually live here. You need to look wider than the city limits.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	No impact	No impact	Too low	Yes	Make Park & Ride parking cheaper, Make buses cheaper for all, Add new bus routes		Very positive	Congestion and car use bring multiple harms. Encouraging public transport and active travel is essential and equitable.	The Citizens' Assembly recommendations for longer-term change had 88% support for: 1. Designating some roads for buses, emergency vehicles, blue badge holders, taxis, and cycles 2. Creating a car-free city centre and should guide future action.	'Promote the results of the Citizens' Assembly and hold more community / education events in Oxford Free bus travel for under 25s A car free city centre like may European Cities Improve cycle infrastructure - designated traffic free and green routes - safe cycle parking Protect pedestrians by - banning pavement parking and enforcing fines - designated docking stations for e bike hire and e scooters instead of the current free for all - making clear pedestrians have right of way Bring back the Pick-me-up and extend its range across the City and for 24hrs. Promote car sharing with local car clubs.
a resident of Oxfordshire living outside Oxford	daily		I commute to the central permit area by car	No impact	Very positive	There should be no charges at all	Yes	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all		Very negative	Recruitment in Oxford City schools is very hard already but to make commuting more difficult will impact further on our recruitment.	It will have an impact on attendance at our school.	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Positive	There should be no charges at all	Yes	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Add new bus routes		Very negative	So complicated I haven't even read it all. What a waste of energy. Why don't you tell people about the impact of too many cars driving around, with a clear message about health and environment damage and let people adapt accordingly. You represent us but you seem to think you have to apply laws and rules without discussion or agreement which is where you have gone wrong with the implementation of the LTN - many people had no idea this was going to happen and there was no explanation or discussion beforehand.	no	Yes, you have to educate people about the damage to health and the environment in a way that people will understand. It may take longer but people will eventually agree once the effects of climate change etc become increasingly obvious. You have only alienated everyone by acting ruthlessly in this way, so much so that many people are now leaving Oxford to live elsewhere. It doesn't feel like an attractive congenial neighbourhood any more because the council are so heavy handed (while absent!)
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Positive	Negative	About right	No	Make buses cheaper for all, Make buses cheaper for young people, Make bus services more frequent		Positive	Anything to stop people driving into Oxford has to be good. Most should use public transport, bike or walk.	No	Higher parking charges and congestion charges
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Negative	About right	Yes	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Make bus services more frequent, Add public cycle parking		Neutral	Though I can see this charging reducing the total volume of cars coming into Oxford I am concerned that some or many of the other key roads within the City that will not be protected by a charge location such as Iffley, Cowley & Windmill Rds could become substantially busier due to the cameras displacing traffic onto them instead.		Reduce commercial parking within the City. How the Westgate got permission for its massive underground carpark I am unclear and it now regularly causes large queues in the area. The river could also be used more effectively to bring some people into the city, particularly in summer for travellers such as tourists (who aren't in as much of a rush and would enjoy the experience), perhaps from a dedicated coach park etc near the Redbridge park and ride or beyond. Additionally the bus ticket cost and frequency seems to have got significantly worse not better recently (eg 400 Headington services). This trend needs to be reversed if more people are to be encouraged to get out of their cars.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice, Unpaid carers	I commute to the central permit area by car	Positive	Positive	There should be no charges at all	No	Make buses cheaper for all, Make bus services more frequent, Extend hours of operation for buses		Very negative	It is already very difficult to get around oxford due to ridiculous LTNs, Botley Road closure etc having a huge impact on the ability of business to survive along the Cowley Road/Botley road. Buses are not frequent enough with limited routes - no Oxfordshire train stations in isolated but important towns such as Wantage or Abingdon. Making it even more difficult to navigate throughout the city is adding more problems to an already problematic scenario of simply trying to get to work. This whole complicated mess is a joke given how much council tax we are being charged!	This is a disgrace	1) Open train stations in towns across Oxfordshire - eg Grove/Abingdon/Blackbird Leys etc - improve public transport infrastructure between Oxford city and Oxfordshire towns. 2) Improve bus routes and time taken to travel between main stations such as Didcot and smaller surrounding towns including Wantage/Abingdon etc if you wish more people to utilise rail. 3) More parking at P&R and more P&R stations 4) Abolish LTNs/Congestion charges - all designed to screw over people trying to get to work 5) Improve traffic co-ordination/traffic light intervals at busy times 6) Open up Bus lanes when congestion is chronic to aid relief 7) Reduce fares to encourage more people to use public transport train or bus 8) Increase frequency of buses on critical routes
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	No impact	No impact	There should be no charges at all	No	Make buses cheaper for all, Make bus services more frequent, Add public cycle parking		Very negative	I am a part time student at university in Oxford and already have to pay a bit for parking. I need to drive to Oxford so I can go to work immediately after lectures and don't have time to wait for public transport, otherwise I would miss too much work each week. Adding permit areas will make alternative routes even busier and would make travelling to university or hospital appointments more stressful, expensive and time consuming for a lot of people.		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	About right	No	Make Park & Ride buses cheaper, Make buses cheaper for all, Add new bus routes		Neutral	With permits the scheme will have little personal effect on my current movements within the city.	The timings seem off. I am not sure why it needs to run past 18.00 hours (which London's scheme ends at). In fact when I do drive into or through Oxford I do this at times when I see very little congestion. The charging periods could, in fact be, much shorter morning and evening periods, with the exception of Hythe Bridge and Thames Street, which could be as current, but ending at 18.00. Part of the original filters scheme often quoted by councillors, was that all areas of Oxford are accessible without passing a filter, provided one approaches from a particular direction. This is not true with the current Botley Road closure, with the bus station, train station and main shopping centre car parks all being inaccessible without crossing a filter. The Thames Street filter should not be imelemented until Botley Road is recoened.	The most obvious way would be to make bus journeys much cheaper. If I am travelling with my partner and / or daughter, it becomes more expensive to use the bus than to get in the car. Also, I cycle to work and often for shorter journeys, but having had bikes stolen in Oxford I am very reluctant to use my bicycle into the city centre. Perhaps employ security at bike parking sites.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	There should be no charges at all	No	Make buses cheaper for all, Make bus services more frequent, Extend hours of operation for buses		Very negative	I am completely opposed to this scheme as I am to the traffic filters and the LTNs. None of this solves congestion or makes streets safer except for the tiny minority that live on the LTN streets. For everyone else who commutes into Oxford and for those of us who are residents, congestion is worse than ever - particularly around the Plain, East Oxford, and the ring road. I have lived in Oxford close to 30 years and I have never experienced congestion this high even before the closure of Botley road. The scheme penalises all those who have no choice but to use their cars either due to inability to walk/cycle or use public transport and certainly will penalise all visitors to the city and residents outside Oxford. You are just going to make congestion even worse in all the roads outside the congestion locations/traffic filters and some of them should never have been proposed to begin with. Marston Ferry Road is fine throughout the day and only has occasional bus services anyway. I never drive if I can avoid it nor does anyone else in Oxford that I know. You will be making life harder for those of us who need to use our cars from time to time and those who need them constantly will fare even worse than they do now.	In a cost of living crisis with bills and council tax continuously rising for consistently diminishing services, I find it preposterous that this is being proposed now. It penalises those who have a lower income and allows those who can afford to to continue driving. However, it is the poorest and most vulnerable members who rely on their car in addition to key workers (NHS/teachers) and University/college staff who are priced out of Oxford and have to commute, often from areas where there is no public transport or limited bus services. These people will not be able to afford to commute into Oxford, especially since they will not even qualify for the 100 days pass. We are fed up with all the experiments and road closures.	Free-flowing traffic eases congestion - limiting routes only adds congestion which is then used as an excuse to add even more restrictions to car drivers. There also need to be more bus routes, operating for extended hours and covering more locations, as well as cheaper fares. All schools should have bus services collecting students/pupils from the Park and Rides as most of the excess traffic during rush hours is due to parents dropping off kids to school. Oxford's so-called ring-road is not fit for purpose as it links with major national roads. Forcing all traffic onto the ring road is a recipe for eternal congestion at all hours. Buses will also be joining the congestion outside of the traffic filters/congestion charge locations. Alternative forms of public transport should also be considered rather than wasting money on perpetual schemes with no results: trams or aerial trams (cable cars) would be one. If you actually separated cycle lanes from the main road and repaired them, more people would feel safer cycling and make use of the bus routes.

Survey Response													
I am responding to this survey as	How often do you travel in or around Oxford?	Please tick which of the following free permits and passes you think you may be eligible for	Do you live in, visit a resident by car or commute by car to the proposed central Oxford	Central Oxford residents' permitit is proposed that residents in the central Oxford	Central Oxford permit area commuters' permitit is proposed workers commuting	We are proposing a single charge of £5 to allow cars without a day pass or permit	Do you think that charges should vary, with drivers of larger cars paying more and	Income generated by introducing the proposed temporary congestion charge would be used to cover the set-up and operating costs of the scheme.	If other improvement, please state	Taking into account all the information we have provided about the proposal to	Please explain your answer	Do you have any other comments about the proposal for six temporary congestion charge locations in Oxford that you have not already shared in this survey?	Do you have any suggestions for other ways to reduce traffic and tackle congestion in and around Oxford?
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Positive	Negative	About right	No	Make buses cheaper for all, Make bus services more frequent, Add public cycle parking		Positive	I am hoping it will reduce traffic.	I am concerned this, like the fingers, will increase traffic through Old Marston at peak commuter times.	An aerial egg lift linking Thornhill P&R > Osler Road / JR hospital > Town Centre.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Negative	Too low	Yes	Make Park & Ride buses cheaper, Make buses cheaper for all, Make bus services more frequent		Positive	Could go further, eg restricting hours of access for "other" vehicles (delivery etc) to outside normal peak times		Reduce the amount of parking currently available with a aim to discourage driving into the centre
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Positive	Negative	Too low	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Add new bus routes, Make bus services more frequent, Extend hours of operation for buses, Add public cycle parking		Positive		I think 3 cars for commuting is excessive	restrict larger vehicles such as trucks and vans within certain hours - so not during peak schools hours (7:30-9, and 3:30 to 5). This would make cycling with kids safer and more appealing.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	About right	Not sure	Make buses cheaper for all, Add new bus routes, Add public cycle parking		Very positive	Would expect to see fewer cars crossing the city centre, so buses would be faster/more timely and walking/cycling would be safer and more pleasant	Seems like a good way to test out the traffic filter ideas before going into the trial proper	School term times seem to produce the heaviest traffic, finding better ways for children to get to schools (rather than being driven in and out individually) could make a big difference. A shift away from the near-universal 9-5 working hours could also help soread out "rush hours".
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	Yes			Very negative	I'm an NHS manager, working almost 24/7, working every day after job planned hours from hime, additional commuting time will have neoative imoact on my service		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	Too low	Yes	Add new bus routes, Make bus services more frequent, Add public cycle parking		Very positive	It is currently quicker to cycle in and around the city than to go by bus. The roads should be clearer for people who *need* to use their cars and permit the free flow of traffic. Buses will be quicker, and therefore more appealing to use, and cycling will be safer.	Owing to the timing of sessions, there needs to be provision for access to the ice rink, whether that is by improving bus services or adjusting the congestion charge for users. Otherwise, training would be affected to such an extent that competitive skaters will need to move to other rinks, such as Swindon, which are further away, which will affect the rink's ability to operate and remain competitive	Look to other medieval cities abroad that have put cycling first and see what measures we can adopt. A good example is Uppsala, in Sweden, which is also a medieval university town and is almost entirely car-free in the centre. Cars should be used for getting out of Oxford, and not necessary for getting into or around Oxford.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	There should be no charges at all	Yes	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Negative	I will have to leave my job at the school where I work part time because the most direct route includes one of the charging zones and going the long way would take too long and will use too much petrol. Going there by bus would take ages as there is not a good direct service available.	They are not a good idea because the rich can afford to pay and will continue congesting the road, but those on lower income will struggle.	Removing the LTNs in East Oxford would be a good start. Have more bus routes that cover the entire city and better connection services to the surrounding villages.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	Too high	No	Make buses cheaper for all		Negative	Push traffic onto already busy alternate routes already impacted by LTNs		Use the river to provide alternative transportation into Oxford
an Oxford resident	daily	Taxis and private hire vehicles	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Make BUSES FREE FOR LOCAL PEOPLE BETWEEN WORKING HOURS AND SEE WHAT IMPACT THAT HAS ON TRAFFIC AND SCHOOL RUNS	Very negative	Will hurt people that come to Oxford to work and who live locally .. turning Oxford into a Prison	All the surrounding roads will be impacted massively, there wasn't a congestion problem before that LTNS went in.. SUMMERTOWN IS THE WORST FOR PEOPLE THAT DON'T LIVE LOCALLY	Free bus passes, council has the ability now to run its own bus services due to changes in the law, also bus ticket prices are extortionate for such small journeys and cause issues financially, Park and Ride should be free and buses to and from them should be one pound no more, if you want people to use Oxford and use it services make it cheaper for them to access them.
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Fix the badly managed roads and roundabouts	Very negative	It's literally a money making scheme. Not everyone falls into the same category of 'they should walk, get a bus or cycle' I now live in Abingdon, but I grew up in Cowley, I work in Cowley, my partner works in Cowley, my daughter goes to nursery in Rose Hill, I still have a lot of friends and family in Cowley that I see regularly, usually after work. You have already made that difficult with LTNs, I have to sit in a lot more traffic now than I ever did before. People will not stop driving! We pay for our cars, our insurance, our tax, and you want to charge us more just for the privilege of driving in our own city! There is no bus route that will allow me to go to drop off my daughter at nursery, go to work, then to pick up my daughter, and then to visit my family! And if there was it would probably double my journey time! I cycle to work when I can, but not if I have to do the nursery run. I have never ever had a problem cycling round Oxford! The majority of families and households rely on these cars to go about their daily business! Stop trying to penalise them!	You never spoke about this pre election as you knew you would struggle to get voted in! You have ruined Cowley with your LTNs already! You as a council are not listening to residents. Just look at the petition with over 10,000 signatures against! Look at the comments! Put your congestion charge in areas where you were voted in! Leave Cowley alone! Majority of residents do not want your greedy schemes! You seem to be targeting the poorer areas! If you really want it, then open up some of the LTNs so that the traffic can flow freely!	Open up the LTNs! Simple!
an Oxford resident	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Positive	Positive	About right	Not sure	Make Park & Ride parking cheaper, Make buses cheaper for all, Other	Improve cycling infrastructure to get more people cycling - it works!	Positive	Hopefully it will reduce car traffic - however, without proper cycling infrastructure the effort is not going to get the best possible results		Look at the city of Ghent in Belgium - providing segregated cycle lanes and cycle highways and having 'cuts' throughout the city to reduce traffic in the city centre has reduced the number of cars significantly. However, to get more people cycling, more needs to be done than just adding some paint on the road. Segregated cycle lanes are better for everyone - cyclists, pedestrians and motorists.
an Oxford resident	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice. Blue badge holders	I don't	Very positive	No impact	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make bus services more frequent		Very negative	I work for a charity and incurring coasts will impact on our fundraising	Bad idea. Making motorists a source of cash injection to local council.	Abolish the LTNs. Allow traffic to sort itself out always seemed to work before. Ensure all buses can pull off the road at bus stops.
a resident of Oxfordshire living outside Oxford	weekly	Community health or care workers who need to visit multiple locations or travel urgently	I commute to the central permit area by car	Very negative	Very positive	There should be no charges at all	Yes	Make buses cheaper for all, Add new bus routes		Very negative	As a commuter from Didcot it is extremely impractical, time consuming and costly to commute either via bike or public transport to Oxford. Looking at google maps now, it would take me at least 1hr 27 mins to commute via public transport from my home, with 29 minutes of walking, a train, and 2 buses. This of course does not factor in cancellations, delays and the costs of public transport. As a mental health practitioner I work in central oxford and also do home visits to patients as required, therefore not having my car would be challenging for work purposes. Driving a route that doesn't incur the charges will undoubtedly involve increased commuting time, which since I started working in Oxford in 2019, has increased three fold already (from around 35 minute commuting to 1.5 hours and sometimes more). In order to recruit and retain high quality staff across all 5 major hospitals in the city (something that is a big problem for the NHS trusts in oxford), the practicalities of commuting into the city need to be considered more broadly. It is one of the most expensive places to live in the country outside of London, is now horrific to commute into, and NHS staff are paid the same bandings as those in less expensive and easier to reach areas. Oxford as a whole will suffer the negative consequences of these challenges if NHS staff choose to go elsewhere. Please reconsider these plans with a broader perspective in mind, not just a narrow view that reducing cars is good for the planet. In addition, the vulnerable adults I currently work with will find it more challenging to access services increasing their risk to self and others		It would be great if the government would fund an underground system for Oxford (and into key areas in Oxfordshire), which would serve everyone's aims, and although I realise this is an unrealistic expectation I think that we should always be aiming high. Lower expectations would be to have more direct bus links between places, that are reliable and more affordable for people.
an Oxford resident	daily		I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make Park & Ride parking cheaper, Make buses cheaper for all, Make bus services more frequent		Very negative			
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	Too low	No	Other	improve cycling infrastructure and safety - better cycle lanes where feasible	Positive	Prioritising buses may help reduce the amount of traffic on oxford's roads although I don't think £5 is enough of a deterrent to encourage wealthier people not to drive into Oxford.	Please consider 20mph limits across the whole of the city and enforcing them in general.	Make the park and ride parking and buses free. Ban on cars dropping kids off at private schools. Encourage local businesses to prioritise hiring people that wouldn't need to drive to work
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Very negative	Very negative	There should be no charges at all	No	Make buses cheaper for all, Make bus services more frequent, Extend hours of operation for buses, Add public cycle parking		Very negative			
an Oxford resident	daily		I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make buses cheaper for all		Very negative	The congestion charge will have a big impact on mine, my family's and friends daily lifestyles - hollow way is a route we take every single day, a few times a day, to travel to work, gym, take children to and from school, GP etc. We cannot afford to pay a congestion charge of £5 every single day. This will result in paying £1825 a year for just myself, not even including other members of the family who travel daily. We are not on a high income, most of us on benefits such as universal credit, and cannot afford to pay this concestion charge.	Please cancel this proposal.	Introduce more cycling routes, reduce bus ticket prices.
a resident of Oxfordshire living outside Oxford	less than weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Very negative	Very negative	Too high	No	Other	Make the park and ride free for all	Very negative	Once these congestion charges are forced through, which they will regardless of any consultation, most people I know will avoid Oxford and visit Swindon or Reading etc. this will harm Oxford over time.	If it includes the Hospitals then that's a disgrace. It's bad enough to have ill health, be told you have to travel to Oxford because there is no local provision for your care. Then to be hit with a charge for parking, if you can park, then another charge for driving through one of the congestion charging zones... It's not like to can chose to go to an alternative hospital, everything has been centralised in the Oxford Hosoitals.	Make the busses cheaper, they were £2 a trip, now £3 a trip. For a car full of people that makes a massive difference.
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Neutral	Very negative	There should be no charges at all	Yes	Add new bus routes, Make bus services more frequent, Extend hours of operation for buses		Very negative	I am a nurse at the Churchill hospital, working varied shifts, providing flexibility within my working pattern to look after patients, often starting late. I live in Bicester. There are no suitable/adequate bus options (which I would happily take) I think the out this in place without robust public transport in place before hand is irresponsible. It will impact recruitment and retention in the health care sector. While I am agreeable to the environmental aspects of this, I do not feel there is a good enough option to help commuters, who are often people who cannot afford to live in oxford.	as above, please ensure adequate plans are in place before implementing this change. I am also concerned about patients, I work in cancer and often patients need to make daily visits to the hospital and often as an emergency, what will be in place for them to become exempt and FAST?	Better public transport, that suits shift work. A direct bus from Bicester to the Churchill would be helpful, or a park and ride service which caters to those working after 7pm
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	No impact	No impact	About right	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Add public cycle parking		Neutral	I use Seacourt P&R to park my car then cycle into work. I occasionally drive into work when i am feeling unwell or when I need to take in or bring out larger heavy items	no	no
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Negative	About right	Yes	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Add public cycle parking		Very positive	I am fully in support. Oxford is a medieval city designed hundreds of years before the onset of cars. We are overwhelmed by traffic, some of driving at excessive speeds and parking illegally. We should be promoting a change in peoples travelling behaviour that includes a greater uptake if walking, cycling, park and ride, and using public transport.	It is an excellent, timely, much needed and welcome proposal. I am fully in support.	In my view the focus should be upon promoting walking and cycling, both encouraging this and making it safer. Though we have 20mph zones these are not enforced and often not adhered too. Parking in cycle lanes and pavements endangers pedestrians and cyclists. It is also necessary to promote a viable and healthier nation both as a consequence of being active and bv reducing our impact upon the environment.
a member of the public living outside Oxfordshire	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very positive	There should be no charges at all	No	Make Park & Ride parking cheaper, Extend hours of operation for buses, Other		Very negative	This would have a very negative impact, as my child plays ice hockey for the Oxford Junior Stars, we like in a different county & have to travel into the county several times a week for training & matches. If this charge is applied we will have to consider an alternative club or sport as it will be at least an extra £80 a month on top of club fees, petrol costs and the cost of living	This is just a money making scheme & we all know this will become permanent and not temporary as the council are saying.	Traffic will always be there, whether it be buses, cars or taxis. Buy everybody a bike.
a resident of Oxfordshire living outside Oxford	less than weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	I travel to Oxford icerink with lots of equipment, I could not take carry this on public transport	Very negative	We can Not carry all our equipment on public transport to Ice rink	It's cost me a lot of extra money in fuel , due to botley road being closed for all this time , I'm I entitled to any compensation?	Stop trying to kill Oxford city centre , traffic brings money in to Oxford
a resident of Oxfordshire living outside Oxford	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I commute to the central permit area by car	No impact	Positive	There should be no charges at all	No	Other	Make public transport free and everyone will use it.	Very negative	I am a consultant at OUH and need to bring my 4 year old son to New College School for 8 am from Bicester and then travel to the Churchill Hospital or JR for clinical duties. If Go back on myself via the ring road my journey will take much longer than driving through St Clements and then Headington.	public transport such as trams/monorail which should be free to use. There are already plenty of buses on the road. Much of the traffic in the morning is due to the school run into the Summertown area and city centre. The reduction in traffic is noticeable when the private schools are on holiday. The schools should be encouraged to provide a bus service that can pick up students as far as Bicester (some schools already do) and then I would not need to drive my son into the city centre. I would then consider using one of the the park and rides and cycling to the hospital which would also help alleviate the major parking issues that staff and patients have face on a daily basis at the hospitals. I cannot consider this whilst I have to take my 4 year old to school.	I think cyclists pose the biggest danger to pedestrians as they frequently run red lights. There are already plenty of buses on the road getting in each others way. There needs to be a different solution such as tram/monorail and links to the hospital. I never needed a car for 20 years after passing my driving test whilst living in London as there is good transport. I needed a car when I moved to Norwich, Oxford and Oxfordshire are no different from Norwich and Norfolk, the countryside, so a car will be needed unless there are really good alternatives within the city.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very positive	There should be no charges at all	Yes	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Very negative	Required to commute daily and this will cause alternative routes to congest further		
a resident of Oxfordshire living outside Oxford	less than weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Very negative	Very negative	There should be no charges at all	No	Other	Do not do this at all. Crazy idea. You will kill the heart of Oxford. Shame on you	Very negative	It will act as a deterrent to visiting the city. Crazy complicated scheme. Redirect your energies to making things easier for people not more complicated.	DO NOT DO IT	Make buses travel to rural villages. My village, Stanford in the Vale, which is in Oxfordshire with 2,500+ inhabitants has: 1. No direct bus service to Oxford 2. No buses after 1900 ever 3. No buses at all on Sundays
an Oxford resident	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	Yes	Make buses cheaper for all, Extend hours of operation for buses, Add public cycle parking		Very negative	Hospital staff commuting into work are likely to be penalised for trying to get to work.		Make cycling safer through greater enforcement of the Highway Code rule 163 (giving cyclists at least 1.5m space)
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	No impact	No impact	About right	No	Make Park & Ride parking cheaper, Make buses cheaper for all, Add new bus routes, Other		Negative	It will cost me to come into Oxford by car unless the buses are improved		Do something about the bottle neck at the junction of marston road at the bottom of headington hill Needs a bus gate to stop cars coming from Marston blocking the junction
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I commute to the central permit area by car	Positive	Very positive	There should be no charges at all	Not sure	Make buses cheaper for all, Add new bus routes, Other	Set cycle rule as many cyclists ignore the traffic rule and riding too fast, even faster than a car, especially when they pass a roundabout or a cross.	Very negative	I believe the current traffic issue is mainly caused by the closure of many roads, which forces vehicles to concentrate on just a few routes, such as St Clement's. I would suggest reopening some of these closed roads to improve traffic flow, as well as increasing the number of parking spaces available to ease congestion. In addition, access for large vehicles such as lorries and construction trucks should be restricted during peak hours to reduce their impact on traffic.	For those key workers who work in the area but do not live within the city boundaries, such as teachers and NHS staff. I believe they should be offered free permits. This would support key workers who contribute significantly to the community but rely on driving to reach their workplace.	I believe the current traffic issue is mainly caused by the closure of many roads, which forces vehicles to concentrate on just a few routes, such as St Clement's. I would suggest reopening some of these roads to improve traffic flow, as well as increasing the number of parking spaces available to ease congestion. In addition, access for large vehicles such as lorries and construction trucks should be restricted during peak hours to reduce their impact on traffic.
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice, Personal cars used as goods vehicles for business purposes	I don't	Neutral	Positive	Too high	Yes	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Extend hours of operation for buses		Very negative	My household is just my wife and I and we both work in or around Oxford. My wife works with the NHS and needs to access Headington and I work in Osney Mead business park. We only have one car and we car pool together. Using buses is diabolical and adds 2 hours to your day wasted in traffic, plus using buses stops you from doing shopping errands on your way home. We have been without access to Oxford Central from Botley road for years now, so I have been driving from Headington to Osney twice a day every day now and my biggest concern is access from Botley road to Thames Street in order to access Abingdon Road/Donnington Bridge in case there is an accident on the A34 or the Eastern Bypass (imagining the Oxford train station expansion project is completed). My other concern would be with the increase of cars and other traffic avoiding Oxford centre like the plague the increase of traffic on the by-pass roads and all the junctions leading to A34/A40/M40 will increase exponentially (and its already bad), adding to a higher probability of further accidents potentially fatal ones and crippling the ability for emergency services to do their work and will promote exodus of workers and businesses preferring to work from home or from business located outside Oxford. This will 100% happen!	I feel Thames Road charge will kill Oxford and no one will want to even shop in oxford. You better start planning to demolish Westgate shopping Centre and close of museums. We might as well go to Witney and Didcot Shopping Centres, which I already do most of the time anyway.	If you want a greener and quieter Oxford add more train stations outside Oxford like in Lerove Where I live ano any omer places which have train tracks running past their towns and villages, then get a monorail or tram line across key points in Oxford Centre such as Headington, Marston, Summertown, Cowley & Iffley and the major business parks. The era of buses is over! Green revolution is trains not even battery driven cars (they exploit poor countries and their peoples and rainforests, not to mention the Ukraine war is also about raw materials such as cobalt etc). I will never get an electric car until its 100% renewable and 100% not exploiting poorer countries for raw materials. It's like Blood Diamonds all over again! Get your heads out of the sand please and stop hiding this initiative as being green! Its exploitation and indirect tax to Oxfordian's who already pay HIGH taxes. Another fact you have not mentioned is what will be the fine if midnight passes and a person have not paid yet? What are your digital services plans for mobile & web applications to allow for this to be done fairly and easily? We should not really punish late payments especially if they are elderly who are not tech savvy. If you want to have similar system like in Merseyflow payment system in Liverpool's Mersey Gateway Bridge well let me tell you I had a very bad experience with it, first time I did not know about it and only had one sign, and you can easily miss it. I had to pay the fee and fine when I got a letter. I would have paid there and then if I was stopped in toll or knew about it. People who do not frequent the city will not know about this even if you put up signs to login to some website. These signs are distracting as your mind will be conflicting wanting to pay and looking out for cyclists and pedestrians etc and you know you cannot stop on the side of the road get your mobile out and pay. By the time you get home or your destination there is a high probability you forget. Is that a crime? No! but this is a scam run by whoever you are contracting this system to and you will be the criminals as they will be exploiting your own constitutes and allowing it! I would suggest that you do not force a fine, but a reminder to pay first system or put toll booths. Thinking about cyclist is fine but saying that they are not safe due to motorists is another. Most cyclist are obviously from Oxford but the city needs people who live outside Oxford to run. I am always cautious while driving especially in Oxford, many cyclist do not even wear helmets, nor take care of themselves, nor follow road rules, or stick to their designated lane, nor had one lesson in their lives on how to act on the road and what rules to follow. They go on red signals almost hitting pedestrians or oncoming traffic. I think we have lost sight of our priorities and capitalise on fake necessities. Even while walking from Osney Mead to Oxford centre on foot paths I get run over by cyclists and make it their space!
a business	weekly	Personal cars used as goods vehicles for business purposes	I don't	Very negative	Very negative	There should be no charges at all	No	Other		Very negative	I deliver goods to our central Oxford store using our private vehicles.	They will harm our customers' access to our business	
other	less than weekly		I commute to the central permit area by car	Positive	Positive	Too high	Yes	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Other	increase frequency of P&R in the evening	Negative	Reduces incentive to volunteer in the Cathedral for Oxford diocese, also one of city's main tourist attractions. Numerous people in the volunteer groups here already incur financial losses purely travelling to Oxford from other counties; additional cost will reduce frequency of commitment. Many retired volunteers have poorer mobility and are reliant on car transport - whilst not being technically disabled / holding a Blue Badge.		Control number of buses in Central areas - a more significant threat to cyclists and pedestrians. Limit access times for HGVs. I lived in Oxford when bus franchises were expanded in 80s, for me as a cyclist, pedestrian and driver this dramatically increased congestion - and was a significant factor in my leaving the city.
an Oxford resident	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very positive	Neutral	About right	Yes	Make Park & Ride parking cheaper, Make buses cheaper for all, Make bus services more frequent		Very positive	Air pollution kills. Cities prosper with pedestrianisation		Incentivise private schools in Oxford to set up school buses so as to reduce traffic - NewCollege already does this (for primary pupils) and I understand the scheme has been enormously successful
a resident of Oxfordshire living outside Oxford	daily	Community health or care workers who need to visit multiple locations or travel urgently	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	There should be no charge at all this will have negative impact on Oxford, it's really worrying	Very negative	This will make very bad impact on City its already hard enough to drive in Oxford. People cant afford this charges and they still want to use their cars to get around their city	Please don't do this	
an Oxford resident	daily	Registered car clubs	I commute to the central permit area by car	Positive	Very positive	There should be no charges at all	No	Make Park & Ride buses cheaper, Make buses cheaper for vouno people		Very negative	I would struggle to get my child the ice ring for her skating lesson. We would never make it there in time and we would never get home till night.	Give free pass to people who needs to go to Oxford ice rink.	
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice. Disability benefit claimants	I don't	Very negative	No impact	There should be no charges at all	Not sure	Make buses cheaper for all		Very negative	I shop in town frequently and transport my youngsters in and out all the time. I have chronic fatigue and rheumatoid arthritis but no disability badge. I would not have the energy to drag in every time bv bus.	Really unfair. And bus fares are an absolute joke.	Build the Botley to Eynsham cycle path
an Oxford resident	daily		I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	Not sure	Make buses cheaper for all, Add new bus routes, Make bus services more frequent, Extend hours of operation for buses		Very negative	In my opinion, this won't help with the traffic at all, because the traffic problem doesn't come from the city centre, but from Botley, and the traffic will only get worse. It's just more unnecessary spending in an already expensive city to live in	I'm absolutely against introducing more restrictions. Stop making life harder for people in Oxford — most of the streets are already closed! The streets should be opened up, and roadworks should be done at night, not during the day, instead of just taking money from us for no real reason.	Reopen the closed roads on Cowley, finish the construction in Botley, and carry out roadworks at night instead of during rush hour
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make buses cheaper for all, Make bus services more frequent		Very negative			
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Neutral	Neutral	About right	No	Make Park & Ride parking cheaper, Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Very negative	The traffic around the bypass and into Headington getting to the John Radcliffe Hospital is already ridiculous, and this will push even more traffic around the bypass making it more congested and more difficult. Many people commuting to the JR cannot use Park and Ride as we have child care commitments and having to use the P&R and buses makes the commute unfeasible around child care. The traffic is having a huge impact on people working at the JR and is, as a result, affecting the recruitment and retention of talent and good staff. The JR needs to be moved out of headington.		Better routes around oxford.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Negative	Too low	Yes	Make Park & Ride buses cheaper, Make buses cheaper for all, Add new bus routes, Other	Improve cycle infrastructure-eg improve surfacing, add cycle wand protection in more areas. New bus routes should be more direct and fast eg direct to hospitals from each Park and Ride site.	Very positive	Taking cars off the street will free up buses, and make cycling, wheeling, and walking safer, making it easier for more people to get around more pleasantly. This will be good for our health both from reduced stress of congestion, more people being active in their travel, cleaner air, quieter roads.	I welcome the introduction of the congestion charge, particularly if scaled by car weight as a proxy for risk of injury/death, pollution, and household income. I think the base charge should be higher as it should be higher than the cost of park and ride or bus day tickets. I am wary of having too many exemption categories or free permits as this undercuts the aim of the congestion charges and could be a slippery slope to more exemptions. I think the charges should be used to help those who could be worse impacted eg living outside Oxford, eg by improving and subsidising park and ride bus routes.	I would like to see the congestion charge paired with a 20mph limit within the ring road, as the potential downside of reducing congestion could be increased speeding. 20mph limits have been shown to substantially reduce serious injuries and death and align with the city's vision zero aim. As the citizens assembly concluded, longer-term, Oxford would benefit from a car-free city core with free electric shuttle minibuses (as in other European cities) and designating some streets as bus, emergency vehicles, blue badge holders, taxis, and cycles only. I would also like to see cycle lanes protected with cycle wands, not just paint.
a resident of Oxfordshire living outside Oxford	daily	Community health or care workers who need to visit multiple locations or travel urgently	I commute to the central permit area by car	No impact	Positive	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make bus services more frequent		Very negative	I work for a homeless charity, I do not earn a high wage. This charge will be an extra £25 per week on top of my already quite high commute costs. I live in Carterton and to use the bus service into the city it is a 2-2.5 hr commute each way which means an extra 5hrs of commuting on top of an 8 hour shift. I have children who are dependent not only on me working and providing them with essentials but also being a present parent that has some time with them each day/evening.	Just don't implement them commuting to Oxford is expensive enough as it is from West Oxfordshire without forcing people into having to quit their jobs	Make the buses more affordable and regular, for the districts and their smaller towns and villages this is a county wide problem. More people would use public transport if it was better.
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	No impact	No impact	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Add new bus routes		Very negative	Either have to pay each time coming into Oxford, or come in via the only available route that has no charge. Most people will probably do that, so there will be horrendous congestion on the ring road and in surrounding areas. This will also impact my work place in a bio wav. as our student teachers need to be able to drive to and from their schools.	Don't do it.	Open more roads, rather than closing them. Or offer more bus routes, I would not be able to get to my work without using multiple buses.
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice, Business cars used as goods vehicles, Personal cars used as goods vehicles for business purposes	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Positive	Positive	Too high	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Add new bus routes, Make bus services more frequent, Extend hours of operation for buses		Very negative	You need to include Banbury Road and Woodstock Road otherwise this just isn't going to work at all. These roads are already criminally congested. It's also unclear whether sole traders will be exempt. If not, this will have a very negative impact on my partners business (landscape gardener) and we may even have to move away from the area entirely.		Talk to private schools..come to a deallagreement where parents have to leave their kids at the park and ride and the school pays for a coach to pick them up. Make buses cheaper. £2 cap again Make park and ride cheaper. Advertise how much money you save via park and ride compared to driving (do you? If you don't, why would anyone do it? It needs to be cheaper!
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Very negative	Positive	There should be no charges at all	No	Make buses cheaper for young people, Add new bus routes, Make bus services more frequent		Very negative	I am a senior leader in a primary school which will be impacted by the charge. Staff will be more likely to look for jobs elsewhere and recruitment will be incredibly challenging. We are likely to loose pupils as parents can't afford to drive to the school.		Bus routes need to be widened. For example most routes only go into and out of the centre of Oxford so for example if travelling from the Abingdon Area to Cowley multiple buses are needed taking well over an hour when driving takes 20 minutes. If just isn't realistic to be able to take public transport to work every day when this is the case, especially when you also need to drop children off at childcare and get to work in time.

Survey Response													
I am responding to this survey as	How often do you travel in or around Oxford?	Please tick which of the following free permits and passes you think you may be eligible for	Do you live in, visit a resident by car or commute by car to the proposed central Oxford	Central Oxford residents' permitIt is proposed that residents in the central Oxford	Central Oxford permit area commuters' permitIt is proposed workers commuting	We are proposing a single charge of £5 to allow cars without a day pass or permit	Do you think that charges should vary, with drivers of larger cars paying more and	Income generated by introducing the proposed temporary congestion charge would be used to cover the set-up and operating costs of the scheme.	If other improvement, please state	Taking into account all the information we have provided about the proposal to	Please explain your answer	Do you have any other comments about the proposal for six temporary congestion charge locations in Oxford that you have not already shared in this survey?	Do you have any suggestions for other ways to reduce traffic and tackle congestion in and around Oxford?
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Positive	Negative	About right	No	Make buses cheaper for all, Make bus services more frequent, Add public cycle parking		Positive	I am hoping it will reduce traffic.	I am concerned this, like the fingers, will increase traffic through Old Marston at peak commuter times.	An aerial egg lift linking Thornhill P&R > Osler Road / JR hospital > Town Centre.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Negative	Too low	Yes	Make Park & Ride buses cheaper, Make buses cheaper for all, Make bus services more frequent		Positive	Could go further, eg restricting hours of access for "other" vehicles (delivery etc) to outside normal peak times		Reduce the amount of parking currently available with a aim to discourage driving into the centre
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Positive	Negative	Too low	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Add new bus routes, Make bus services more frequent, Extend hours of operation for buses, Add public cycle parking		Positive		I think 3 cars for commuting is excessive	restrict larger vehicles such as trucks and vans within certain hours - so not during peak schools hours (7:30-9, and 3:30 to 5). This would make cycling with kids safer and more appealing.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	About right	Not sure	Make buses cheaper for all, Add new bus routes, Add public cycle parking		Very positive	Would expect to see fewer cars crossing the city centre, so buses would be faster/more timely and walking/cycling would be safer and more pleasant		School term times seem to produce the heaviest traffic, finding better ways for children to get to schools (rather than being driven in and out individually) could make a big difference. A shift away from the near-universal 9-5 working hours could also help soread out "rush hours".
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	Yes			Very negative	I'm an NHS manager, working almost 24/7, working every day after job planned hours from hime, additional commuting time will have neoative impact on my service		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	Too low	Yes	Add new bus routes, Make bus services more frequent, Add public cycle parking		Very positive	It is currently quicker to cycle in and around the city than to go by bus. The roads should be clearer for people who *need* to use their cars and permit the free flow of traffic. Buses will be quicker, and therefore more appealing to use, and cycling will be safer.	Owing to the timing of sessions, there needs to be provision for access to the ice rink, whether that is by improving bus services or adjusting the congestion charge for users. Otherwise, training would be affected to such an extent that competitive skaters will need to move to other rinks, such as Swindon, which are further away, which will affect the rink's ability to operate and remain competitive	Look to other medieval cities abroad that have put cycling first and see what measures we can adopt. A good example is Uppsala, in Sweden, which is also a medieval university town and is almost entirely car-free in the centre. Cars should be used for getting out of Oxford, and not necessary for getting into or around Oxford.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	There should be no charges at all	Yes	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Negative	I will have to leave my job at the school where I work part time because the most direct route includes one of the charging zones and going the long way would take too long and will use too much petrol. Going there by bus would take ages as there is not a good direct service available.	They are not a good idea because the rich can afford to pay and will continue congesting the road, but those on lower income will struggle.	Removing the LTNs in East Oxford would be a good start. Have more bus routes that cover the entire city and better connection services to the surrounding villages.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	Too high	No	Make buses cheaper for all		Negative	Push traffic onto already busy alternate routes already impacted by LTNs		Use the river to provide alternative transportation into Oxford
an Oxford resident	daily	Taxis and private hire vehicles	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Make BUSES FREE FOR LOCAL PEOPLE BETWEEN WORKING HOURS AND SEE WHAT IMPACT THAT HAS ON TRAFFIC AND SCHOOL RUNS	Very negative	Will hurt people that come to Oxford to work and who live locally .. turning Oxford into a Prison	All the surrounding roads will be impacted massively, there wasn't a congestion problem before that LTNS went in.. SUMMERTOWN IS THE WORST FOR PEOPLE THAT DON'T LIVE LOCALLY	Free bus passes, council has the ability now to run its own bus services due to changes in the law, also bus ticket prices are extortionate for such small journeys and cause issues financially, Park and Ride should be free and buses to and from them should be one pound no more, if you want people to use Oxford and use it services make it cheaper for them to access them.
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Fix the badly managed roads and roundabouts	Very negative	It's literally a money making scheme. Not everyone falls into the same category of 'they should walk, get a bus or cycle' I now live in Abingdon, but I grew up in Cowley, I work in Cowley, my partner works in Cowley, my daughter goes to nursery in Rose Hill, I still have a lot of friends and family in Cowley that I see regularly, usually after work. You have already made that difficult with LTNs, I have to sit in a lot more traffic now than I ever did before. People will not stop driving! We pay for our cars, our insurance, our tax, and you want to charge us more just for the privilege of driving in our own city! There is no bus route that will allow me to go to drop off my daughter at nursery, go to work, then to pick up my daughter, and then to visit my family! And if there was it would probably double my journey time! I cycle to work when I can, but not if I have to do the nursery run. I have never ever had a problem cycling round Oxford! The majority of families and households rely on these cars to go about their daily business! Stop trying to penalise them!	You never spoke about this pre election as you knew you would struggle to get voted in! You have ruined Cowley with your LTNs already! You as a council are not listening to residents. Just look at the petition with over 10,000 signatures against! Look at the comments! Put your congestion charge in areas where you were voted in! Leave Cowley alone! Majority of residents do not want your greedy schemes! You seem to be targeting the poorer areas! If you really want it, then open up some of the LTNs so that the traffic can flow freely!	Open up the LTNs! Simple!
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Money should be used to remove all the LTN restrictions that make life better for a few and hell for the majority	Very negative	By making restrictions on every road in oxford you just move the problem to the ring road , which in turn creates more population with all the stationary vehicles.	Fix the publicly transport systems first , not with electric scooter that obstruct the pavements .	Remove the LTN system and allow the traffic to flow , less roads means bottle necks and traffic jams
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	No impact	No impact	There should be no charges at all	No	Make Park & Ride buses cheaper, Make buses cheaper for all, Add new bus routes		Very negative	The proposals will only encourage me to leave Oxford permanently.	These charges (and the proposals for more permanent charging) will kill Oxford completely. Already the centre of the city is looking depressed, dirty, and thoroughly unpleasant. I have no desire at all to park and and travel by bus expensively, just to be dropped in a completely unlovely space. Oxford used to be a beautiful city; now I advise people to stay away. If it weren't for the colleges and the University, it would be revolting.	Make park and ride free or, at the very least, only charge for either parking or riding, not both. Control the number of tourists.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	Too low	Yes	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Make bus services more frequent, Extend hours of operation for buses, Add public cycle parking		Very positive	It will make cycling safer with fewer car journeys in the centre	I am in favour	
an Oxford resident	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make buses cheaper for all		Very negative			Remove LTN's in east Oxford. They make the roads more congested, more dangerous and have damaged communities
an Oxford resident	daily	Frequent hospital patients	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Do not implement the congestion charges at all.	Very negative	For people who are on the bread line and working hard to make ends meet, in particular those who have to travel to hospital appointments, how are we supposed to afford yet another charge or payment. It's restricts your human rights where you cannot travel within the city you live in without being penalised and having to pay charges. This proposal is not realistic for the ordinary person.	It's unfair to try and charge people who live here in Oxford to travel around. Perhaps better management and organisation to open Botley Road again should be reviewed and this ridiculous scheme should be scrapped. Lots of businesses will suffer along with tourism within the city too.	Yes, open up Botley Road and remove the LTNs in Oxford.
a resident of Oxfordshire living outside Oxford	less than weekly		I don't	Very negative	Very negative	There should be no charges at all	Not sure	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper		Very negative	It's not just those who live and work in Oxford, but all the people that need to get in and out, providing services and visiting. Such schemes actively discourage such people from visiting, thus increasing costs and making it more difficult to operate in and oursue your business is Oxford	Having worked in Oxford for some 10 years in high level management roles, such schemes were one of the reasons I decided to move jobs out of Oxford. Despite have loved my jobs, I would not consider a role in Oxford again because of how difficult commutno was beino made.	Get rid of the open top tourist buses. Reopen Botley Road
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Very positive	Positive	About right	Yes	Make Park & Ride parking cheaper, Make bus services more frequent, Add public cycle parking		Neutral			
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice, Frequent hospital patients	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Very negative		Don't do it. This is a waste of time and money when the permanent stuff is only a year away.	Make buses better and stop pandering to bikes
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very positive	Positive	Too high	Yes	Make buses cheaper for young people, Add new bus routes, Make bus services more frequent		Very negative			
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Positive	No impact	Too low	Yes	Make buses cheaper for all, Make bus services more frequent, Other	Make travel cheaper for those working in Oxford who can't afford to live there.	Positive	they will help to reduce unnecessary car use		1. Designating some roads for buses, emergency vehicles, blue badge holders, taxis, and cycles 2. Creating a car-free city centre
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Positive	Very negative	About right	Yes	Make Park & Ride buses cheaper		Very positive	Less traffic means safer cycling, and faster buses, which are the main ways people should travel in Oxford - cars need to be discouraged to enable this.	The locations are good	Stop motorbikes evading LTNs by driving on pavement and through cameraless bollards - it will be even worse around bus gates and congestion points
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	Neutral	About right	No	Make buses cheaper for all, Make buses cheaper for young people, Other	Free bus tickets for residents e.g. use one of your congestion charge permits for free bus travel for up to 5 people.	Positive	Congestion can be awful, something has to be done to get cars off the road.	Its called temporary, but if it results in less congestion why not keep it rather than do the traffic filters afterwards?	1. A congestion charge for private schools. 2. Buses have to be cheaper and easier. The council should take control of the buses or force bus operators work like it does in London where you can tap in and out on any bus and have the charge capped to something reasonable for the day e.g. £2
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	About right	Yes	Make Park & Ride buses cheaper, Add new bus routes, Make bus services more frequent, Extend hours of operation for buses, Add public cycle parking		Neutral	I no longer have a driving licence		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	About right	Yes	Make buses cheaper for all, Add new bus routes, Add public cycle parking		Neutral	I think this is probably a sensible way of approaching a difficult situation/ Pollution and traffic have to be addressed, and you seem to have thought of alleviating the challenges to many people.	Please thinka bout people who travel to volunteer for crucial roles like magistrates and Samaritans. They should receive exemptions too.	Make a cycle lane on the pavement up the Banbury and Woodstock Roads, in stead of making cycles travel in the busy traffic lanes. Do similar in other busy cycle routes like Iffley Road. It's not safe to cycle sharino the road with cars!
an Oxford resident	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	Not sure	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Very negative			
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	There should be no charges at all	No	Make Park & Ride parking cheaper, Make buses cheaper for all, Add public cycle parking		Negative	This will produce significant limits on my ability to get to multiple places in the city that are part of my daily life. 100 passes does not allow people who actually live in Oxford to get around the city in a meaningful manner. There are plenty of times when public transport is not an option either because the route would be ludicrous or because I would be carrying too many items.		Improve ways to get into the city without driving for those who commute. Those who actually live in the city need to be able to drive to their homes.
an Oxford resident	daily	Unpaid carers	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very positive	There should be no charges at all	No	Make buses cheaper for all, Extend hours of operation for buses		Very negative	Too much control, Should have freedom to travel where ever you need to go. It will restrict family visiting family, Cause additional stress financially, Impact so many Oxford residents it's unfair.	No to congestion charges in Oxford, LTN's and Zoned areas are already restricting everyone. Oxford has become a no go area due to all of this. It's too much control.	Make all students leave their cars at home, as when uni breaks up in East Oxford there is such a reduction of cars. Ample parking and it's easier to travel up and down east Oxford.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make buses cheaper for all		Very negative	I am a health care work that works at the JR, as per my oncal commitment I have to be able to get to the hospital efficiently, the congestion charge is likely to cost me to do my job. Other health care workers that need to commute into the hospital are likely to have their journeys increased or incur a cost. This is already a difficult place to recruit health care staff due to the expense of the area. The LTNs have already increased unavoidable commuting times to the hospital. Ongoing negative impact on East Oxford, traffic again will remain queuing on Cowley Road. Businesses in the area will not be able to easily access other parts of Oxford. Impact on businesses I rely on to continue to work as they currently do, likely to have an increase cost as they need to travel throughout the city. In turn, that cost is likely to be passed onto the consumer.		Remove LTNS especially whilst road works are ongoing, introduce one way traffic systems.
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	No impact	No impact	Too high	No	Make bus services more frequent, Extend hours of operation for buses, Other	Resurface the roads to stop damaging wheels and suspension on vehicles usino them.	Very negative	Will just start shopping else where rather than using central Oxford shops and restaurants.		More car parks that are walking distance from the centre. Less bus gates that force all cars onto one road creating more conestion.
a resident of Oxfordshire living outside Oxford	weekly		I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make Park & Ride buses cheaper, Make buses cheaper for all, Extend hours of oceration for buses		Very negative	It is a completely stupid idea. It would absolutely reduce the amount I went to Oxford and have a devastating impact on the shops and businesses	Crazy idea. This must not go ahead- it will kill the city	Improve public transport and make the park and ride free- but dont adopt this scheme
a resident of Oxfordshire living outside Oxford	daily	Blue badge holders	I don't		Very negative	There should be no charges at all	No	Other	I use a campervan, not a car s	Very negative	I am a van driver	how much congestion charge are you assessing british rail for ?	Increase the use of left hand filters as in the US. Charoe taxis and ban them from bus lanes
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice, Community health or care workers who need to visit multiple locations or travel urgently	I don't	Very positive	Very positive	There should be no charges at all	No	Add new bus routes, Make bus services more frequent, Extend hours of operation for buses, Other	Reduce LTN, none charge zone, leve traffic to spread instead to block the car, too LTN plus charge zone will increase congestion and co2 emission, since LTN has been created traffic went worse, people who drive, need drive car for necessity, work&schools	Very negative	mmo, my name is Donato Paulicelli, I'm sending this email to share with you my opinions regarding the congestion charges zones. First of all I would like specify that I'm sharing these options in polite and pacific way, I say like that because often is easy, for the reader, misunderstand the meaning or tones of what someone try to explain when it is written. Me and my wife are in UK since 2015, in Oxford since 2016, we work as nurse, both of us, our job reflects our characters, we are nice persons and always we are ready to support and help other people, I'm saying that because when I shared my opinions on Facebook, regarding the charges zones, someone has been rude and accused me to be selfish and hateful. Sharing my opinions, I hope that it could make people understand why people like me, a lot of people, aren't happy, hopping that it could give them some support to make a right decision. LTNs are good, LTN encourages people to ride, walk and take bus, in some part can support the congestion, in some part LTN can't support the congestion, I'm not against the LTNs but LTNs have sense when done with criteria. People need to drive car for necessity, necessity are work and childcare, bring kids to schools and nurseries, unfortunately some people lives too far from work and often people like me needs bring kid to school and then go to work at same time, when someone lives too far or in a particular area where you have to take 2-4 buses to bring kid to school and then work, everything became extremely difficult and stressful. Oxford has already enough LTN, my point is too LTN plus chargers zones will not be helpful for the congestions because if I can't drive on LTN and if I can't pay every day £5, the congestions and CO2 emissions will increase on the roads when the driving is permitted. My point is create and keep LTN, managing them with criteria, to consider to support the congestion and encourage people to mobilize, keep road to permit people who drive cars for the necessity, go to work and bring kids to school easily, without stress.	Oxford has already too LTN, plus charge zones will make the traffic worse, congestions, more co2 and delay over delay. People drive for necessity to go to work and bring kids to school, LTN needs to be reorganized in good way, before wasn't like that, don't make Oxford a place where people will think to leave.	Reduce LTN, increase the journey of bus, create direct journey at specific times when people go to work and when need to back home, change the time of the journey of rubbish tracks, not at same time when there are people who go to work, after 10.00 will be better. Remove car parks in the road like Holloway road, only for one car parked the congestion is a nightmare, move the car parks from there to the roads that crossed Holloway, to be honest I never saw too many cars parked, so probably not all these parking are needed, but as I said only for few cars parked the congestion can become a nightmare.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Positive	Positive	About right	No	Make buses cheaper for all, Make bus services more frequent, Extend hours of operation for buses		Positive	It will reduce traffic in Oxford. However, it may cause financial issues for those commuting to Oxford.	No.	If buses were cheap or even free, as in some European cities with similar policies, residents will see the benefit. For commuters, Park and Rides need to be much larger to accommodate the number of cars with a free bus service at say half the price of the congestion charge. It could be a good incentive but would it be funded?
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Negative	Negative	Too high	Yes	Other	Improve the buses, they have terrible leg room, no space for bags, no AC, get very cold in winter, terrible hot in summer especially the H2. Create fast and slow buses for commuting routes at peak times	Very negative	I commuted for 2.5 years from Witney to Oxford, I tried. The A40 is the biggest problem for me, not Oxford, the park and ride at Eynsham won't be ready till 2027. There is no guarentee that these charges will improve the lives of people who have no choice but to commute and aren't rich enough to suck up a £5 congestion charge. It appears to lack joined-up thinking about unintended consequences; this will simply redirect traffic to other areas.	Bus routes need improvement; it would take me 2 hours to get from Oxford to Witney. These proposed traffic charges won't make any difference to that time, as the areas with the most significant problems are the JR and the A40. The buses are not fit for purpose, especially Fulhams, with incredibly cramped seats for anyone over 6ft, no space for bags, and are either ridiculously hot in the summer or cold in the winter. I had to start commuting by car as the bus was impacting my mental health and ability to work effectively. These just hurt hard-working people and create a two-tiered system where those with less money get penalised while those with money can simply pay the charge.	Improve the outskirts of Oxford, the biggest issue is getting to Oxford. The A40 from Witney to Oxford was supposed to have improvements, bus lanes from Eynsham, a dual carriageway from Witney to Eynsham - the park and ride won't be ready till 2027. Having a fast bus and a slow bus from cutterlying towns means the bus operators have minimal standards, like AC/heating, larger seats - don't just cram people onto buses to boost profits. If these improvements were made, I would consider taking the bus again, provided they could make it more comfortable and cut the travel time in half. Solving the traffic flow in the centre of Oxford is not going to improve travel times for those from outerlying towns.
a resident of Oxfordshire living outside Oxford	less than weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Very positive	Very positive	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Make buses cheaper for young people, Add new bus routes, Make bus services more frequent, Extend hours of oceration for buses		Very negative	Will make me less likely to visit Oxford		Make busses/trains cheaper and more frequent and with more routes. It takes 1.5 hours to get the bus to Oxford from Witney and only 30 mins to drive. This is dreadfull
a member of the public living outside Oxfordshire	daily		I commute to the central permit area by car	Very negative	No impact	There should be no charges at all	Not sure			Very negative	We are not a resident of Oxford, but commute routinely by car for figure skate training at the ice rink. This involves very early morning sessions. Where use of public transportation for elite skaters representing Great Britain is not an option as they do not run early enough. Car is the only option and this cost would force skaters elsewhere or out of the sport completely.	Extend the permit application ro include elite skaters requiring to access the rink for sports training at unsociable hours.	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Positive	There should be no charges at all	No	Make buses cheaper for all, Make bus services more frequent, Extend hours of operation for buses		Very negative	I believe it wont solve the problem, as only some people will suffer the consequences. If buses started earlier in the day, were cheaper and more frequent, no congestion charges would be necessary		Reliable public transportation
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I commute to the central permit area by car	Neutral	Neutral	There should be no charges at all	Not sure			Very negative			
a member of the public living outside Oxfordshire	daily	Emergency service vehicles, Taxis and private hire vehicles	I don't	Very negative	Very negative	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper		Very negative	I am a Blue light emergency driver and I have to travel to work and home at all times during the day and it cause me unnecessary extra cost and inconvenience.	As an emergency driver if these congestions zones are implemented it will puss the traffic onto the other arterial road and this will mean that our emerserncy vehicles are likely to be delayed in carrvina out our duty.	Repair the road properly so there are less need for temporary road closures and road works.
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Very positive	No impact	Too low	No	Make Park & Ride buses cheaper, Make buses cheaper for all, Add public cycle parking		Very positive	I normally cycle into Oxford from Shillingford or catch the bus (X40). Reducing traffic congestion will make my journey quicker and safer. Both methods of traveling into the City centre are already cheaper and less stressful than driving.	If funds are available from the scheme better or more provision for parking cycles would be helpful. Currently it can sometimes be difficult finding a safe and accessible place to park my bicycle in the City centre. I often visit Hogacre Community Allotment in South Oxford when it is open to the public on Sundays, the traffic queues on the Abingdon Road can be dreadful and impatient drivers can be dangerous to cyclists. I hope the scheme will encourage greater use of Park and Ride.	Increase restriction on non-resident use of private vehicles in City centre (non-residents should not be able to drive through it); Pedestrianise the High Street and St Aldates, resurfacing them so that they do not look like vehicular roads and limited access times for commercial deliveries. Improve rural bus services and commuter cycle routes into Oxford so that they challenge the perception that traveling by car is much quicker and more convenient. Ultimately aim for the most convenient and pleasurable way to get around centre being on foot, around the city being by bus, bicycle or scooter or on foot, access from surrounding villages and towns being by bus or bicycle. The road system within the ring road should therefore prioritise public transport, bicycles and scooters, drivers should expect this and be encouraged to regard themselves as guests on roads within the city. Any large development on the edge of the city or in nearby rural areas should only be permitted when it links into this system.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I commute to the central permit area by car	Neutral	Very positive	There should be no charges at all	No	Other	Remove the ltn's	Very negative	Going to work should not cost me extra on top of fuel,tax, insurance and MOT costs. After all, cycles don't have to be MOT 'd, insured or taxed. Motor vehicles other than cars also pollute and large vehicles are usually diesel. Cyclists and scooters tend to ignore traffic lights and other basic road safety rules without reperccussions.	Enforce the law for cyclists and scooters in the same way car drivers would be penalised should they flout the laws of the road. That would indeed make the roads safer. Also, remove pathetic bollards like the one on Oxford road at the bottom of Holloway that is barely used and bottlenecks traffic causing unnecessary extra concestion.	Remove the LTN'S for a start, some of which have made certain junctions very congested and dangerous. Make cyclists have MOT 's and pay insurance and road tax, the same should apply to scooters. Start implementing the law on cyclists and scooters.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice, Registered car clubs	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very positive	Very negative	Too low	Yes	Make Park & Ride buses cheaper, Make buses cheaper for all, Make bus services more frequent		Very positive	Need to discourage cars as much as possible so that the buses can be more effective As no bus lanes on Abingdon rd there is currently no advantage to using park and ride. I would ban all cars except priority and taxis inside the ring road!		Ban all cars except priority, car club and taxis inside the ring road. Introduce a Sunday morning car ban like Bogotá. https://www.theguardian.com/environment/article/2024/may/30/the-tranquility-frees-you-bogota-the-city-that-shuts-out-cars-every-week?CMP=Share_iOSApp_Other
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Neutral	Neutral	About right	Yes	Make buses cheaper for all, Make bus services more frequent, Extend hours of operation for buses		Neutral	This proposal also needs to make more frequent and longer running buses to those in the surrounding areas of Oxfordshire to continue to allow them access to social event. Alternatively the some areas should be adjusted to only operate one way in locations where traffic isn't heavy in the evening (e.g. Comino into town from Abindon Road)		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all		Other	I don't think there should be any charges. The consultation document will give a misleading impression by including this question. The previous question will also be misleading as it will be used by the Council in support of the proposal.	Very negative	I live on a low income and have mobility issues but not sufficient for a Blue Badge. I use my car for leisure activities in the centre of town and to go to work 2-3 times a week in the centre. I don't have a work parking permit so have to pay for parking for 2-8 hours. The daily congestion charge will make leisure activities in the centre of town and continuing to work there impossible. Buses are difficult for me as the service is very bad and I can't walk to our bus stops.	As someone who has to use a car to get around, I feel punished and persecuted along with the proposed traffic filters. I cannot cycle; the bus is very difficult and these proposals will ahave a hugely negative effect on the quality of my life. Please don't say you will improve the buses. It is unlikely to happen and it is a long walk to and from my bus stop and the central buses in town. There is likely to be increased congestion on the buses (ie more people) and standing in line to wait is impossible for me. I am very worried about these proposals and fear my life shrinking considerably.	Please stop proposing cycling. I cannot cycle. It is important to improve the buses as a given but not at the expense of people who must travel by car. You should be focused on improving the buses and cycle lanes but without the heavy persecution and penalising of drivers.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	No impact	About right	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Add public cycle parking		Very negative	Will not stop major cause traffic schools traffic. If Oxford resident already pay a premium to live here. Should not be limited to 100 trips to travel with a mile or so of own home. Around headinaton will make emerserncy vehicles even more conaested.		Stop endless tourist coaches. Tourist tax
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	No impact	There should be no charges at all	No	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Very negative	I use my vehicle daily for work and use Marston Ferry Road to avoid congestion on the ring road. This congestion will be even worse if more cars are pushed out to the ring road.	People who can afford to drive bigger gas guzzling cars will not be put off from driving, it's those who are barely hanging on who will struggle. Give us the better bus service first and then restrict driving, not the other way around. People still need to live and work	Stop private schools parents driving children in from outside Oxford. mandate use of buses
a representative of a group or organisation	daily	100 day passes for residents in the Oxford permit area, on days of your choice, 25 day passes for residents in the Oxfordshire permit area, on days of your choice, Disability benefit claimants, School students with special educational needs, Frequent hospital patients, Personal cars used as goods vehicles for business purposes	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very positive	Very positive	About right	Yes	Make buses cheaper for young people, Make bus services more frequent		Positive	I think that our families will be against the idea due to the media coverage, BUT if it was combined with free, or significantly reduced, bus travel for children, they would be in favour	Yes. You should use the money to make school trips on busses free. This is something I am extremely passionate about and has created a huge disparity between schools with mini-buses or affluent parents and those who have to pay £6 per child to go to the swimming pool.	Free bus travel for school trips.

Survey Response													
I am responding to this survey as	How often do you travel in or around Oxford?	Please tick which of the following free permits and passes you think you may be eligible for	Do you live in, visit a resident by car or commute by car to the proposed central Oxford	Central Oxford residents' permitit is proposed that residents in the central Oxford	Central Oxford permit area commuters' permitit is proposed workers commuting	We are proposing a single charge of £5 to allow cars without a day pass or permit	Do you think that charges should vary, with drivers of larger cars paying more and	Income generated by introducing the proposed temporary congestion charge would be used to cover the set-up and operating costs of the scheme.	If other improvement, please state	Taking into account all the information we have provided about the proposal to	Please explain your answer	Do you have any other comments about the proposal for six temporary congestion charge locations in Oxford that you have not already shared in this survey?	Do you have any suggestions for other ways to reduce traffic and tackle congestion in and around Oxford?
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Positive	Negative	About right	No	Make buses cheaper for all, Make bus services more frequent, Add public cycle parking		Positive	I am hoping it will reduce traffic.	I am concerned this, like the fingers, will increase traffic through Old Marston at peak commuter times.	An aerial egg lift linking Thornhill P&R > Osler Road / JR hospital > Town Centre.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Negative	Too low	Yes	Make Park & Ride buses cheaper, Make buses cheaper for all, Make bus services more frequent		Positive	Could go further, eg restricting hours of access for "other" vehicles (delivery etc) to outside normal peak times		Reduce the amount of parking currently available with a aim to discourage driving into the centre
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Positive	Negative	Too low	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Add new bus routes, Make bus services more frequent, Extend hours of operation for buses, Add public cycle parking		Positive		I think 3 cars for commuting is excessive	restrict larger vehicles such as trucks and vans within certain hours - so not during peak schools hours (7:30-9, and 3:30 to 5). This would make cycling with kids safer and more appealing.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	About right	Not sure	Make buses cheaper for all, Add new bus routes, Add public cycle parking		Very positive	Would expect to see fewer cars crossing the city centre, so buses would be faster/more timely and walking/cycling would be safer and more pleasant	Seems like a good way to test out the traffic filter ideas before going into the trial proper	School term times seem to produce the heaviest traffic, finding better ways for children to get to schools (rather than being driven in and out individually) could make a big difference. A shift away from the near-universal 9-5 working hours could also help soread out "rush hours".
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	Yes			Very negative	I'm an NHS manager, working almost 24/7, working every day after job planned hours from hime, additional commuting time will have neoative impact on my service		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	Too low	Yes	Add new bus routes, Make bus services more frequent, Add public cycle parking		Very positive	It is currently quicker to cycle in and around the city than to go by bus. The roads should be clearer for people who *need* to use their cars and permit the free flow of traffic. Buses will be quicker, and therefore more appealing to use, and cycling will be safer.	Owing to the timing of sessions, there needs to be provision for access to the ice rink, whether that is by improving bus services or adjusting the congestion charge for users. Otherwise, training would be affected to such an extent that competitive skaters will need to move to other rinks, such as Swindon, which are further away, which will affect the rink's ability to operate and remain competitive.	Look to other medieval cities abroad that have put cycling first and see what measures we can adopt. A good exemple is Uppsala, in Sweden, which is also a medieval university town and is almost entirely car-free in the centre. Cars should be used for getting out of Oxford, and not necessary for getting into or around Oxford.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	There should be no charges at all	Yes	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Negative	I will have to leave my job at the school where I work part time because the most direct route includes one of the charging zones and going the long way would take too long and will use too much petrol. Going there by bus would take ages as there is not a good direct service available.	They are not a good idea because the rich can afford to pay and will continue congesting the road, but those on lower income will struggle.	Removing the LTNs in East Oxford would be a good start. Have more bus routes that cover the entire city and better connection services to the surrounding villages.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	Too high	No	Make buses cheaper for all		Negative	Push traffic onto already busy alternate routes already impacted by LTNs		Use the river to provide alternative transportation into Oxford
an Oxford resident	daily	Taxis and private hire vehicles	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Make BUSES FREE FOR LOCAL PEOPLE BETWEEN WORKING HOURS AND SEE WHAT IMPACT THAT HAS ON TRAFFIC AND SCHOOL RUNS	Very negative	Will hurt people that come to Oxford to work and who live locally .. turning Oxford into a Prison	All the surrounding roads will be impacted massively, there wasn't a congestion problem before that LTNS went in.. SUMMERTOWN IS THE WORST FOR PEOPLE THAT DON'T LIVE LOCALLY	Free bus passes, council has the ability now to run its own bus services due to changes in the law, also bus ticket prices are extortionate for such small journeys and cause issues financially, Park and Ride should be free and buses to and from them should be one pound no more, if you want people to use Oxford and use it services make it cheaper for them to access them.
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Fix the badly managed roads and roundabouts	Very negative	It's literally a money making scheme. Not everyone falls into the same category of 'they should walk, get a bus or cycle' I now live in Abingdon, but I grew up in Cowley, I work in Cowley, my partner works in Cowley, my daughter goes to nursery in Rose Hill, I still have a lot of friends and family in Cowley that I see regularly, usually after work. You have already made that difficult with LTNs, I have to sit in a lot more traffic now than I ever did before. People will not stop driving! We pay for our cars, our insurance, our tax, and you want to charge us more just for the privilege of driving in our own city! There is no bus route that will allow me to go to drop off my daughter at nursery, go to work, then to pick up my daughter, and then to visit my family! And if there was it would probably double my journey time! I cycle to work when I can, but not if I have to do the nursery run. I have never ever had a problem cycling round Oxford! The majority of families and households rely on these cars to go about their daily business! Stop trying to penalise them!	You never spoke about this pre election as you knew you would struggle to get voted in! You have ruined Cowley with your LTNs already! You as a council are not listening to residents. Just look at the petition with over 10,000 signatures against! Look at the comments! Put your congestion charge in areas where you were voted in! Leave Cowley alone! Majority of residents do not want your greedy schemes! You seem to be targeting the poorer areas! If you really want it, then open up some of the LTNs so that the traffic can flow freely!	Open up the LTNs! Simple!
a resident of Oxfordshire living outside Oxford	daily	100 day passes for residents in the Oxford permit area, on days of your choice, 25 day passes for residents in the Oxfordshire permit area, on days of your choice, Frequent hosoital patients	I don't	Negative	Positive	There should be no charges at all	Yes	Make buses cheaper for all, Make bus services more frequent, Extend hours of operation for buses		Negative	I am receiving radiotherapy at the Churchill Hospital. I will need to return for consultation after. I am concerned I may have to pay effectively a tax for having cancer treatment/ support	Hospital patients and visitors shouldn't be further penalised. There are car park charges as well, notwithstanding free for radiotherapy visits.	More park and ride.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Very negative	Very negative	There should be no charges at all	No	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Very negative	People who live in Oxford should be allowed to use the roads wherever they wish to go without charge, is there charges for cycling? Our town should not be restricted. I have needed to use Holloway on occasion travelling home from work because of accidents on the bypass and the bypass being closed. All you are doing is causing congestion on the ring road when there is an incident with no one being able to move for hours. People have to travel for work and our bus service is no where near good enough with people having to get 2 or three buses depending where they are travelling to. Stopping congestion in some places will cause consestion in other places. All routes/roads should be open for all drivers.	Don't do it. I know the council are always in need of more money but people have enough to pay for.	Leave all routes/roads open for all traffic. The less routes/roads there are to use the more congestion there will be
a resident of Oxfordshire living outside Oxford	less than weekly		I don't	No impact	No impact	There should be no charges at all	No	Make Park & Ride parking cheaper, Make bus services more frequent, Extend hours of operation for buses		Very negative	We live in Henwood and have no bus service on weekend evenings when we could use theatre and restaurants. With Botley Rd closure we have a long walk and/or 3 small children in prams to manage if we try to use P&R at other times. We have cut our visits to Oxford by 75-90% since Botley Rd closure and this will have impacted shops and theatre. We would probably not go to the city at all if there was the cost and more over the hassle of paying a CC when trying to drive to Westgate.	If the CC helped make the 44 bus run on evening weekends and more often, it may be worth it. Any CC should be easily payable with a reminder - as a casual user I would be scared of forgetting and so never go into the City.	When P&R was free parking and cheaper fare we used it much more. The way it works now is off putting so again we avoid. I have a baby who can fall asleep and we have to wait in the car more than 15 mins before getting bus…cannot leave him to pay for parking etc. Free parking is vital to encourage P&R use.
an Oxford resident	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	No impact	No impact	About right	Yes	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all		Positive	I walk and cycle in Oxford. I don't own a car. When cycling - often on Cowley Road - my main problem is large SUV-type cars. They literally block the road, especially when they are stuck in a jam. Anything that discourages these from driving in Oxford would be welcome. Locals like Magdalen College school generates a lot of SUV traffic. If they can't get down St Clements without paying I imagine they will simply go along Iffley or Cowley Rd and add to the consestion there.	As a cyclist and pedestrian, I am aware that lines of stationary traffic don't just generate fumes. There's also a lot of heat and noise, which both have an impact on the environment. Mainly though, it's the space that so many cars occupy that I object to. They fill roads, are parked absolutely everywhere and dominate our landscape. I know it's all been said before, but the cars last oet bioger and the problem is worse. I fully support ami effort to tackle this problem.	The cheaper and more reliable public transport is, the fewer excuses people will have to drive. The biggest problem is getting from East Oxford to North Oxford by bus. The services don't connect. Maybe the answer is to reopen Commarket to buses. It's become a fairly horrible street since the Westgate opened, so it may as well be a useful bus route.
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Don't charge at all!	Very negative	The modelling on traffic levels shows that traffic on the Woodstock Rd (Figure 3-3: Flow change AM) is going to increase significantly. The modelling also shows that the environmental impact on the locality of the school will be negative, with increased levels of pollution (second bullet point of 4. Conclusions).	I work two jobs (working 7:45 Am - 23:00 at night). I cannot get a bus due to the late hours I work. All you are doing is punishing me and my young family when all I am trying to do is work to keep a roof over my family's head.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	Too high	Yes	Add new bus routes, Make bus services more frequent, Extend hours of operation for buses, Add public cycle parking		Positive	I don't think this will affect me too much, given I can have 100 day passes. This will hopefully make buses more reliable again and ease congestion, which will make travel better.	There should be a discount for electric vehicles. The improvements to services should be brought in as soon as possible, ideally even before the charge starts, so that people have a good alternative to driving straight away. The reason many people dislike these sorts of schemes is they tend to be negative, in that most people experience poorer transport because the benefits of better public transport and cycling don't outweigh the increased congestion. Borrow money to pay for the better buses and pay it back using the congestion charge. I would also suggest that making the congestion charge permanent at a high fee, say £10, would be a better option than the bus gates for when Botley Road reopens.	There are too many three-bollard path necks for cyclists. They are difficult to navigate for children. The cattle grids on the way to Marston now seem superfluous given the new fencing in the fields. Could we ask the university to put covers over them to make walking, running and cycling safer there? The cycle paths into Marston, especially by Hertford sports ground, are overgrown and dangerous for cyclists and pedestrians. There are sharp thorns and nettles. Paths like this should be cut much more regularly. There should also be lighting on these dark paths to help people walk and cycle safely all year round. The flooding on the Marston cycle path also regularly closes it. There could be a temporary raised platform installed when the flooding is bad to help people keep using it. Or just raise the level of the path so that it can't flood.
an Oxford resident	daily		I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Add new bus routes, Make bus services more frequent		Very negative	All this is gonna do is increase traffic in areas not reduce it. Look at Abingdon road for example that has not eased off at all since Botley road was closed, Oxford is dying. Park End Street looks so depressing Commarket Street is heading that way. and these idiots in charge blame it on "too much traffic" Furthermore they are not putting more busses on, there is less busses, like the 414B has been cut the brookesbus is going, and the 280/X8 doesnt exist anymore, also they cut village bus routes and subsidies.. they are killing oxford and blaming the "traffic"	A very bad idea. My girlfriend comes in from London to pick me up every friday as she cannot use public transport due to health reasons so she picks me up in Central Oxford, but not allowed to get a blue badge, (Though she is on pip) She is also a carer but she is a carer at home (London) so under your scheme she wouldn't be exempt. This is a very bad idea and will just increase traffic in areas not reduce it as mentioned in answer 11.	1. Get rid of the fools who come up with these schemes. 2. Get rid of the LTNS and 20mph zones where it shouldn't be 20mph 3. Bring back the village bus routes. 4. Dont charge for parking at the park and rides. 5. People will drive, so encourage car share schemes and HOV Lanes. 6. Better traffic lanes and traffic light phasing.
an Oxford resident	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Very negative	No impact	There should be no charges at all	No	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Very negative	It will take longer to drive to where I am going and create more traffic on already busy roads creating more pollution.		Close all the car parks in the centre of Oxford so nobody can drive in except deliveries so everybody has to use the park and ride or bus in.
a resident of Oxfordshire living outside Oxford	daily		I commute to the central permit area by car	No impact	Negative	There should be no charges at all	No	Other	Free public transport	Very negative	You are choosing to punish normal people for the failures of corporations (unfinished works on Botley road). It is unfair to pass the buck like this.	Please reconsider. Current public transport options do not make it possible for me to use public transport (i have to drop children in two separate locations and then continue to my own workplace) and further costs associated with commuting on top of nursery fees could make my work unsustainable and I will have to give up my work (primary school teacher) to care full time for my children if this becomes the more affordable option.	Open the botley road and penalise the companies financially for ongoing works. Have compensation for car users for whom it really is the only workable option. Improve cycle safety, no more cyclist deaths in central Oxford please. I am too scared to cycle in Oxford after a parent in our school community was killed at the Magdalen roundabout.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice, Registered car clubs	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very positive	Very negative	About right	Yes	Make Park & Ride parking cheaper, Make buses cheaper for all, Add public cycle parking		Very positive	There is a huge amount of unnecessary traffic in Oxford from Abingdon Road to St Giles. It is especially true with the Westgate shopping centre and the ice ring. This makes commuting for resident close to impossible. And it degrades our air. Try to cross St Giles at peak hour, it's impossible. It's a motorway, and there is no zebra crossing.	I think this scheme does not go far enough: - charge tourist buses; and especially those parking on St Giles - charge vans at peak hour, they should deliver early or during the day - make all Westgate parking disable only, so people are forced to take the park and ride. - install more zebra crossings, especially on St Giles, Beaumont street; and near the station. - charge bigger and heavier cars. - make Iron Wall Street bus and cycles only like high street	I think this scheme does not go far enough: - charge tourist buses; and especially those parking on St Giles - charge vans at peak hour, they should deliver early or during the day - make all Westgate parking disable only, so people are forced to take the park and ride. - install more zebra crossings, especially on St Giles, Beaumont street; and near the station. - charge bigger and heavier cars. - make Iron Wall Street bus and cycles only like high street
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice, Blue badge holders, Unpaid carers, Personal cars used as goods vehicles for business purposes	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Negative	Very negative	There should be no charges at all	No	Make buses cheaper for all		Very negative	Adds more bureaucracy to already overwhelmed people. Makes public pay for the appalling management of Oxford traffic. Socially divisive.	Just fix the road system and allow people to go about their business freely.	Get rid of socially divisive LTNs. Fix the railway bridge. Free busses. Car share schemes. Exemption for vehicles with two or more passengers.
an Oxford resident	weekly	Personal cars used as goods vehicles for business purposes	I commute to the central permit area by car	Neutral	Neutral	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all		Neutral	As long as permits are provided to allow me to continue to travel for work, this scheme would have a neutral impact on me. If the permits are not available for those who have to travel for work, this would have a very negative impact on me, and the schools I have to visit.	It doesn't feel like a good time to trial something like this when there is already chaos and ongoing issues form the Botley Road closure. Surely the results and impact of the trial will be skewed by this.	Buses and trains in always seem busy when I travel this way, so perhaps more services? For example, trains from Oxford Parkway in to the centre are every 30 minutes - could these be increased in frequency at peak times? This would go for other public services into the centre. If you do take public transport into the centre to try to get somewhere nearby, you have to take several buses or links to do the journey. Could there be "hubs" around the city purpose to save coming all the way in to get connection transport?
a resident of Oxfordshire living outside Oxford	less than weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	No impact	No impact	There should be no charges at all	Yes	Make buses cheaper for all, Make buses cheaper for young people, Make bus services more frequent, Extend hours of operation for buses		Very negative	Is a limit imposed on freedom of movement	Is stealth taxation, will affect working people most and disrupt daily life. Yet another attack on personal freedom. Will not affect wealthy people, is class segregation.	Restricting heavy & big cars, encouraging electric cars.
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Very negative	No impact	There should be no charges at all	Not sure	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make bus services more frequent		Very negative	I work in the Churchill Hospital. The congestion charge will increase the amount of cars forced to use the by pass, adding to traffic and increased travel times. I think it is unreasonable to ask hospital staff to drive to a park & ride and then take 2 buses to get to the Churchill. There is a considerable decrease in travel times, congestion and volume of traffic during the school holidays which suggests that penalising workers/ commuters is not the area to focus on in order to reduce traffic.	From the times/roads included in this scheme, it feels very targeted towards working commuters, already forced to live outside of Oxford due to the high cost of living. I understand that money is not in abundance but i know a lot of colleagues who would happily park at a local park and ride if there was a direct, hospital only, transport offered. Expecting hospital staff to drive to a P&R, pay for parking, then pay for 2 buses to get to work is unreasonable.	Dedicated hospital transport to support hospital staff at all Oxford sites to have sustainable, valid transport options.
a business	daily	100 day passes for residents in the Oxford permit area, on days of your choice, Personal cars used as goods vehicles for business purposes	I don't	Very negative	Very negative	There should be no charges at all	Yes	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all		Very negative	These measures are strangling our business. The LTNs have already had a huge impact on our customer base as people cannot get to us or are always caught in traffic and are late for our classes. Congestion charges on Holloway and St Clements effectively cuts off headington and wood farm etc customers from accessing us off the Cowley road. Our business depends upon people being able to get to us, and we do a hell of a lot of good in the community. These measures are segregating Oxford and shutting down our lives and freedom of choice.	I used to love living in Oxford. I have been here all my life. And now I just want to move away because I feel so controlled by this council. The roads were fine before the ltn's came in. And now you want to charge us for a problem that you have exacerbated. How much money do you think we have? What with parking permits to park outside your own home, being charged for rubbish removal etc. and council tax going up every year and we're getting less and less for our money. We already pay road tax to drive down these roads so leave us alone. The Council should be supporting us and representing us, not punishing us and financially raping us at every opportunity.	Open the LTNs to improve the traffic flow, congestion and pollution created by queuing traffic and idling engines!
a representative of a group or organisation	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice, Community health or care workers who need to visit multiple locations or travel urgently, Personal cars used as goods vehicles for business purposes	I commute to the central permit area by car	No impact	No impact	About right	Yes	Make buses cheaper for all, Add new bus routes, Add public cycle parking		Very negative	We conduct outreach shifts daily to support rough sleepers in Oxford. For these we need to drive throughout Oxford at multiple different times of day. With the fees, we could not access each location we need to get to and would make our service financially enviable. We are commissioned by the council to conduct this service to rough sleepers, so it would be essential we have permits to use our cars without having to pay the fees.	Provide permits to rough sleeper support service and homeless support service teams/workers.	Buses that connect different outskirts of Oxford.
an Oxford resident	daily					There should be no charges at all				Very negative		I am strongly opposed to this scheme being imposed on us and limiting our freedoms to move around our city freely and go about our daily business. I	One way systems could be implemented. Busy times are at certain times and during certain times of the year so this can be better managed.
a resident of Oxfordshire living outside Oxford	daily		I commute to the central permit area by car	No impact	Very positive	About right	No	Make buses cheaper for young people		Very negative	For people working in central Oxford but living outside the city this is devastating. Currently I work for the University of Oxford and have to park in university parks, I commute from a farm near Tetsworth to get to work everyday. My closest bus route is a 7 minute drive away (hour walk) and there is no other public transport option for me. If I was to drive to this bus and take it to work each day it would add almost 2 hours to my commute and also be much more expensive. I work in horticulture and getting on a bus covered in mud and sweaty isn't nice for myself or anyone on the bus. I would love to be able to take public transportation to work and when I lived in Oxford I cycled, but for some people driving in is the only option and they should not be financially ourished for this.		School children need to get the bus. How this is managed is up to you. If you drive in and out of Oxford daily you should notice that when schools are shut for holidays traffic and commute times are almost halved.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very positive	Neutral	Too low	No	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Very positive	I think the charge could help and could even be higher. A bus day ticket is £5. People may choose driving over the bus.		
other	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Negative	Negative	Too high	Not sure	Make buses cheaper for all, Make bus services more frequent		Negative	As a resident, it is the burden of needing to give passes to anyone visiting - family, friends, tradespeople etc. As someone who must drive between schools in my work for OCC, it is the additional journey time this will cause, or the need to use one of my personal passes for work use which does not feel fair when they are so limited anyway.	It will cost a huge amount of money for increased stress for residents and likely limited discernible benefit.	Make buses cheaper, increase the frequency of services and routes across the city (not just in and out) - at the moment getting the bus between schools for my job is just not feasible as it would take way too much time out of my working day
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Very negative	Too low	Yes	Make buses cheaper for all, Add public cycle parking, Other	Surplus income should be used to improve cycle routes and to fund the new paths eg B4044 as part of the greenways scheme to link the villages to Oxford, with emphasis on safety so that children can use freely.	Very positive	Central Oxford is very congested for all pedestrians, and the advent of e cars has made it more dangerous for deaf people, and those on their devices, who cannot hear them. 30% residents do not own cars, including many of our poorest people, and the City should honour their needs in particular for a pollution free and car free centre. Decongesting the centre will improve bus efficiency. Foot fall should increase if it is more attractive. The proposed charge is very low, less than bus fares if there are two of you, and could attract more cars. Heavier vehicles should definitely pay more. Why not include vans and lorries. eBikes in particular, but all bikes in general, should not be ridden through any pedestrianised areas. Safe cycle lanes should be established from all points of the compass, to allow safe access to the pedestrianised areas where the bikes can be safely parked. The policy should be trialled asap, using experience from elsewhere, to reduce the nos of cars, vans and larger vehicles, entering the city by a substantial amount.	I think it's a great way of testing out how the "bus gates" would work, and of course one outcome may be that they are not needed if this policy has the desired outcome of reducing vehicular access to central Oxford.	I do not think that the priority groups should have 3 permits each, 1 is enough, I think that it will impossible to police and could increase car use. I think delivery vehicles should also be charged by weight, but perhaps allow them a longer free window, say 6PM until 9AM. I am a committed cyclist, and fortunate not to need an electric assist bike. Illegal e bikes (Deliveroo, Uber eats, and other delivery services) are used carelessly, at great speed on all our city streets, the towpath and cycle paths and threaten us all. They break the 20mph speed limits. There is no redress. e Scooters are similarly dangerous to those of us who move about more slowly. Then use must be banned in all the pedestrianised areas of Oxford. Pedestrians and wheelchair users must be given priority in central Oxford.
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice, Unpaid carers		Neutral	Neutral	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all		Very negative	Im a Nurse so it will significantly impact my commute to work at the JR. I have colleagues who travel long distances & many live outside Oxfordshire so wouldn't be eligible for any permits. The 7am start time will be problematic to all our commutes. A START AT 07:30 WOULD BE BETTER IF THESE CHANGES DO GO AHEAD. THE OUH already has a recruitment & retention issue so my fear is this will make it much worse	1) Please reconsider the whole scheme. 2) Start/finish times make it more difficult for Hospital Nursing staff particularly to commute to work. 3) £5 a day is very high if I only go through one gate once a day on my commute to work. Consider £1 per gate per day up to a maximum of £5 4) Consider exemption for front line Hospital staff commuting to work. 5) Reconsider the gates on Marston Ferry Road - especially because it was built as a bypass relief road!! It will help Hospital commute. 6) Reconsider the Holloway one as with all the LTN's it's a lifeline to those living in Cowley/Rosehill to get to JR, Churchill or NOC if Bypass blocked or snarled up. 7) Access to the Westgate car park is effectively cut off so why would anyone come to Oxford to shop! Banbury, Milton Keynes & Reading will reap the benefits but what about the Oxford traders! I'm aware of park & rides but this is not always a suitable option especially for families with small children 8) Buses	A specific free park & ride close to the JR/Churchill/NOC with frequent buses directly to & from the hospital bookable with proof of an appointment or employment. Buses & trains that run more regularly later in the day
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Very negative	Very negative	There should be no charges at all	No	Make buses cheaper for all		Very negative	Will cost people including my adult children who cant afford to move out because Oxford is too expensive £100 - £130 a month to travel to work and study with convenience! Will impact the ability for parents to drop children to school and get to work on time! I already pay £80 a year to park and pay car tax also. Many people already stay away from Oxford friends and relatives refuse to visit as it is.	Most people making these decisions don't even live anywhere near the areas affected.	Open up most of the LTN's
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	Too low	Yes	Make Park & Ride parking cheaper, Add public cycle parking, Other	Better - more frequent - maintenance of cycle routes	Very positive	Anything that reduces the number of cars in Oxford is positive. I see huge numbers of single occupancy cars within Oxford and entering Oxford. We need to provide better alternatives but there also must be a disincentive to drive, especially alone. The mindset has to change. Reducing car traffic will cut congestion and pollution, improve health, and make it easier for more people — especially those on lower incomes — to get around by bus, bike, foot, or wheelchair.		Cycle paths and cycle lanes must be prioritised. In most locations around Oxford if you want to cover any distance more than half a mile by bike, the road is your best option and this is not good. Despite the rhetoric, apart from the Marston Ferry Road and Marston Road paths, most are unfit for purpose. The missed opportunity on Woodstock Road is an abdication of responsibility: the shared paths are hopeless to cycle on and the road is terrifying. Proper, well designed cycle cost a tiny fraction of what is spent on roads but they never seem to be designed in to new developments and are just fitted in as an afterthought without actually working out what cyclists need. Without this, calling Oxford a "cycling city" is a joke.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Positive	Negative	Too high	Yes	Make Park & Ride parking cheaper, Make buses cheaper for all, Make buses cheaper for young people, Add new bus routes, Add public cycle parking		Negative			
a resident of Oxfordshire living outside Oxford	daily		I commute to the central permit area by car	Very negative	Positive	There should be no charges at all	No	Make buses cheaper for all, Make bus services more frequent, Other	don't introduce it -unnecessary bureaucracy . Why penalise cars because the Botley road project has failed to deliver	Very negative	The congestion is not caused solely by cars - traffic from the closed Botley road has had to divert elsewhere creating congestion elsewhere. Buses complain because they are late but it's buses that are adding to the congestion . Further the traffic is congested because people are queuing to get onto Westgate car park and no other traffic can get past.	This is going to close Oxford off even further than currently as a destination and all businesses will suffer reduced revenue . Don't penalise car drivers because you have failed to complete the Botley road project .	More routes need to be open to keep traffic flowing especially crossing the City North to South and East to West . More investment needs to be put in to reduce bus movement in the City and put more bus hubs with the park and ride locations with only park and ride buses going into the City from the hubs - yes people will need to change buses but no hardship. Alternatively invest in trams or tunnels on the 4 main roads into the City - Abingdon road, Botley road, Headington and North Oxford .As a start you need to sort out the entrance issues to the Westgate car park - there needs to be longer 2 lanes so that through traffic can oass
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice, Blue badge holders	I don't	Very negative	Very negative	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Add new bus routes		Very negative	I take my mother to hospital appointments, she can't walk. My sister is a nurse at JRH, she lives in Bicester , solve that one. My family come to visit. The by pass and A34 are nightmares. You are making Oxford so unwelcoming, shutting down businesses. make us prisoners	DONT DO IT. You are ruining this city.	Take away the traffic lights on roundabout. Swap the Woodstock Road bus lane back. Make bus stop pull ins, they cause the most congestion stopping frequently
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice, 25 day passes for residents in the Oxfordshire permit area, on days of your choice, Blue badge holders	I commute to the central permit area by car	Very positive	Very positive	There should be no charges at all	No	Make buses cheaper for all, Make buses cheaper for young people, Add new bus routes		Very negative	It's a ridiculous scheme that everyone I speak to is totally against. What it will do is drive people away from visiting Oxford and all the shops will fester and fade away. No one wants it but I don't suppose anyone will listen to the majority. You never do	You never listen to them so what's the point of commenting	Open up the ltns and allow the traffic to filter naturally as it did before. We never had a problem with traffic until Gant and his cronies started messing with it.
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	No impact	Negative	Too high	No	Make buses cheaper for all, Make bus services more frequent, Extend hours of operation for buses		Neutral	We generally only drive into Oxford after 7pm, therefore the scheme would have little impact on us.	I would have thought the bulk of the traffic is people commuting to work (and parking in central Oxford), or residents. If both these groups receive free permits to allow them to travel as before, it won't reduce the traffic much!	Simply restrict the number of people driving in to park in the centre during working hours. Most people would use the park & ride I think if the buses were reliable at rush hour. You need to work with local businesses to work out how to incentivise their staff to use public transport, rather than providing them space to park in the centre. Also, improve traffic flow round the outside (more lanes etc), so people can more easily get to the side of town most appropriate to where they need to get to. Plus, lobby train providers passing through Oxford to add more carriages - the overcrowding of trains at rush hour is a big disincentive to people getting the train!
an Oxford resident	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice, Blue badge holders	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	No congestion charges!!!!!	Very negative	I travel from Abingdon daily to visit my 96 year old grandfather. Whom I give care to. I need access 24hours a day. Why should I pay? Or should I use a carer at more cost to the state.		
a member of the public living outside Oxfordshire	weekly	Community health or care workers who need to visit multiple locations or travel urgently	I commute to the central permit area by car	Negative	Negative	There should be no charges at all	Yes	Make Park & Ride parking cheaper, Make buses cheaper for all, Extend hours of operation for buses		Very negative	I drive through Oxford most days as part of my commute to different schools (Educational Psychologist) and I will not qualify for a free permit so this will iust create an added exoense for me.		

Survey Response													
I am responding to this survey as	How often do you travel in or around Oxford?	Please tick which of the following free permits and passes you think you may be eligible for	Do you live in, visit a resident by car or commute by car to the proposed central Oxford	Central Oxford residents' permitIt is proposed that residents in the central Oxford	Central Oxford permit area commuters' permitIt is proposed workers commuting	We are proposing a single charge of £5 to allow cars without a day pass or permit	Do you think that charges should vary, with drivers of longer cars paying more and	Income generated by introducing the proposed temporary congestion charge would be used to cover the set-up and operating costs of the scheme.	If other improvement, please state	Taking into account all the information we have provided about the proposal to	Please explain your answer	Do you have any other comments about the proposal for six temporary congestion charge locations in Oxford that you have not already shared in this survey?	Do you have any suggestions for other ways to reduce traffic and tackle congestion in and around Oxford?
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Positive	Negative	About right	No	Make buses cheaper for all, Make bus services more frequent, Add public cycle parking		Positive	I am hoping it will reduce traffic.	I am concerned this, like the fingers, will increase traffic through Old Marston at peak commuter times.	An aerial egg lift linking Thornhill P&R > Osler Road / JR hospital > Town Centre.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Negative	Too low	Yes	Make Park & Ride buses cheaper, Make buses cheaper for all, Make bus services more frequent		Positive	Could go further, eg restricting hours of access for "other" vehicles (delivery etc) to outside normal peak times		Reduce the amount of parking currently available with a aim to discourage driving into the centre
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Positive	Negative	Too low	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Add new bus routes, Make bus services more frequent, Extend hours of operation for buses, Add public cycle parking		Positive		I think 3 cars for commuting is excessive	restrict larger vehicles such as trucks and vans within certain hours - so not during peak schools hours (7:30-9, and 3:30 to 5). This would make cycling with kids safer and more appealing.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	About right	Not sure	Make buses cheaper for all, Add new bus routes, Add public cycle parking		Very positive	Would expect to see fewer cars crossing the city centre, so buses would be faster/more timely and walking/cycling would be safer and more pleasant	Seems like a good way to test out the traffic filter ideas before going into the trial proper	School term times seem to produce the heaviest traffic, finding better ways for children to get to schools (rather than being driven in and out individually) could make a big difference. A shift away from the near-universal 9-5 working hours could also help soread out "rush hours".
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	Yes			Very negative	I'm an NHS manager, working almost 24/7, working every day after job planned hours from hime, additional commuting time will have neoative impact on my service		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	Too low	Yes	Add new bus routes, Make bus services more frequent, Add public cycle parking		Very positive	It is currently quicker to cycle in and around the city than to go by bus. The roads should be clearer for people who *need* to use their cars and permit the free flow of traffic. Buses will be quicker, and therefore more appealing to use, and cycling will be safer.	Owing to the timing of sessions, there needs to be provision for access to the ice rink, whether that is by improving bus services or adjusting the congestion charge for users. Otherwise, training would be affected to such an extent that competitive skaters will need to move to other rinks, such as Swindon, which are further away, which will affect the rink's ability to operate and remain competitive.	Look to other medieval cities abroad that have put cycling first and see what measures we can adopt. A good example is Uppsala, in Sweden, which is also a medieval university town and is almost entirely car-free in the centre. Cars should be used for getting out of Oxford, and not necessary for getting into or around Oxford.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	There should be no charges at all	Yes	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Negative	I will have to leave my job at the school where I work part time because the most direct route includes one of the charging zones and going the long way would take too long and will use too much petrol. Going there by bus would take ages as there is not a good direct service available.	They are not a good idea because the rich can afford to pay and will continue congesting the road, but those on lower income will struggle.	Removing the LTNs in East Oxford would be a good start. Have more bus routes that cover the entire city and better connection services to the surrounding villages.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	Too high	No	Make buses cheaper for all		Negative	Push traffic onto already busy alternate routes already impacted by LTNs		Use the river to provide alternative transportation into Oxford
an Oxford resident	daily	Taxis and private hire vehicles	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Make BUSES FREE FOR LOCAL PEOPLE BETWEEN WORKING HOURS AND SEE WHAT IMPACT THAT HAS ON TRAFFIC AND SCHOOL RUNS	Very negative	Will hurt people that come to Oxford to work and who live locally .. turning Oxford into a Prison	All the surrounding roads will be impacted massively, there wasn't a congestion problem before that LTNS went in.. SUMMERTOWN IS THE WORST FOR PEOPLE THAT DON'T LIVE LOCALLY	Free bus passes, council has the ability now to run its own bus services due to changes in the law, also bus ticket prices are extortionate for such small journeys and cause issues financially, Park and Ride should be free and buses to and from them should be one pound no more, if you want people to use Oxford and use it services make it cheaper for them to access them.
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Fix the badly managed roads and roundabouts	Very negative	It's literally a money making scheme. Not everyone falls into the same category of 'they should walk, get a bus or cycle' I now live in Abingdon, but I grew up in Cowley, I work in Cowley, my partner works in Cowley, my daughter goes to nursery in Rose Hill, I still have a lot of friends and family in Cowley that I see regularly, usually after work. You have already made that difficult with LTNs, I have to sit in a lot more traffic now than I ever did before. People will not stop driving! We pay for our cars, our insurance, our tax, and you want to charge us more just for the privilege of driving in our own city! There is no bus route that will allow me to go to drop off my daughter at nursery, go to work, then to pick up my daughter, and then to visit my family! And if there was it would probably double my journey time! I cycle to work when I can, but not if I have to do the nursery run. I have never ever had a problem cycling round Oxford! The majority of families and households rely on three cars to go about their daily business! Stop trying to penalise them!	You never spoke about this pre election as you knew you would struggle to get voted in! You have ruined Cowley with your LTNs already! You as a council are not listening to residents. Just look at the petition with over 10,000 signatures against! Look at the comments! Put your congestion charge in areas where you were voted in! Leave Cowley alone! Majority of residents do not want your greedy schemes! You seem to be targeting the poorer areas! If you really want it, then open up some of the LTNs so that the traffic can flow freely!	Open up the LTNs! Simple!
a resident of Oxfordshire living outside Oxford	weekly		I commute to the central permit area by car	No impact	No impact	There should be no charges at all	Not sure	Make buses cheaper for all		Very negative	I travel in weekly to the ice rink and this will stack up over time making it less viable to continue	No	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very positive	Very positive	About right	Yes	Make Park & Ride parking cheaper, Make buses cheaper for all, Add public cycle parking		Very positive	Living very close to OHS, there are certain times of day when the roads around us are completely gridlocked - I don't know how an emergency vehicle would reach anyone near us. The congestion in North Oxford is primarily in private school term time and this might encourage parents to car share. It might also encourage these schools to take a more active role in encouraging parents to seek active travel alternatives.	Plese, please do something to improve the cycle routes within the ring road - then more parents might allow their children to cycle to school	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Add new bus routes		Very negative	I often have to travel through St Clements due to the East Oxford LTNs that prevent direct travel from Headington to the Cowley Road. I also travel down Hollow Way twice a week.	I believe that the proposed congestion charges and traffic filters will have a very negative effect on local business with customers less likely to visit them. Smith & Low in Hollow Way is a prime example.	I have mentioned this to my local councillor. Headington would benefit greatly if shuttle buses to the 3 major hospitals ran from the Thornhill Park & Ride site to the hospitals on a regular basis. Patients and visitors could be encouraged to use these instead of queueing to use the hospital car parks. Provision should be made for an additional Park and Ride site near Barton West for this purpose. An opportunity missed with the Barton West development that could be included in the proposed Christ Church development. Shuttle buses to the private schools could also be added at the start and end of the school day to reduce the amount of car traffic. These buses would significantly reduce the traffic on London Road and Marsh Lane at peak times.
a member of the public living outside Oxfordshire	weekly	Personal cars used as goods vehicles for business purposes	I commute to the central permit area by car	Positive	Positive	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Extend hours of operation for buses		Neutral	I don't agree with the congestion charge and I don't believe it will be until Botley Road reopens. Botley Road should have been reopened nearly a year ago now and councils cannot keep to their promises.	I think the cost of organising all these permits, and the stress and hassle for people that commute into Oxford to work isn't worth it to balance out those that are coming to Oxford for the day, may be to shop and use the entertainment facilities. I think it will just put people off coming to Oxford and you run the risk of the shopping centres following the trend in other nearby towns and becoming empty of shops and like a ghost town!	
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Neutral	Neutral	About right	Yes	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Extend hours of operation for buses, Add public cycle parking		Positive	If this reduces the traffic and allows improved active travel and bus travel then it will make all of my commuting (by bicycle) faster and more pleasant.	We have to reduce the level of congestion in Oxford so that public transport can flow freely and people are encouraged towards active travel. Allowing occasional use via permits allows truly _necessary_ journeys.	Don't build cycling infrastructure that is half-baked. Cyclists won't use it and drivers will be further angered. Don't listen to the whinging. Sort out traffic light phasing that causes unnecessary delays, e.g. the Temple Cowley lights. Britain in general should consider allowing pedestrians to cross at the same time as left-turning vehicles, with priority to pedestrians. This would remove entire pedestrian phases at lights. Where signalled pedestrian/cyclists crossings exist, give _far_ more priority to those users. Who is going to wait multiple times at multiple junctions on nearly thoughtout pedestrian/cycle routes for what is probably a <15min journey.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I commute to the central permit area by car	Very positive	Very positive	Too low	Yes	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Add new bus routes		Very positive	Traffic congestion on Abingdon Road and other main roads to the city centre is often very bad. We need to discourage people drivino to the city centre to search for a parkino spot. Need to incentivise them them to use Park & Ride.	Congestion charging or preventing vehicular access to city centres is to be found in many European cities and has proved effective in traffic reduction.	Strongly incentivise people to use Park & Ride when they visit Oxford. Make the Park & Ride buses free and frequent and keep car parkino charoes there low.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	Yes	Make buses cheaper for all, Make bus services more frequent		Very negative	I have to go through some of these roads just to do the grocery shopping. The cost of living has already risen and now paying more just to drive to your local shop is not good.	It will make all these other roads busy as that's the roads everyone will go to to avoid the congestion charge.	Open the Ins roads you guys have closed
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very positive	Negative	About right	Yes	Make Park & Ride buses cheaper, Make buses cheaper for all, Add new bus routes		Very positive	I enjoy cycling and walking around Oxford for the majority of my journeys. Sometimes I have to travel by car. The scheme would mean less congestion for the times that I have to travle, as clerths would e similarly reducing their number of car tourneys oer vear.	No	More bus routes and more buses e.g. 1. from Rose Hill/Iffley Road direct to the station 2. Frequent smaller 'cross Oxford' buses eg along Donnington Bridge Road, Marston Ferry Road instead of so many buses heading to the city centre.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice, Blue badge holders, School students with special educational needs	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	No impact	There should be no charges at all	No	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Very negative	I work on the Marston Ferry road. My son and husband play ice hockey at the Oxford ice rink. My other son attends MYCO on the Marston Ferry Road. My parents live off Holloway. The impact of these changes is HUGE. The ice hockey community cant get on public buses with kit bags and sticks. I tried twice and was refused due to the size of the bag and the fact that my son had his sticks! You will kill ice hockey in oxford.	Another ridiculous idea from the council!!!	Remove the LTNs. Traffic is so much worse since you put these in!!!
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	About right	Not sure	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all		Very positive	I have asthma and eczema, and so does my son. Both conditions are made worse by pollution. I am also a keen cyclist, and I am appalled by how dangerous the roads are in Oxford for cyclists. Reducing traffic volumes will make it safer for cyclists.	Please carry on and implement these congestion charge locations as they are; my main concern is that these are imposed as soon as possible.	
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't			There should be no charges at all	Not sure	Make buses cheaper for all, Add new bus routes, Extend hours of operation for buses		Negative	I only drive occasionally into Oxford, usually at weekends or evenings to go to the theatre, cinema or restaurants, never drive during the rush hour. I cycle to work every day and would welcome less traffic on the roads during rush hour. However, with the current proposals I will get penalised for supporting local hospitality venus unless taking a large D-tour as I live south of the city. People living to the north of Oxford are still able to get free of charge close to the city centre (parking on St Giles) without taking a longer route.	I am not against congestion charges (or traffic filters), but they should be limited to commuting and school drop-off times when there is most traffic. 6-10am and 3-6pm. Cycling every weekday up and down Iffley, Abingdon or Cowley Roads it is very noticable what the peak times are.	Get the tourist buses out of the city centre! There are at times more than 10 large buses parked in double lines along both sides of St Giles with their engines running, blocking cycle lanes and the road, and making passing on the pavement as a pedestrian difficult. The Council should be providing dedicated tourist bus parking at other points (e.g. Oxpens), and tourists can walk the short distance into town. Charging locals to enter the city center while allowing free access to tourist buses is not fair and will create more resentment from local residents.
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	No impact	No impact	About right	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Add public cycle parking		Positive	The reduction of traffic and increase in public transport would be greatly benficial to me as someone who commutes into oxford for work.		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Positive	Positive	Too low	Yes	Make buses cheaper for all, Add new bus routes, Add public cycle parking		Positive	encouraging ease of public transport and cycling		
a representative of a group or organisation	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Positive	Neutral	About right	No	Add new bus routes, Make bus services more frequent, Extend hours of operation for buses		Negative	If a congestion charge is to be introduced I feel it should cover a specific area rather than just 6 locations.	If the temporary congestion charge works will it be made permanent rather than the traffic filters?	First and Last Mile created and sustained a rural bus service in a very different environment to Oxford. Perhaps our finest achievement was building a school service from nothing to the point where this became commercially viable for another operator. Up to 50 children would use our service to get to and from school each day. Without FLM they would have had to be driven to school. If you provide a high quality reliable affordable public transport service people will use it and traffic congestion will be reduced. Sadly First and Last Mile will soon be no more having been outbid to run our own services by a rival operator but we hope the lessons learned can be applied elsewhere including Oxford.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice, Community health or care workers who need to visit multiple locations or travel urgently	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Make bus services more frequent, Extend hours of operation for buses		Very negative	Cost of living is already high in oxford and it is already expensive enough to live here. That will add extra cost as some people will not be eligible for free permit and 25 passes a year is a months worth not a years worth therefore not useful Instead make buses more accessible and reliable than what they are and the park and ride more cheaper. Have a look in what other cities do such as Cambridge and how they manage their park and rides.	No.	Yes Make it cheaper to actually live in oxford area or pay London wages this will reduce the amount of people commuting to oxford for work.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Very positive	Very positive	Too low	No	Add public cycle parking		Very positive	I'd love to see fewer cars around oxford and more use of bikes / public transport	Carry on the great work!	Make more obvious to cars that the road is to be shared with cyclists. What we have on Magdalen Bridge is a great example where there is a white lane showing where cyclists are succosed to be. and that is on the road sharing with cars
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Very negative	About right	No	Make Park & Ride buses cheaper, Make bus services more frequent, Extend hours of operation for buses		Very positive	Action is urgently needed to reduce congestion, make buses faster and more reliable, and make walking and cycling safer,	I am not sure that any commuters (other than people already exempt) should have concessions. Free permits for commuters could lessen the benefits of the scheme.	The proposed workplace parking levy and zero-emission zone extensions should be brought forward, as these will lessen traffic in areas such as Cowley Road which are heavily congested. Money raised from the congestion charge and parking levies should be used to make walking and cycling safer on roads such as Church Cowley Road that were left out of previous improvements. Oxfordshire should consider replacing the busiest bus routes with the Very Light Rail trams being developed in Coventry, and like in other cities create segregated sections of road to enable this. This would attract more people to switch from cars, who currently avoid buses.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Positive	Negative	About right	No	Make buses cheaper for all, Add new bus routes		Positive		Commuter parking within the ring road will continue to cause congestion unless tackled. For example at the end of MillLane in Marston village and the ends of Elsfield and Oxford Roads - drivers will be able to access these permit-free areas without paying the congestion charge.	
an Oxford resident	daily	Blue badge holders. Frequent hospital patients		Positive	Positive	There should be no charges at all	No	Add new bus routes		Very negative	You must think we are all stoupid to say that it is temporary when you will make them stay		
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	No impact	No impact	Too low	Yes	Make buses cheaper for young people, Add new bus routes, Add public cycle parking		Very positive	The only way to improve travel in Oxford is to reduce private car travel	Clearly the charge should be more than twice the capped bus fare, so maybe £7	I do feel that more should be done to reduce private car use - more and wider reaching charges.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Negative	Too low	Yes	Add new bus routes, Add public cycle parking		Very positive			Obviously I would like trams. and doino the Cowley rail line.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Very negative	Living in Oxford is becoming increasingly expensive, commuting has become quite challenging for me, even with the free passes. If the council makes it harder to get to work, it could really impact my finances.	The traffic has been quite challenging lately due to several road closures and everyone is funneled through those six major routes. This impacts daily commutes across different areas of the city.	Reduce street parking in those areas during day time would improve the traffic run smoothly.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	There should be no charges at all	No	Other		Very negative	I am a parent of a chorister at Magdalen College School. The choir perform on at least 210 days each year. So providing me with 100 free passes is insufficient. Choir parents should have a free pass for the duration of the scheme.	There are people with a legitimate need to accessing these routes who will be adversely impacted. This will have a knock on effect to Oxford itself.	The LTNs have had a negative impact on both businesses and public transport (as buses are now slower due to more cars having been forced onto the main routes). You would need to build a third lane to the ring road if you really want people to drive out and in again to avoid your charge points (and that increases mileage and pollution in consequence).
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Positive	Positive	Too low	Yes	Make Park & Ride buses cheaper, Make buses cheaper for all, Add public cycle parking		Very positive	Very glad for anything that reduces pollution and makes it easier to get around by public transport, bike, walking. Any way except by driving card	The charge for cars should always be higher than for public transport and other options	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very positive	No impact	Too low	Yes	Make Park & Ride buses cheaper, Add new bus routes, Make bus services more frequent		Very positive	we support any policies that improve cycling, walking and public transport in central oxford even if that means paying more to drive.	I am worried that the large number of free journeys and groups who are except mean there will be little noticeable difference in traffic and congestion from the scheme.	Make all roads 20mph. Redesignin=surface roads and junctions to restrict, deprioritise and slow down car traffic and prioritise cycles and pedestrians and increase segregated cycle lanes to improve safety. Many cycle routes in the city barely qualify as a cycle route there are so difficult to navviate on a bike. I would not let my kids cycle on them.
a resident of Oxfordshire living outside Oxford	weekly		I don't	Neutral	Neutral	There should be no charges at all	No	Make buses cheaper for all, Make bus services more frequent, Extend hours of operation for buses		Very negative	This is yet another attack on the motorists. Councils up and down the country look at motorists as a sort touch. Inventing new ways to charge motorists to use the roads. The motorist pay's road tax pays fuel tax pays for insurance pays tax on new vehicles pays tax on servicing our vehicles What do we get in return ? roads filled with pot holes some of which are dangerous for motorcyclists, 20 mph zones which make no sense whatsoever unless they are by schools where the 20 mph are in operation during school time only. The motorist pays 50 billion in taxes a year of which only 11 billion gets spent on roads so the idea of having to pay " temporary congestion charge " is a 100% NO No congestion charge payments. We pay enough in council tax to Oxford.	Please read my previous comments to question 11	Complete the works on the Botley Road bridge and that will resolve a lot of congestion. These works have been going on for years and is a complete disaster for local businesses who have quite literally gone out of business.
an Oxford resident	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Neutral	Very negative	There should be no charges at all	No	Make buses cheaper for all		Very negative	Scheme will divert traffic to other routes		Cheaper bus fares for all
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice, Registered car clubs	I don't	Positive	Positive	Too low	Yes	Make Park & Ride buses cheaper, Make bus services more frequent, Other	Improve the safety of cycling.	Very positive	The congestion charge will result in cleaner air and less congested streets, while also generating income to significantly improve the quality of sustainable travel options in the city and beyond.		A publicity campaign to encourage greater safety for cyclists with separate messages aimed at drivers (encouraging greater cycle awareness) and cyclists (e.g. look back, don't wear headphones while cycling). Promote Oxford as a leading city for walking and cycling.
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Neutral	Neutral	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make bus services more frequent		Very negative	REDACTED	REDACTED	REDACTED
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice, Blue badge holders, Disability benefit claimants. Business cars used as goods vehicles	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make buses cheaper for all, Make buses cheaper for young people, Make bus services more frequent		Very negative	You made Oxford one of the worst cities to live in.	Maybe you should concentrate on important things for Oxford residents rather than making our life difficult, why don't you look at the state of the roads? They are terrible how about the housing issues? That's what matters for us.	It was working fine until you made it worse with your LTN and now this, you have created more traffic since introducing these measures.
a resident of Oxfordshire living outside Oxford	less than weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	No impact	No impact	Too high	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all		Very negative	This will prevent alot of people from going shopping or visiting restaurants or theaters that rely on friends or family to drop them off or sick them.uk. For example, children, sindle woman and the disabled.	I think the time zones should be reduced to rush hours on Monday to Friday 7-10 and 4-6 so as to promote different working hours and encourase Westgate shoocers	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Very negative	Charging people will not reduce congestion, you should not penalise people for going about their daily lives. Instead offer better bus services & if these are genuinely more convenient, people will naturally switch to them.	It penalises the wrong people, cars are essential for many people and only the more wealthy will be able to afford this.	More frequent buses. I took buses all the time when I lived in London but moving to Oxford, they're terrible and confusing; stops aren't announced or displayed, it's daunting.

Survey Response													
I am responding to this survey as	How often do you travel in or around Oxford?	Please tick which of the following free permits and passes you think you may be eligible for	Do you live in, visit a resident by car or commute by car to the proposed central Oxford	Central Oxford residents' permitit is proposed that residents in the central Oxford	Central Oxford permit area commuters' permitit is proposed workers commuting	We are proposing a single charge of £5 to allow cars without a day pass or permit	Do you think that charges should vary, with drivers of larger cars paying more and	Income generated by introducing the proposed temporary congestion charge would be used to cover the set-up and operating costs of the scheme.	If other improvement, please state	Taking into account all the information we have provided about the proposal to	Please explain your answer	Do you have any other comments about the proposal for six temporary congestion charge locations in Oxford that you have not already shared in this survey?	Do you have any suggestions for other ways to reduce traffic and tackle congestion in and around Oxford?
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Positive	Negative	About right	No	Make buses cheaper for all, Make bus services more frequent, Add public cycle parking		Positive	I am hoping it will reduce traffic.	I am concerned this, like the fingers, will increase traffic through Old Marston at peak commuter times.	An aerial egg lift linking Thornhill P&R > Osler Road / JR hospital > Town Centre.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Negative	Too low	Yes	Make Park & Ride buses cheaper, Make buses cheaper for all, Make bus services more frequent		Positive	Could go further, eg restricting hours of access for "other" vehicles (delivery etc) to outside normal peak times		Reduce the amount of parking currently available with a aim to discourage driving into the centre
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Positive	Negative	Too low	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Add new bus routes, Make bus services more frequent, Extend hours of operation for buses, Add public cycle parking		Positive		I think 3 cars for commuting is excessive	restrict larger vehicles such as trucks and vans within certain hours - so not during peak schools hours (7:30-9, and 3:30 to 5). This would make cycling with kids safer and more appealing.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	About right	Not sure	Make buses cheaper for all, Add new bus routes, Add public cycle parking		Very positive	Would expect to see fewer cars crossing the city centre, so buses would be faster/more timely and walking/cycling would be safer and more pleasant	Seems like a good way to test out the traffic filter ideas before going into the trial proper	School term times seem to produce the heaviest traffic, finding better ways for children to get to schools (rather than being driven in and out individually) could make a big difference. A shift away from the near-universal 9-5 working hours could also help soread out "rush hours".
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	Yes			Very negative	I'm an NHS manager, working almost 24/7, working every day after job planned hours from hime, additional commuting time will have neoative imoact on my service		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	Too low	Yes	Add new bus routes, Make bus services more frequent, Add public cycle parking		Very positive	It is currently quicker to cycle in and around the city than to go by bus. The roads should be clearer for people who *need* to use their cars and permit the free flow of traffic. Buses will be quicker, and therefore more appealing to use, and cycling will be safer.	Owing to the timing of sessions, there needs to be provision for access to the ice rink, whether that is by improving bus services or adjusting the congestion charge for users. Otherwise, training would be affected to such an extent that competitive skaters will need to move to other rinks, such as Swindon, which are further away, which will affect the rink's ability to operate and remain competitive	Look to other medieval cities abroad that have put cycling first and see what measures we can adopt. A good example is Uppsala, in Sweden, which is also a medieval university town and is almost entirely car-free in the centre. Cars should be used for getting out of Oxford, and not necessary for getting into or around Oxford.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	There should be no charges at all	Yes	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Negative	I will have to leave my job at the school where I work part time because the most direct route includes one of the charging zones and going the long way would take too long and will use too much petrol. Going there by bus would take ages as there is not a good direct service available.	They are not a good idea because the rich can afford to pay and will continue congesting the road, but those on lower income will struggle.	Removing the LTNs in East Oxford would be a good start. Have more bus routes that cover the entire city and better connection services to the surrounding villages.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	Too high	No	Make buses cheaper for all		Negative	Push traffic onto already busy alternate routes already impacted by LTNs		Use the river to provide alternative transportation into Oxford
an Oxford resident	daily	Taxis and private hire vehicles	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Make BUSES FREE FOR LOCAL PEOPLE BETWEEN WORKING HOURS AND SEE WHAT IMPACT THAT HAS ON TRAFFIC AND SCHOOL RUNS	Very negative	Will hurt people that come to Oxford to work and who live locally .. turning Oxford into a Prison	All the surrounding roads will be impacted massively, there wasn't a congestion problem before that LTNS went in.. SUMMERTOWN IS THE WORST FOR PEOPLE THAT DON'T LIVE LOCALLY	
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Fix the badly managed roads and roundabouts	Very negative	It's literally a money making scheme. Not everyone falls into the same category of 'they should walk, get a bus or cycle' I now live in Abingdon, but I grew up in Cowley, I work in Cowley, my partner works in Cowley, my daughter goes to nursery in Rose Hill, I still have a lot of friends and family in Cowley that I see regularly, usually after work. You have already made that difficult with LTNs, I have to sit in a lot more traffic now than I ever did before. People will not stop driving! We pay for our cars, our insurance, our tax, and you want to charge us more just for the privilege of driving in our own city! There is no bus route that will allow me to go to drop off my daughter at nursery, go to work, then to pick up my daughter, and then to visit my family! And if there was it would probably double my journey time! I cycle to work when I can, but not if I have to do the nursery run. I have never ever had a problem cycling round Oxford! The majority of families and households rely on there cars to go about their daily business! Stop trying to penalise them!	You never spoke about this pre election as you knew you would struggle to get voted in! You have ruined Cowley with your LTNs already! You as a council are not listening to residents. Just look at the petition with over 10,000 signatures against! Look at the comments! Put your congestion charge in areas where you were voted in! Leave Cowley alone! Majority of residents do not want your greedy schemes! You seem to be targeting the poorer areas! If you really want it, then open up some of the LTNs so that the traffic can flow freely!	Open up the LTNs! Simple!
a resident of Oxfordshire living outside Oxford	less than weekly		I don't	No impact	No impact	There should be no charges at all	Yes	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all		Negative	I can't believe that the Westgate carparks would be in the charging zone. I have no doubt that chrages will reduce the use of the shops in Westaate- and there are already empty units there. I will be avoiding Oxford for shopping and dining		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Negative	Negative	About right	Yes	Make buses cheaper for all, Add new bus routes, Add public cycle parking		Very positive	I cycle daily from Blackbird Leys to the City Centre but, on occasion, use buses for this journey and to towns around the county. It is clear that there is an unnecessary number of car journeys being made, often by single occupancy vehicles, which delays buses and deters potential bus users. Appeals to car drivers' altruism is ineffectual and material discouragement of UNNECESSARY journeys is necessary. A £5 daily charge would make bus journeys cheaper than using a car and, therefore, more attractive.		When the Botley Road bridge works are completed the same restrictions, whether congestion charge or traffic filter, should be applied. It is self-evident that private car access to the City Centre, via the Botley Road, is not essential but free flow for buses, taxis and other essential users should be prioritised once access under the railway bridge is possible.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Very positive	Neutral	About right	Yes	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all		Very positive	I live off Abingdon road and I struggle to leave my property due to the sheer amount of traffic on Abingdon road from non residents. More people should use park and rides or stop using the city to cut through. Go around the rino road.		Congestion charge across Donnington bridge. Top end of Wytham street by Tesco open up to create a 4 way junction to allow ease of cars leavinv from the side streets and also install better oedestrian crossinas here.
a business	daily	Community health or care workers who need to visit multiple locations or travel urgently	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	Not sure	Make buses cheaper for all		Very negative	We are a homecare provider. From what it is suggested it seems that we would be allocated permits for only 3 vehicles. We have 30 carers with 30 vehicles and 45 clients, of which many live in or around Oxford. The vulnerable adults we care for are already having to suffer delays from our carers due to the huge increase in traffic delays since Botley Road has been closed. The extra charge of £5 each day that we visit our clients to provide necessary care will create an increased financial burden on either our clients or us as Providers.	I support this scheme and I feel another charge is needed across Donnington bridge also.	Reduce charges for bus fares and create more cycle lanes using pavement space.
a resident of Oxfordshire living outside Oxford	less than weekly		I don't	Negative	Negative	There should be no charges at all	No	Make Park & Ride parking cheaper, Make buses cheaper for all, Make bus services more frequent, Extend hours of coeration for buses		Very negative	Will make me think twice about visiting, shopping in Oxford. I would also think about where my hospital care when required would happen.		More bus lanes, cycle lanes and reduce heavy goods vehicles on routes around Oxford.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Positive	Too low	Yes	Make Park & Ride buses cheaper, Make buses cheaper for all, Make buses cheaoer for vouno people		Very positive	Reduced congestion, better air quality, fewer accidents, safer cycling	No	Charge should match or exceed the cost of bus fare eg £6 minimum
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make buses cheaper for all		Very negative	Ridiculous scheme why make life any harder than it is.	Money making scam abandon it or Oxford will just wither open the botley road and take away stupid traffic lights on roundabouts	
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	No impact	No impact	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all		Very negative	This scheme will not stop me from traveling into Oxford - but force me to use either banbury road or woodstock road instead of Marston Ferry road - this will simply force traffic onto these roads - which are key routes used by buses in oxford - it won't achieve the aim of reducing traffic in oxford but will make these roads much more crowded and more polluted,	Stop - this is a bad idea	Oxford council need to make the alternatives to driving much better - give us a tram, give us free buses from the park and rides. Carrot before stick.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice, Community health or care workers who need to visit multiple locations or travel urgently	I don't	No impact	Negative	Too low	No	Make bus services more frequent, Make buses cheaper for young people, Add new bus routes		Neutral	I feel balanced between POSITIVE - making it possible to go via st Clements's by any means as the LTNs eg have made it a nightmare for us Headington residents attempting to access the city. NEGATIVE- make it much more difficult to reorut into healthcare posts which is our work area and we lack staff very badly already. I would not choose to come and work at the JR with the current proposals which DO NOT include opening car ac access from the ringroad to the JR. this would immediately reduce traffic on marston ferry /headley way/ headington and have knock on in other areas	The situation has only been made worse so far by the LTNs. Anything trialled to improve the situation must be a step forward, however if the scheme doesn't solve the flow issues on st Clements it should be retracted and new ideas put forward.	Finally opening car access from the ringroad to the JR. The bus route is already in place. This would immediately reduce traffic on marston ferry /headley way/ headington and have knock on effects in other areas. I appreciate that hospital traffic can be reduced but not all staff (shift workers in particular, lower paid staff who can't afford oxford rents) and patients can reasonably travel by bus or bike. Not to do this is MADNESS. In no other country would such a nonsense exist.
an Oxford resident	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Very positive	Very positive	Too low	Yes	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Make buses cheaper for young people, Add new bus routes, Make bus services more frequent, Extend hours of operation for buses, Add public cycle parking		Very positive	Reducing car traffic will cut congestion and pollution, improve health, and make it easier for more people — especially those on lower incomes — to get around by bus, bike, foot, or wheelchair.		I support the Citizens' Assembly recommendations for longer-term change, particularly: 1. Designating some roads for buses, emergency vehicles, blue badge holders, taxis, and cycles 2. Creating a car-free city centre Both had 88% support from Assembly participants and should guide future action.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Negative	No impact	There should be no charges at all	Not sure	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all		Very negative			
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	Neutral	Too low	Yes	Make buses cheaper for all, Add public cycle parking		Positive	I think this is so mild as to be practically ineffective. But perhaps a good start to get people used to it before making it stricter. The passes for commuters seem to be working against the intent of all the other transit plans. If you are driving to Oxford, use the park and ride	The sooner the better	Term time pick up and drop off for college halls at park and ride with shuttles to colleges instead of private cars on Radcliffe square, turl etc Way more school streets and have public schools run shuttles from the park and ride as well to reduce the school run traffic
a resident of Oxfordshire living outside Oxford	less than weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	No impact	No impact	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make bus services more frequent		Very negative	I avoid Oxford at any cost, as it is a nightmare to drive/ travel in Oxford. However, as the bus station (coach to the airports), tram station and hospitals are at central location I occasionally MUST drive to Oxford. I find ridiculous to pay a charge just for picking up a family member at the coach station (National Express doesn't have any outskirts bus stop) or go to a hospital appointment. I live in Steventon and local bus service is unreliable and painfully slow. I even missed my airport bus last month because X2 needed almost two hours to get from Steventon to Oxford.	I think the council should work on how to make the traffic flowing e.g coordinate and reduce road works, scrap 20 mih speed limit. Getting from Steventon to the Churchill Hospital took me 1 hour and 40 minutes!!!! Thanks to the uncountable number of temporary road works!! It is utterly unacceptable!	Make traffic flowing!! Reduce roadworks (make closures last shorter), scrap 20 mih speed limit
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	Too high	No	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Very negative	You, as a council, have engaged private workforces to work on the Botley Road development, causing closures and disruption for working people. This has clearly failed as a development plan. The completion date continues to move into the distant future and disruptions for working people and residents persist. You now propose to charge those same working people £5 per day (beyond their allotted 100 'free' passes) whilst simultaneously allowing other private companies to raise their bus	Do you genuinely believe that this passing on of your own failures to local people is justifiable? If so, how?	Spend your money on making bus fares cheaper, cycle routes safer, and park and rides open for use (unlike the current a40 one).
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Very negative	Positive	There should be no charges at all	No	Make Park & Ride parking cheaper, Make bus services more frequent, Extend hours of operation for buses		Very negative	The modelling on traffic levels shows that traffic on the Woodstock Rd (Figure 3-3: Flow change AM) is going to increase significantly. I commute to work in an Oxford Primary school (via the Woodstock Road) and traffic is already a nightmare, so if it gets any worse then I will no longer be able to work there as it is already taking me an hour to drive what should be 20minute journey. The bus is not an option as I need to drop my child at nursery first.	In order for the scheme to work, there needs to be a bus service like the one in London where buses are continually turning up. There also needs to be proper cycle lanes, not cycle lanes in a bus lane! Oxford is an incredibly dangerous city to cycle in as it stands.	Proper cycle lanes (not in a bus lane!) and a much better and more affordable bus service
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I commute to the central permit area by car	Negative	Positive	There should be no charges at all	No	Other	Scrap this crazy proposal.	Very negative	This council yet again is persecuting motorists and double charging us for roads we ARE ALREADY TAXED to use. Those roads are NOT yours but are taxpayer property. This administration is a Ministry for Insane Ideas. Stop intervening in the manner of big government and leave the market to decide. You've already wrecked traffic flows with your LTNs and the omnishambles of Botley Road. The LTNs must go too.	They are a disgraceful idea; abandon it.	Air taxis. These are now set for launch and Oxford as an innovative city should be in the vanguard and embrace this technology as a form of mass transit. Also, expand the use of the electric scooter hire scheme and make all park and ride sites completely free to park in at all times.
a resident of Oxfordshire living outside Oxford	less than weekly		I don't	No impact	No impact	Too high	Yes	Make bus services more frequent, Extend hours of operation for buses		Very negative	I am unlikely to come to Oxford for shopping or restaurants if it's going to cost me £5 + parking, I would rather travel closer to home.		Improve the park and ride or bus services to outlying towns
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very positive	Positive	About right	Yes	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Very negative	I drive as little as I can and prefer to cycle, but cannot avoid commuting/longer journeys. I live in REDACTED. My route out of Oxford (I don't drive into the centre, only cycle) will pass the Hollow Way traffic filter. I would happily pay to drive into the centre, but this charge and the proposed traffic filters will limit my ability to drive out of Oxford. My alternate route to access the ring road takes me down hollow way quite far in the wrong direction, adding significantly to any journey time and forcing me to become part of the traffic the scheme is trying to reduce. Due to my limited access out of Oxford I think unlimited travel bv kat the one filter is necessary.	Covered in my answer to 11.	Less street parking (except for residents), force people to use the park & ride. ANPR charges for known hotspots of illegal parking disrupting the road. As a cyclist I feel most in danger when forced around parked cars. As a driver parked cars blocking a lane seem to be a cause of traffic.
an Oxford resident	less than weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Negative	Negative	There should be no charges at all	Not sure	Add new bus routes, Make bus services more frequent, Extend hours of operation for buses		Negative			Make the bus cheaper than parking in town for a family of 4. People will stop using their car if the service are better. Maybe Network Railway could oav for it
a member of the public living outside Oxfordshire	less than weekly		I don't			Too high	Yes	Make Park & Ride parking cheaper, Make bus services more frequent, Extend hours of operation for buses		Very negative	Whilst I agree that we need to be looking after our cities, I think this charge will be the death of the Westgate Centre in particular which has struggled to fill retail spaces as it is and if no-one chooses to shop there, new vendors won't be keen to rent the retail spaces. I will look to shop online or try other towns and then may not choose to come back to Oxford once the congestion charge is lifted. The cynical side of me sees that whilst this is proposed as a two year trial only, I am sure you will find this generates money and it will be kept londerm.	Nothing to add to the above	Push for the work to be completed on the Botley Rd / Oxford station redevelopment as that would certainly help the pther roads that are having to deal with the traffic that would be shared more equally if all roads into Oxford were open.
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't			About right	No	Make Park & Ride parking cheaper, Other	develop off road transport - e.g. rail line to Witney	Very negative		I would support this scheme if it were, instead of temporary, permanent as it is significantly fairer than the proposed traffic filters. This scheme will have the effect of strongly discouraging me from driving around Oxford as I currently do on a daily basis. I will take alternative transport and probably use the park and ride more. While not necessarily convenient I can see why this is needed. But, there are occasions when I actually just need to drive through the city - either because the combination of things I'm doing means I need to be in different places, I've got stuff in the car or am just out of time in a busy life. With this scheme I can, reluctantly, decide to pay. The filters make this impossible and so have a much more negative impact on my life - indeed they would force me to stop some things I find pleasurable - slotting in seeing a friend, picking them up and going for a swim say in between child care commitments. This I object to very strongly indeed. I would ask the council to, instead of rushing a temporary scheme, do this as a trial for a permanent scheme and abolish the divisive and heavy handed filters. This will have the impact of reducing traffic but also bringing people back on side. Finally, I think the time of operation might be looked at and, at least initially, all charges should be morning and evening weekday peak and see if this has an impact	Build a light railmetro from Cowley to Witney
an Oxford resident	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Positive	Positive	Too high	No	Make buses cheaper for all, Make bus services more frequent, Extend hours of operation for buses		Negative	The impact of most of the roads would be minimal, but I live in Botley and getting around Oxford isn't easy for me at the moment and now you're saying I can't park at the Westgate, which is by far the best place to park, without paying a premium? Sometimes I am in the city centre late and walking to Osney Island and then getting a bus back as a woman alone isn't very safe and I've been approached by strange men already waiting for a bus there coz my bus isn't that frequent and the ones that are make we walk through a park in the dark on my own. Do what you want with the other roads, but don't make Thames Road part of it, it's not fair for me to have to pay for my own safety and for every other woman who wants to park at the Westgate and feel like walking around town is safer that way! I also feel like it's further punishment for those of us who live in Botley! We've been out off for so lona and now this?	No	I remember Oxford before at the LTNs and the traffic was alot less! Getting anywhere now is hard, bus routes haven't made things better and ok, the 20mph zone is better for cyclists, but the amount of traffic has increased through all other areas, making more people sit in their car for increase periods, making more people drive erratically and therefore decreasing safety and increasing emissions.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice, Frequent hospital patients	I live in the central Oxford permit area, or visit a resident of the central permit area bv car	Very negative	Very negative	There should be no charges at all	No	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Very negative	We travel around oxford frequently. Our mobility is not great, but we do not qualify for a blue badge. We also have frequent visitors. Public transport is a hub and spine system rather than a web, so travel is hard without using a car.	This is a bad idea, without the implementation of tge transport networks needed. I wonder why I wasted money buying an electric car to get around oxford more responsibly.	This is not a solution that helps residents. You make our lives harder while the centre is ovrrun with coaches and tourists. Restrict them, not the residents.
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	No impact	No impact	Too high	Yes	Extend hours of operation for buses		Neutral	This would only likely impact me financially if I were to drive to the west gate shopping centre. I only do this maybe 2-3 times a year as I don't feel comfortable using the park and ride late at night. Parking is already very expensive and this would be an added burden My other concern is on the surrounding roads outside the 'gate' area. I believe the original plan was for cars to be re-routed to the ring road. This is already overly busy and often slow, more traffic will only make this worse. I agree in principal with the idea but bus services need to improve first with better secure parking and extended hours. As I work in a headington hospital with shift times often finishing at 1am, I have no option but to drive to work as there is no bus service to use and I would not feel safe with the current set up of the park and ride sites.		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	Yes	Make buses cheaper for all, Add new bus routes, Make bus services more frequent			Will just cause havoc. Oxford is expensive. How can we get to the Jar hospital		
an Oxford resident	daily	Personal cars used as goods vehicles for business purposes	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make Park & Ride parking cheaper, Make buses cheaper for all, Make bus services more frequent		Very negative	Ridiculous proposal. I daily commute from home to business and bookers cash and carry. Free movement is our right. We shouldn't have to pay. We pay car tax to drive car as it is, why should there be additional Charges imposed. I oppose this all the way.	Oxford traffic is a nightmare since the ltns have been placed. Oxford: people are restricted and limited since the ltns. It's caused a lot of distressed in a small City that once used to be beautiful. I oppose to this congestion charge zone. We're too small to have to have these charges beino imposed.	Remove Ltns and let people enjoy free movement in roads. Roads are made to be used. Cars are being manufactured to be used on roads freely without being restricted
a resident of Oxfordshire living outside Oxford	less than weekly		I commute to the central permit area by car	No impact	No impact	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all		Very negative	It will stop me coming in to Oxford at all. I have to come in for a meeting every other week, and I cannot use the bus as it takes 1.5 hours as cocooed to 30 mins by car.	It's just not necessary. Stop charging the normal person in their car, but allowing massive air polluting lorries, coaches and buses through. With no real bus lanes. bus is too slow an option for me and costs much more than the petrol I use.	
a resident of Oxfordshire living outside Oxford	daily	Personal cars used as goods vehicles for business purposes	I commute to the central permit area by car	Negative	Very positive	Too high	Yes	Make Park & Ride parking cheaper, Make buses cheaper for vouno people, Make bus services more frequent		Negative	We are teachers coming into teach at college, costs if introduced and parking permits not allowed will costs us too much and time costs as well		
a representative of a group or organisation	daily	Community health or care workers who need to visit multiple locations or travel urgently	I commute to the central permit area by car	Very negative	Neutral	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Make bus services more frequent, Extend hours of operation for buses		Very negative	The Romanian Orthodox Church in Oxford is worshipping in St Thomas the Martyr, the only Romanian Community Centre in Oxfordshire. If you introduce charging and barriers, it will have a substantial negative impact on the community. For the last 15 years, the parish has had an essential role in community giving social and counselling support. Nevertheless, other communities need to attend their church and support each other, but with this proposal, it is gonna be a substantial negative impact on us all emotionally and psychologically	Give permits to churches or other ethnic or cultural societies to distribute penis to its members, that will help to mentain door opens and provide services to their members.	The Westgate Mall produces the main traffic: cars waiting to get into the parking spaces, blocking streets and causing blockage. All the rich people will not care about charging, and that creates discrimination. Make park-and-ride and buses free on Saturday and Sunday, which will encourage people to travel by bus.
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	No impact	Very negative	There should be no charges at all	No	Make buses cheaper for all, Add new bus routes, Make bus services more frequent, Add public cycle parking		Very negative			
a member of the public living outside Oxfordshire	weekly		I commute to the central permit area by car	Very negative	Very negative	Too high	No	Other	No charge. Or at least charge £1	Very negative	O travel to Oxford to go to the Orthodox Church. This will have a big impact on our community as we already have to pay for parking. Bus wont help as we are travelling with young kids from outside of Oxfordshire. This would have a terrible impact on out mental health not beino able to as to church. Please stop this!		
a resident of Oxfordshire living outside Oxford	less than weekly		I don't	Negative	Negative	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all		Very negative	The proposals are confusing and will totally discourage me from travelling from Banbury into Oxford for shopping, evening entertainment and dining. The proposals will discourage trade and visits as the train and bus service to Banbury does not run late enough for a night out		Reduce the ease of getting blue badges and the fraud associated with their issue. Improve the rail service to Banbury particularly by later running evening trains.
a resident of Oxfordshire living outside Oxford	daily		I commute to the central permit area by car	No impact	Very positive	There should be no charges at all	No	Make Park & Ride parking cheaper		Very negative	On a teachers salary - arriving at 7am to work and often working 12/13/14 hour days at work then going home to mark... why on earth would Oxford want to financially penalise?		Make the trains cheaper - bringing a child to school in Oxford and driving to work myself into the FE college (from an Oxfordshire village) - the train is not a viable financial alternative. I and my students coming from Banbury and Bicester prefer the trains but they are markedly more expensive

Survey Response													
I am responding to this survey as	How often do you travel in or around Oxford?	Please tick which of the following free permits and passes you think you may be eligible for	Do you live in, visit a resident by car or commute by car to the proposed central Oxford	Central Oxford residents' permitit is proposed that residents in the central Oxford	Central Oxford permit area commuters' permitit is proposed workers commuting	We are proposing a single charge of £5 to allow cars without a day pass or permit	Do you think that charges should vary, with drivers of larger cars paying more and	Income generated by introducing the proposed temporary congestion charge would be used to cover the set-up and operating costs of the scheme.	If other improvement, please state	Taking into account all the information we have provided about the proposal to	Please explain your answer	Do you have any other comments about the proposal for six temporary congestion charge locations in Oxford that you have not already shared in this survey?	Do you have any suggestions for other ways to reduce traffic and tackle congestion in and around Oxford?
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Positive	Negative	About right	No	Make buses cheaper for all, Make bus services more frequent, Add public cycle parking		Positive	I am hoping it will reduce traffic.	I am concerned this, like the fingers, will increase traffic through Old Marston at peak commuter times.	An aerial egg lift linking Thornhill P&R > Osler Road / JR hospital > Town Centre.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Negative	Too low	Yes	Make Park & Ride buses cheaper, Make buses cheaper for all, Make bus services more frequent		Positive	Could go further, eg restricting hours of access for "other" vehicles (delivery etc) to outside normal peak times		Reduce the amount of parking currently available with a aim to discourage driving into the centre
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Positive	Negative	Too low	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Add new bus routes, Make bus services more frequent, Extend hours of operation for buses, Add public cycle parking		Positive		I think 3 cars for commuting is excessive	restrict larger vehicles such as trucks and vans within certain hours - so not during peak schools hours (7:30-9, and 3:30 to 5). This would make cycling with kids safer and more appealing.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	About right	Not sure	Make buses cheaper for all, Add new bus routes, Add public cycle parking		Very positive	Would expect to see fewer cars crossing the city centre, so buses would be faster/more timely and walking/cycling would be safer and more pleasant	Seems like a good way to test out the traffic filter ideas before going into the trial proper	School term times seem to produce the heaviest traffic, finding better ways for children to get to schools (rather than being driven in and out individually) could make a big difference. A shift away from the near-universal 9-5 working hours could also help soread out "rush hours".
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	Yes			Very negative	I'm an NHS manager, working almost 24/7, working every day after job planned hours from hime, additional commuting time will have neoative imoact on my service		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	Too low	Yes	Add new bus routes, Make bus services more frequent, Add public cycle parking		Very positive	It is currently quicker to cycle in and around the city than to go by bus. The roads should be clearer for people who *need* to use their cars and permit the free flow of traffic. Buses will be quicker, and therefore more appealing to use, and cycling will be safer.	Owing to the timing of sessions, there needs to be provision for access to the ice rink, whether that is by improving bus services or adjusting the congestion charge for users. Otherwise, training would be affected to such an extent that competitive skaters will need to move to other rinks, such as Swindon, which are further away, which will affect the rink's ability to operate and remain competitive	Look to other medieval cities abroad that have put cycling first and see what measures we can adopt. A good example is Uppsala, in Sweden, which is also a medieval university town and is almost entirely car-free in the centre. Cars should be used for getting out of Oxford, and not necessary for getting into or around Oxford.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	There should be no charges at all	Yes	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Negative	I will have to leave my job at the school where I work part time because the most direct route includes one of the charging zones and going the long way would take too long and will use too much petrol. Going there by bus would take ages as there is not a good direct service available.	They are not a good idea because the rich can afford to pay and will continue congesting the road, but those on lower income will struggle.	Removing the LTNs in East Oxford would be a good start. Have more bus routes that cover the entire city and better connection services to the surrounding villages.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	Too high	No	Make buses cheaper for all		Negative	Push traffic onto already busy alternate routes already impacted by LTNs		Use the river to provide alternative transportation into Oxford
an Oxford resident	daily	Taxis and private hire vehicles	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Make BUSES FREE FOR LOCAL PEOPLE BETWEEN WORKING HOURS AND SEE WHAT IMPACT THAT HAS ON TRAFFIC AND SCHOOL RUNS	Very negative	Will hurt people that come to Oxford to work and who live locally .. turning Oxford into a Prison	All the surrounding roads will be impacted massively, there wasn't a congestion problem before that LTNS went in.. SUMMERTOWN IS THE WORST FOR PEOPLE THAT DON'T LIVE LOCALLY	Free bus passes, council has the ability now to run its own bus services due to changes in the law, also bus ticket prices are extortionate for such small journeys and cause issues financially, Park and Ride should be free and buses to and from them should be one pound no more, if you want people to use Oxford and use it services make it cheaper for them to access them.
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Fix the badly managed roads and roundabouts	Very negative	It's literally a money making scheme. Not everyone falls into the same category of 'they should walk, get a bus or cycle' I now live in Abingdon, but I grew up in Cowley, I work in Cowley, my partner works in Cowley, my daughter goes to nursery in Rose Hill, I still have a lot of friends and family in Cowley that I see regularly, usually after work. You have already made that difficult with LTNs, I have to sit in a lot more traffic now than I ever did before. People will not stop driving! We pay for our cars, our insurance, our tax, and you want to charge us more just for the privilege of driving in our own city! There is no bus route that will allow me to go to drop off my daughter at nursery, go to work, then to pick up my daughter, and then to visit my family! And if there was it would probably double my journey time! I cycle to work when I can, but not if I have to do the nursery run. I have never ever had a problem cycling round Oxford! The majority of families and households rely on these cars to go about their daily business! Stop trying to penalise them!	You never spoke about this pre election as you knew you would struggle to get voted in! You have ruined Cowley with your LTNs already! You as a council are not listening to residents. Just look at the petition with over 10,000 signatures against! Look at the comments! Put your congestion charge in areas where you were voted in! Leave Cowley alone! Majority of residents do not want your greedy schemes! You seem to be targeting the poorer areas! If you really want it, then open up some of the LTNs so that the traffic can flow freely!	Open up the LTNs! Simple!
an Oxford resident	weekly		I live in the central Oxford permit area, or visit a resident of the central permit area by car	Negative	Negative	There should be no charges at all	Not sure	Make buses cheaper for all, Add public cycle parking		Very negative	I am a resident of Oxford and I strongly oppose the introduction of congestion charges at the proposed six locations. While I understand the aim of reducing traffic and emissions, this approach feels like a disproportionate burden on ordinary families who are already struggling with the rising cost of living. As a parent, I often need to drive my child to educational activities, sports, and social events across different parts of the city. These trips are not luxuries – they are part of a normal, healthy life for our children. Penalising families for simply trying to provide opportunities and support for their children feels deeply unfair. Public transport in Oxford is not always reliable, frequent, or affordable – especially for parents trying to manage busy schedules and multiple commitments. Until we have better and more accessible alternatives, charging drivers will only create more inequality and frustration. Instead of punishing residents, the council should focus on improving infrastructure, supporting families, and offering incentives for greener choices – not blanket charges that ignore real-life needs.		
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Neutral	Very positive	There should be no charges at all	No	Make Park & Ride parking cheaper, Add new bus routes, Extend hours of operation for buses		Very negative	Without FIRST introducing new buses, cheaper oark and ride, extended bus times, how is it going to be feasible at all for people to frequent Oxford city centre? We have already seen that you can't be trusted to commit and provide these (Eynsham P&R being the prime example) so how can we trust that these congestion charges will result in improved bus services.	Without FIRST introducing new buses, cheaper oark and ride, extended bus times, how is it going to be feasible at all for people to frequent Oxford city centre? We have already seen that you can't be trusted to commit and provide these (Eynsham P&R being the prime example) so how can we trust that these congestion charges will result in improved bus services.	A parkÑride service for buses down Cowley road.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Don't implement a ridiculous scheme. Businesses in Oxford are on their knees and this is what you propose. It's madness.	Very negative	Businesses in Oxford are dying by 1,000 cuts all from the council. You have killed growth in the area. This will be another nail in the coffin.	Nope.	Yes, get rid of the LTNs. Increase the price of Petrol. That will get more people to buy electric cars and then you will have less pollution.
a representative of a group or organisation	weekly	Personal cars used as goods vehicles for business purposes	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	Not sure	Make buses cheaper for all, Add new bus routes, Add public cycle parking		Negative	The congestion charge will affect the community. Access to churches will be harder. Many people will no longer attend services. The church offers spiritual and mental support. For some, it is their only form of support. The charge will impact vulnerable people. Elderly and disabled individuals will struggle. Religious and cultural activities will decline. The community will become more isolated. A sense of belonging may be lost (Maslow theory) I propose exemptions for churches and cultural events. We must protect community values. The charge should not break people's connection to faith and culture.	I propose that places of worship and community centers be officially designated as "essential support zones" and be exempt from the congestion charge. These spaces provide vital mental health, spiritual, and social support, especially for the elderly, vulnerable, and isolated individuals. Recognizing them as essential public health infrastructure would ensure continued access without undermining the environmental goals of the policy. A limited exemption, such as during service hours, would show that Oxford values both sustainability and community well-being.	1. Free Park & Ride – Make it free or cheaper for residents, especially for church/cultural events. 2. Community Access Pass – Allow limited free city access for essential visits (churches, hospitals, schools). 3. Electric Shuttle Loops – Run free small electric buses connecting neighborhoods to key sites. 4. Green Delivery Hubs – Use shared drop-off zones outside the center with electric last-mile delivery. 5. Incentives App – Reward walking, cycling, or using public transport with credits or discounts. 6. Quiet Hours Access – Exempt faith/cultural trips from congestion charge during key hours (Sundays).
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice, Firefighters	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make Park & Ride parking cheaper, Make buses cheaper for all, Other	Improve road conditions, repair and renew.	Very negative	I feel this is going to limit free movement around Oxfordshire for those who have a need of a car, force traffic onto roads that are now further congested due to the LTNS elsewhere. It feels as if we are having barriers and segregations forced upon us.	I hope that should the general public show a dislike of this new idea that the council will take that into account and this would remain a temporary event. If there are equal amounts of people for and against that another option should be considered. If a greater amount of people support the idea then it should remain.	I believe that creating cheaper or free public transport options and introducing cycle paths separate from the pedestrian walkway and roads would be a great way to improve transport around Oxfordshire.
a resident of Oxfordshire living outside Oxford	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I commute to the central permit area by car	Neutral	Very positive	There should be no charges at all	Not sure	Other		Very negative	I'm going to church and this will impact negatively our community, my mental health, and in general social life, socialising.		Road constructions , they should work during the night when it's no traffic. Regarding WestGate shopping centre, you should come with a dedicated lane for those who want to go there for shopping or for parkins.
an Oxford resident	daily		I don't	Neutral	Very negative	Too low	Yes	Make Park & Ride buses cheaper, Make buses cheaper for all, Make buses cheaper for young people, Add new bus routes, Make bus services more frequent, Extend hours of operation for buses, Add public cycle parking		Positive	I always walk, cycle or sometimes take the bus in Oxford and I would feel much more comfortable doing so more often if traffic levels were lower. Something needs to be done to reduce traffic on Walton Street too	Drivers of larger cars should absolutely pay more especially drivers of bloated pick up trucks. They should also pay more for parking as they take up more space	We should be aiming for a traffic-free Oxford - and not just the centre. Trams and trolley-buses would be a good way forward. If Govt is still pushing for massive growth in our county and along the Ox-Cam Arc, it makes sense to invest properly in our City. Public transport should be free. The benefits would be enormous.
a resident of Oxfordshire living outside Oxford	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	No impact	Too low	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Add new bus routes, Extend hours of operation for buses		Very negative	The traffic on the cowley road and Banbury roads will be even worse. Either charge everyone for coming into oxford by any route or don't do it. People are still going to use their cars for school runs - they will just change their route to these already overcongested roads in.	Free for Evs as per london.	Implementing a proper traffic reduction scheme with full sectorisation akin to cities in Germany and the Netherlands where through traffic is heavily restricted and cars must use the ring road. Also investing in the Cowley rail link and extending it to Horspath and Wheatley which would reduce people needing to drive into the city from those villages. Moreover, Oxford should have trams as they carry more people and fit into pedestrianised spaces better.
a resident of Oxfordshire living outside Oxford	less than weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Very negative	Very negative	There should be no charges at all	No	Make Park & Ride parking cheaper, Make buses cheaper for all, Make bus services more frequent, Extend hours of operation for buses		Very negative	This proposal, like so many from Oxfordshire County Council, is yet another example of how out-of-touch and incompetent the leadership has become. Before even considering expanding congestion measures, the council should be held to account for the complete mismanagement of its existing responsibilities. Let's start with the staggering overspend on the 20mph signage rollout—a scheme implemented with little regard for evidence or public buy-in, and done at immense cost, while roads continue to crumble. Potholes, poor resurfacing, and neglected pavements are everywhere. Residents pay the price every day through damaged vehicles and increased travel times. Then there's Botley Road—a main artery into the city—still closed due to the council's total failure to hold Network Rail to account. The disruption has dragged on for over a year with no coherent mitigation, and no one has taken responsibility. And now you expect people to tolerate additional charges on top of all this? This proposal does not feel like a thoughtful approach to transport planning. It feels like another cash grab from a council that has shown no ability to manage basic infrastructure, listen to its residents, or take responsibility for the chaos it causes. The impact on me and the people I represent? More frustration, more financial burden, and even less faith in those meant to be serving the public. Fix the basics first.	Yes—stop calling them "temporary." Everyone knows these will quietly become permanent. You've lost public trust because you introduce policies under misleading terms, consult as a formality, then push ahead regardless of feedback. Your focus on punishing drivers ignores the broken state of public transport, the failure to coordinate infrastructure projects, and the lack of investment in real alternatives. Oxford is becoming a city that only works if you're wealthy, central, and childless. This is not about climate or fairness—this is about control and revenue, dressed up in greenwashed language. The people see through it. Try fixing the roads, holding your contractors accountable, and delivering on past promises before inventing new ways to fine residents.	Stop digging up half the city at the same time. Botley Road is the perfect example of what happens when you don't plan properly. Hold contractors and partners like Network Rail to deadlines. Restrict large vehicle access to certain hours to ease peak congestion, rather than blanket-charging everyone.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Neutral	Very negative	There should be no charges at all	No	Other	Fill potholes so you can cycle safer	Very negative	It will make journeys for carsionger and through previously quieter zones. Shifting the problem rather than solving	I can't see why we as residents have to pay for the messed job they are doing to the botley road. It is a double scandal and I strongly oppose!!!!!	All electric vehicles should be exempt to start with. They don't directly cause air pollution. Open the botley road! Stop building university and other premises that add to existing traffic!
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very positive	There should be no charges at all	No	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Very negative	Car drivers pay already a lot. It would be better to push the travel buses outside the city and extend the ring road with minimum 1 lane more in both direction. Make the oark and ride oarkino oka the oark and ride buses free for everyone.		
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice, 25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make Park & Ride buses cheaper, Make buses cheaper for all		Very negative	It is a wholly unnecessary proposal that has no evidence to support it. The existing congestion is caused by the City Council's adamant refusal to reconsider alternative approaches to transport policy because it is unwilling to be flexible about its anti-motorist agenda.	I never voted for a council that wants to make it harder to travel by car around Oxford, nor did I ever approve of its stated goal to reduce car usage for its residents. If city councillors want to avoid being voted out en masse at the next local election, they should listen to different voices and reconsider their obsession with cars. They should listen to groups like 'Reconnecting Oxford', 'Save East Oxford Businesses', 'One Headington', and the 'Indesendent Oxford Alliance'.	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I commute to the central permit area by car	Neutral	Neutral	About right	No	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Neutral	Unnecessary. Buses are actually a cause of congestion because they are stationary too long at stops. This needs urgent attention. Solutions could include a self service point further in the bus like in Barcelona so that the driver can drive off after everyone has boarded.	Review the structure of traffic light systems at these junctions - more intelligent control taking in the overall traffic picture. Ferry link road from Marston direction needs a green light that only allows traffic moving out of the junction without oncoming traffic from Moreton Road. This would create a much quicker and predictable movement of traffic. At other junctions listed traffic often can't pass through green lights because the subsequent traffic light hasn't allowed vehicles through yet.	See above
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice, 25 day passes for residents in the Oxfordshire permit area, on days of your choice, Personal cars used as goods vehicles for business purposes	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Neutral	Neutral	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Make bus services more frequent, Add public cycle parking, Other	I am sorry but there should no closing of any roads, no charges. It has already affected residents extremely badly (including myself) when the side roads off of Cowley Road has been introduced. The bus fair should be 3£ return max.	Very negative	I'm really sorry, but this should not be happening. Blocking off the Cowley Road side streets has already caused enough issues, now adding a £5 congestion charge on top is too much. It's creating more traffic, more stress, and it's punishing the wrong people. I understand this is meant to reduce traffic and help the environment, but local residents aren't the problem. It's the massive corporations producing the bulk of pollution, not everyday people just trying to get to work or care for their families. And let's be honest: if you want people to leave their cars, public transport needs to be affordable. Right now, a return bus fare is £6, that's £3 each way, which is completely unreasonable. Does not help the service is irregular. When I was 15 years old, about 15 years ago, I used to take the bus to school. It cost me £1.10 return on Stagecoach, or £1.20 on the Oxford Bus Company. An adult return was £1.60. Now it's £6, that's a 3.3x increase in price, but salaries have not tripled to match that. It's genuinely cheaper now to drive than to take the bus. How is that helping traffic or the environment? If the council truly wants fewer cars on the road, then bus fares must be capped at a fair rate, no more than £3 return for adults, and £1.50 for school children. Otherwise, these schemes won't reduce cars, they'll just make life harder for those who are already struggling. Apologies for the long message, but I wanted to share this clearly. People are doing their best. We need practical, affordable solutions, not more restrictions that only hurt locals.	I'm sorry, but there should be no blocking of the roads in Oxford. This feels like daylight robbery. Drivers are not the problem here. Blocking access doesn't just hurt the environment, it makes traffic worse. Taking away routes doesn't magically reduce cars, it just pushes them onto fewer roads, clogs up neighbourhoods, and creates longer journeys for everyone. Making life harder for local people isn't the solution. This isn't about protecting the environment, it feels like a way for politicians to collect more money, while residents across Oxfordshire are left stressed, delayed, and out of pocket. This is not okay. This is not fair. Also, will Osney Bridge be reopened? How can you justify completely blocking off access? Forcing drivers onto longer routes only adds to congestion and pollution. If anything, these changes will make traffic and air quality worse, not better. I really, really hope you stop and reject these plans. Please, I'm genuinely begging you, take a step back and think clearly about what will actually help Oxford. Because this is not the way.	blocking roads doesn't help with congestion, it makes it worse. People are forced to take longer routes, which means more traffic, more pollution, and worse outcomes for the environment. These policies hurt local people. They don't solve the actual problem, they just make life harder for residents. Public Transport Needs to Be Better and Affordable Buses must be cheaper. No more than £3 return for adults, and affordable passes for regular users. Right now, most people simply can't afford to rely on the bus, including myself. I can't even go to the cinema anymore because of how tight things are financially. If bus fares were low, consistent and reliable, more people would choose public transport over time and use their cars less. I also do not believe that blocking roads and making people pay to drive is ethical. Most people in Oxfordshire cannot afford this. It's unfair, and frankly, immoral. I know other cities are doing similar things, but that doesn't make it right. This just feels like money grabbing, not environmental and traffic reduction planning. What Would Actually Help Oxford? Expand the Park & Ride: Make parking free, and cap bus fares at £1 per day for park & ride users. Cheaper weekly/monthly bus passes for local people. More frequent buses: I often waited 15 minutes or longer for a bus and when I needed one for work, I'd still be waiting at 8am even after leaving home at 7:30am. The app said it was due, but it never came. This isn't good enough. Air conditioning on buses: I recently felt unwell and dizzy from the heat on a packed bus. This really needs to be addressed for people's health, this is above closing roads. Cycling Should Be Safer and Smarter and educated on road use. Better cycle lanes, and mandatory cycle safety education in schools.
a resident of Oxfordshire living outside Oxford	less than weekly	Frequent hospital patients	I commute to the central permit area by car	Very negative	Negative	There should be no charges at all	No	Make buses cheaper for all		Very negative	It will make coming into oxford even more challenging than usual and really make me avoid entirely except to visit the hospitals and elderly relatives.	They won't help congestion as people only go to oxford from outside if they have to as it is. You would be penalising people who have no other option but to drive. Public transport is not an option for people who have to be at work or live in rural areas with poor bus services.	Oxford schools should encourage more walking or buses rather than being dropped off in cars. More rural bus services at times that get people to work on time.
a member of the public living outside Oxfordshire	weekly		I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make Park & Ride parking cheaper, Other	Get the Botley Road open	Very negative	I work at the City of Oxford college (FE provider). I travel from Swindon (not every day) but this will put additional cost onto me if I am not permitted a permit. Th train from Swindon is not direct, and with the Botley Road closed, I leave at 6.30 each morning I am in Oxford to avoid the traffic. The cost of commuting is already expensive and this move will force me to consider my position and may result in my leaving the organisation.	I can see that you have automatically included NHS staff in the free charges - why not education as well? Education were recognised as key workers during covid, we receive the same benefits as the NHS (e.g. blue light card) so surely they could be recognised here as well? This will make it harder for us to recruit staff and as a large organisation, we have several employees who travel across sites and like me, train is not practical so driving is the only solution. This should be free to education as well in Oxford	
a member of the public living outside Oxfordshire	weekly		I don't	Very negative	Negative	Too high	Yes	Make Park & Ride parking cheaper, Make buses cheaper for all, Make bus services more frequent		Negative	Charge won't stop traffic. Just penalize those who are on stretched income in the first place. You need to charge companies like tov and deliverv comparies. They cause far more congestion		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice, Frequent hospital patients	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Neutral	There should be no charges at all	No	Make Park & Ride parking cheaper, Make buses cheaper for all, Make bus services more frequent		Very negative	I live off Holloway, you say you want to encourage people to use the ring road. To do that I would need to go through the ANPR camera. I will therefore now have to go down Holloway to avoid that, as would all the people that live off Holloway. This is going to generate more traffic on the bottom end Holloway and make it even busier for the buses. Parking on Holloway already causes massive issues at busy times. That needs to be addressed. There are limits on parking but these are not controlled and no adhered to.	Control the amount of traffic that pours into Oxford on a daily basis. And stop punishing the people that actually live here. It's the Oxford residents that suffer but we are not the ones blocking up the roads.	Firstly cycling is out of control in Oxford, you you want to make it safer but they are a danger to themselves and walkers. They jump lights, ride on pavements at speed dodge in and out of traffic. We like walking but river footpaths for example is dangerous for walkers due to cycling, also why are walking routes not clearly, some are impassable in places. School traffic needs to be controlled, dangerous parking and blocking roads is unacceptable. Additional park and ride sites for people travelling into Oxford on a daily basis
a resident of Oxfordshire living outside Oxford	less than weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	No impact	No impact	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Extend hours of operation for buses		Very negative	The proposed charges cover routes to main hospital sites, which effects myself and various family members. It will also impact parking in central Oxford for leisure & shopping visits.	The existing congestion is sufficient discouragement to make non-essential car journeys using the effected routes; to be charged for making these journeys adds insult to injury. The proposed hours will impact visits for leisure / recreation in late afternoon / early evening, which are likely to extend past P&R operation hours.	Remove Low Traffic Neighbourhood schemes to stop forcing more vehicles onto the remaining open roads
a resident of Oxfordshire living outside Oxford	daily		I don't	Negative	Positive	There should be no charges at all	No			Negative	This could have a negative impact on staff recruitment and retention in our city schools making it more difficult for staff to get to work.	Staff already have to live outside of Oxford and travel in as for most school staff it is too expensive to live in Oxford.	Congestion on many route has increased due to the LTN system introduced which has also had a negative impact on many businesses.

Survey Response													
I am responding to this survey as	**How often do you travel in or around Oxford?**	**Please tick which of the following free permits and passes you think you may be eligible for**	**Do you live in, visit a resident by car or commute by car to the proposed central Oxford**	**Central Oxford residents' permitit is proposed that residents in the central Oxford**	**Central Oxford permit area commuters' permitit is proposed workers commuting**	**We are proposing a single charge of £5 to allow cars without a day pass or permit**	**Do you think that charges should vary, with drivers of larger cars paying more and**	**Income generated by introducing the proposed temporary congestion charge would be used to cover the set-up and operating costs of the scheme.**	**If other improvement, please state**	**Taking into account all the information we have provided about the proposal to**	**Please explain your answer**	**Do you have any other comments about the proposal for six temporary congestion charge locations in Oxford that you have not already shared in this survey?**	**Do you have any suggestions for other ways to reduce traffic and tackle congestion in and around Oxford?**
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Positive	Negative	About right	No	Make buses cheaper for all, Make bus services more frequent, Add public cycle parking		Positive	I am hoping it will reduce traffic.	I am concerned this, like the fingers, will increase traffic through Old Marston at peak commuter times.	An aerial egg lift linking Thornhill P&R > Osler Road / JR hospital > Town Centre.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Negative	Too low	Yes	Make Park & Ride buses cheaper, Make buses cheaper for all, Make bus services more frequent		Positive	Could go further, eg restricting hours of access for "other" vehicles (delivery etc) to outside normal peak times		Reduce the amount of parking currently available with a aim to discourage driving into the centre
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Positive	Negative	Too low	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Add new bus routes, Make bus services more frequent, Extend hours of operation for buses, Add public cycle parking		Positive		I think 3 cars for commuting is excessive	restrict larger vehicles such as trucks and vans within certain hours - so not during peak schools hours (7:30-9, and 3:30 to 5). This would make cycling with kids safer and more appealing.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	About right	Not sure	Make buses cheaper for all, Add new bus routes, Add public cycle parking		Very positive	Would expect to see fewer cars crossing the city centre, so buses would be faster/more timely and walking/cycling would be safer and more pleasant	Seems like a good way to test out the traffic filter ideas before going into the trial proper	School term times seem to produce the heaviest traffic, finding better ways for children to get to schools (rather than being driven in and out individually) could make a big difference. A shift away from the near-universal 9-5 working hours could also help spread out "rush hours".
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	Yes			Very negative	I'm an NHS manager, working almost 24/7, working every day after job planned hours from hime, additional commuting time will have neoative imoact on my service		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	Too low	Yes	Add new bus routes, Make bus services more frequent, Add public cycle parking		Very positive	It is currently quicker to cycle in and around the city than to go by bus. The roads should be clearer for people who *need* to use their cars and permit the free flow of traffic. Buses will be quicker, and therefore more appealing to use, and cycling will be safer.	Owing to the timing of sessions, there needs to be provision for access to the ice rink, whether that is by improving bus services or adjusting the congestion charge for users. Otherwise, training would be affected to such an extent that competitive skaters will need to move to other rinks, such as Swindon, which are further away, which will affect the rink's ability to operate and remain competitive.	Look to other medieval cities abroad that have put cycling first and see what measures we can adopt. A good example is Uppsala, in Sweden, which is also a medieval university town and is almost entirely car-free in the centre. Cars should be used for getting out of Oxford, and not necessary for getting into or around Oxford.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	There should be no charges at all	Yes	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Negative	I will have to leave my job at the school where I work part time because the most direct route includes one of the charging zones and going the long way would take too long and will use too much petrol. Going there by bus would take ages as there is not a good direct service available.	They are not a good idea because the rich can afford to pay and will continue congesting the road, but those on lower income will struggle.	Removing the LTNs in East Oxford would be a good start. Have more bus routes that cover the entire city and better connection services to the surrounding villages.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	Too high	No	Make buses cheaper for all		Negative	Push traffic onto already busy alternate routes already impacted by LTNs		Use the river to provide alternative transportation into Oxford
an Oxford resident	daily	Taxis and private hire vehicles	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Make BUSES FREE FOR LOCAL PEOPLE BETWEEN WORKING HOURS AND SEE WHAT IMPACT THAT HAS ON TRAFFIC AND SCHOOL RUNS	Very negative	Will hurt people that come to Oxford to work and who live locally .. turning Oxford into a Prison	All the surrounding roads will be impacted massively, there wasn't a congestion problem before that LTNS went in.. SUMMERTOWN IS THE WORST FOR PEOPLE THAT DON'T LIVE LOCALLY	Free bus passes, council has the ability now to run its own bus services due to changes in the law, also bus ticket prices are extortionate for such small journeys and cause issues financially, Park and Ride should be free and buses to and from them should be one pound no more, if you want people to use Oxford and use it services make it cheaper for them to access them.
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Fix the badly managed roads and roundabouts	Very negative	It's literally a money making scheme. Not everyone falls into the same category of 'they should walk, get a bus or cycle' I now live in Abingdon, but I grew up in Cowley, I work in Cowley, my partner works in Cowley, my daughter goes to nursery in Rose Hill, I still have a lot of friends and family in Cowley that I see regularly, usually after work. You have already made that difficult with LTNs, I have to sit in a lot more traffic now than I ever did before. People will not stop driving! We pay for our cars, our insurance, our tax, and you want to charge us more just for the privilege of driving in our own city! There is no bus route that will allow me to go to drop off my daughter at nursery, go to work, then to pick up my daughter, and then to visit my family! And if there was it would probably double my journey time! I cycle to work when I can, but not if I have to do the nursery run. I have never ever had a problem cycling round Oxford! The majority of families and households rely on these cars to go about their daily business! Stop trying to penalise them!	You never spoke about this pre election as you knew you would struggle to get voted in! You have ruined Cowley with your LTNs already! You as a council are not listening to residents. Just look at the petition with over 10,000 signatures against! Look at the comments! Put your congestion charge in areas where you were voted in! Leave Cowley alone! Majority of residents do not want your greedy schemes! You seem to be targeting the poorer areas! If you really want it, then open up some of the LTNs so that the traffic can flow freely!	Open up the LTNs! Simple!
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Very negative	About right	Yes	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Add new bus routes		Neutral	I do not use my car too often	Commuters working in the central Oxford area should be allowed for free permit only for one vehicle, not three; and only limited number of days e.g. 100 per year as residents to encourage using public transport to get to the city centre (with exceptions of people with disabilities who may need a car to travel). It is not justifiable that people who live in the Oxford area and work on the other side of Oxford would have only 100 days of free permit, and those working in the city centre where it is easier to reach by using one bus have whole year free. The money should be invested in more even roads with less potholes, especially for cyclist. I cycle regularly and it is nightmare due to the road quality and uneven surface even after filling in the potholers.	Improve cycle lines, so more people might be encouraged to use them (even surface, less potholes); Cheaper buses for single fares. And children below 16 should be able to use buses for free, ot encourage families to get to city centre by bus rather then by car. Otherwise, it is more reasonable to use comfortable car and pay for the parking, than for a bus ticket.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	About right	Yes	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Very positive	I live in Botley and even before the Botley Road was closed I drove into Central Oxford less than once a year. As a family we either cycle or take the bus. Reducing the number of cars in the city centre would only have positive benefits for my family as it would make cycling safer and the buses more regular and reliable. I would support congestion charging on Botley Road when it reopens as well. There are very few people that actually need to drive into the city centre and those people (people with disabilities, community nurses, hearsees etc) all seem to be taken into account and unaffected by the charges. Given everything we know about how the damage that cars do to the local and global environment I think it is profoundly selfish to keep driving into the city.	I would reduce the number of annual passes for Oxford City residents. If you're driving into the city centre twice a week then you should pay for it. That's a ridiculous amount to be driving somewhere which is perfectly accessible by public transport.	The bus services need to be more regular and more reliable. I'd also love to see a bus going round the Ring Road, if I want to go from Summertown to the bottom of Abingdon Road I have to take two buses which crawl along and I lose time walking between stops in the city centre, a bus connecting Kidlington, Kennington, Barton, and Botley would be great
a resident of Oxfordshire living outside Oxford	daily		I commute to the central permit area by car	Very negative	Neutral	There should be no charges at all	No	Other	Improve and lower cost of train travel	Very negative	Congestion will not change until the Botley Road is reopened, perhaps focusing on reducing road works in the surrounding areas would be a better use of time.	It will not reduce congestion, people will not all of a sudden not travel to Oxford for work or school etc.	Yes, finish the Botley road works.
a resident of Oxfordshire living outside Oxford	daily		I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No			Very negative	I experience travel anxiety, particularly when using public transport, which is why I rely on my car to get to work. I live on a modest income and already struggle to cover the costs associated with running my vehicle—additional charges would make this even more difficult. I work in further education as a college teacher, yet none of these changes appear to support people like myself in the working class. The closure of Botley Road was not something we asked for, and similarly, these new charges offer no benefit to me either.	That would be an increase of £100 per month on an already stretched income- without sounding disrespectful the proposed permits are already for minorities that already have their monthly income balanced by benefits or exemptions.	I know you personally can't reopen Botley Road, but I want to express how frustrating and financially draining this situation has become. I should have the freedom to travel without being hit with extra costs—it feels like yet another unnecessary money-making scheme. Many of us just want things to go back to how they were, without being penalised for simply trying to get to work or live our lives.
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	No impact	No impact	There should be no charges at all	Not sure	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all		Negative	I am a member of Oxford Golf Club and work at Pure Offices in Cowley. I live in Steventon, Oxfordshire. The proposed congestion charges will impact the level of traffic being forced away from the city and make these commutes even longer for me. The proposed tollways rate will always force me onto the ring road and just add to the traffic.	Essentially, you just need to get the work done on the Botley road as soon as possible to try and lighten the traffic everywhere else. Commuting to my place of work for the past number of years is getting ridiculous.	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice, Commuters with health or care workers who need to visit multiple locations or travel urgently, Personal cars used as goods vehicles for business purposes	I don't	Very negative	Very negative	About right	Not sure	Other	Cycle lanes separated from traffic	Very negative	The modelling clearly shows congestion and pollution increasing on the Woodstock road. This is the route by which thousands of children cycle to school, it is madness to make this worse. Plenty of kids have had accidents already this year. A lot if this traffic is from the schools as well, clearly they should be told to provide transport and prevent parents dropping off kids at school. It's just a matter of time before a death. I live in the area where we already have appalling air quality, and the modelling suggests it will get worse - sandwiched between the ring road and the Woodstock road. We are in a valley, so in Winter it is going to be awful with the temperature inversion, which seems not to have been taken into account at all.	If you're going to put them in why not put one on the Woodstock road? Better to put one in and reduce pollution and congestion and improve the bus times etc on this important route.	1. Decent separated cycling infrastructure 2. Get rid of traffic lights on roundabouts, or make them part time. I know this works because coming home into Oxford during a power cut everyone cruised through and there were none of the usual queues and delays at the Wolvercote roundabout. You know that roundabout increased pollution because of the lights (as per the report), so it would also reduce that. 4. Where there are lights pedestrians should be prioritised, not just have buttons that don't actually stop the traffic! 3. Stop school drop off by car - this is a major problem, and you could ban it and provide free P+R busses for kids from the P+R carparks to schools. 4. Put up sound and pollution reducing barriers and trees around the ringroad. The users should have to cope with their own pollution, not the neighbours. 5. Many cities of this size in other countries have light rail or trams, why can't we? 6. Open the branch line railway and open some others as well
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Negative	Too low	Yes	Make Park & Ride parking cheaper, Make buses cheaper for young people, Add public cycle parking		Positive	There are too many cars in Oxford, something needs to be done. As university employees we do not get car parking and are required to cycle or take the bus. Cars are a menace and pollute the city.	I am in support of them. Please keep it up.	More congestion charging. Charging more by size/weight of the car. But also apply it to taxis and vans. More safe traffic free cycle routes that are well maintained, most of the ones in Oxford have over growing vegetation that the council ignores complaints about
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Very negative	Very negative	There should be no charges at all	Not sure	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Very negative	Currently my daily commute takes approximately 35 minutes on a good day. The bus routes from Witney are OK but are not dependable - often times they do not run to the timetable. If I knew that I could easily catch a bus - i.e. buses ran every 10 mins and that my journey time would not be much longer than my car journey, I would not oppose this scheme. The bus fares should be permanently at a competitive price to lure me away from using a car. It does not benefit me to use a bus when it is more inconvenient, takes more time and more expensive to use a bus. Not only does the bus journey take longer due to its circuitous route, but I also have to walk from the my destination bus stop to my place of work - admittedly only 15 mins but this will adds to my overall journey time	No	Increase bus routes that include express services. Reduce park and ride charges and bus fares now - make it cheaper and more convenient to travel by public transport so that the public will choose to use it rather than beating them with a stick!!
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Negative	Negative	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all	This will increase the distance I drive, therefore increasing pollution, add time to my journeys and increase the cost to myself. In a time of 'cost of Murphy's crisis this measure is punitive, inherited and unfair. OC C has seriously mismanaged it's traffic policies and is out in line with the residence of Oxford. I believe we need to tackle the climate issues but everything OCC has done to date has been unethical and punitive. OC C has lost the trust and mandate from it's citizens.	Negative	1. Remove all of the East Oxford LTNs - they are the primary cause of congestion in East Oxford and push traffic into/onto St Clements ,Headington Rd and Cowley Rd 2. Remove the 20mph speed limits from all 'through roads', so as to increase the traffic flow 3. Ensure bus stops are constructed so as to be 'inset' into the pavement to allow the free flow of traffic past the bus while it is stopped. This is a particular issue on Cowley road and on this road in particular there is "plenty" of space for the pavement area to be reduced to allow bus stops to be moved to the left and not obstruct the flow of traffic. 4. Impose punitive fines on all contractors involved in the Botley Rd Bridge fiasco which can then be used to fund road improvements - e.g. fixing potholes, re-surfacing - and give them the necessary 'kick' to finish the work. Also sack and/or explore legal action against the specific individuals who have been in charge of 'managing' these works. Facilitate a group action legal claim against the contractors/managers of these works for all businesses who have suffered loss of trade.	1. Remove all of the East Oxford LTNs - they are the primary cause of congestion in East Oxford and push traffic into/onto St Clements ,Headington Rd and Cowley Rd 2. Remove the 20mph speed limits from all 'through roads', so as to increase the traffic flow 3. Ensure bus stops are constructed so as to be 'inset' into the pavement to allow the free flow of traffic past the bus while it is stopped. This is a particular issue on Cowley road and on this road in particular there is "plenty" of space for the pavement area to be reduced to allow bus stops to be moved to the left and not obstruct the flow of traffic. 4. Impose punitive fines on all contractors involved in the Botley Rd Bridge fiasco which can then be used to fund road improvements - e.g. fixing potholes, re-surfacing - and give them the necessary 'kick' to finish the work. Also sack and/or explore legal action against the specific individuals who have been in charge of 'managing' these works. Facilitate a group action legal claim against the contractors/managers of these works for all businesses who have suffered loss of trade.
a resident of Oxfordshire living outside Oxford	weekly			Very negative	Very negative	There should be no charges at all	No	Make Park & Ride parking cheaper		Very negative	We live just on the outskirts of Oxford and like to use the facilities Oxford has to offer. if charging is introduced we will seriously consider using facilities outside Oxford		Remove LTN's and make delivery vehicle restrictions
an Oxford resident	daily	Registered car clubs	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Positive	Positive	Too low	Yes	Make bus services more frequent, Add public cycle parking, Other	more protected cycle lanes	Very positive	We mostly cycle to work and school and very often fell unsafe due to the high level of Traffic in Oxford, in particular when cycling with children. Air pollution is also a serious concern for our health and our children's health.	Make the congestion charge permanent and extend the area to the entire area within the ring road. Cheaper for electric vehicule, significantly more expensive for large cars such as SUVs	Better busses, more car clubs, buses and cycle lanes to the detriment of general use roads. Less on road parking, lower speed limit throughout the city.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make buses cheaper for all		Very negative	As a resident who pays already to live here through tax I should not have to pay more to uses the roads.	Stop penalising drivers.	Open LTNs that are not supported. Trial opening them and see what happens!
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice, Unpaid carers	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Positive	Very positive	Too low	No	Make buses cheaper for all, Other	1. Policing of 20 mph zones - in particular buses and taxis. 2. Quality cycle routes across the city.	Positive	Less congestion. Less smog	I'm hoping the purchase process is simple. the current online permit system is problematic, sorry to say.	educate drivers.
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Very positive	Very positive	Too low	Yes	Make buses cheaper for all, Make bus services more frequent, Add public cycle parking		Very positive	Commuting by bus will be faster and commuting by cycle will be more pleasant and pollution will be reduced	A 20 mph speed limit throughout the city. Restrict HGVs and/or reduce their speed.	Invest more in cycling infrastructure. Place more restrictions of school-run traffic. Designate some roads only for buses, emergency vehicles. blue badge holders. taxis. and cycles
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car		Very positive	There should be no charges at all	No	Add new bus routes		Very negative	Think it is an unnecessary intervention, too expensive for me to travel in and out of Oxford as I am a student that travels in reoularly for university and placement at the John Radcliffe Hospital		
an Oxford resident	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make buses cheaper for all, Add new bus routes		Very negative			Remove the LTNs, they've been a disaster. Traffic has increased, resulting in increased congestion and Co2 emissions. Another factor is the morale it has on everyone sat in traffic every day. It's driving people mad
other	daily	Personal cars used as goods vehicles for business purposes	I commute to the central permit area by car	No impact	Very positive	Too high	Yes	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all		Very negative	Access to and from place of work will be impacted the additional cost to come to work would be astronomical not only financially but also timewise		Don't penalise the businesses and colleges
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	Not sure	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Very negative	Will increase congestion significantly where I live		More frequent buses, more bus routes, free park and ride charges-more buses from park and ride. My NHS colleagues all live outside Oxford and commute in by car as bus alternative adds time to their journey
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Negative	Very negative	About right	No	Make buses cheaper for all, Make buses cheaper for young people, Make bus services more frequent		Negative	The scheme will impact parents of children at school and taking part in activities far more than any other group. It's utterly discriminatory in its application. Single men driving vans will continue to do so without charge. Workers may get permits but families trying to move their children safely will be impacted.	You need to consider how to ensure families are not discriminated against. If you broadened the charge to vans and cars used for business purposes as well you would reduce traffic more successfully. Oxford is becoming less and less family friendly and only considering small number of people who live and study in the city.	Consider who you think needs to be prioritised. Builders renovating private houses should not be exempt. Allow Oxford residents to have those charges passed on to them when jobs are costed so that it's fair to all users of Oxford. Young children at school need their parents to get in for key activities and events occasionally and regularly. You should be protecting future generations.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	About right	No	Make bus services more frequent, Extend hours of operation for buses, Add public cycle parking		Very positive	I don't own a car, I cycle everywhere, and have a cargo bike so I don't need a car. I fully resent how clogged up the city centre of Oxford is always, and the amounts of air pollution I have to cycle through with my children every day. It's disgusting, and incredibly unhealthy. And for what? So people can drive 3 miles and park their car at the Westgate, instead of getting a bus or taking the bike. Nevermind that it is dangerous to cycle in Oxford; cars hate cyclists and never watch out for them, and constantly cut us off or drive in the cycle lane. Fewer cars would make Oxford city centre so much healthier and safer for us, and everyone else.	Yes, please do not get overwhelmed by the negative responses by the people in the area. The car drivers are very vocal and entitled, and research from London has shown that even in areas where lots of people were against, LTNs were greatly welcomed once they had been there a while. This is slightly different, but not entirely - people have car-dependent brains and need to see how much better it would be. Another example would be Paris. So many roads there are now for cyclists rather than cars, and the city is absolutely thriving and becoming green; it's a wonderful sight to behold and so good for tourism. Cars take up a ridiculous amount of space, pollute the air, and block the roads. There is no space for cars in a 12th century city like Oxford. We come to Oxford frequently every week to work and also to attend our Church. if this congestion charge applies it will make us to come to church almost impossible, and it will affect our community and the mental health benefits that we receive from the community and from the church I live in and work in the Central Oxford area. I have to visit my elderly father frequently on my way home from work and I would have to drive through one filter to do so. If I had to go around the filter it would make my journey almost double in length so my fathers care would be at risk. He is not registered disabled but he is 82 years old and needs the help of his family.	Build more and better cycle lanes! In the lockdown period, everyone was on their bike as there were so few cars, so people felt safe enough, and it was wonderful! Mums with kids on cargo bikes and older people were there too. Once the cars came back, so many cyclists disappear, because Oxford is not safe for cyclists, as evidenced by the many accidents we see. We need proper cycle lanes, separated/segregated, and with enough space for cars and buses to go somewhere else, or not be there at all. If Oxford wants to be a true cycling city, it has some work to do. Promote the ring road more; no sneaking through the centre with your car. Reduce the prices of the Park+Ride parking and buses, or better still make the buses free. Have the council pay for the Park+Ride buses, which should go frequently, and people only pay for the parking (as they would anywhere). Better still: Remove the buses from Oxford City centre too, and start an electronic tram line. It would fit in the historic character of the city, be quiet and non-polluting, and would not completely destroy the roads like the double-decker buses do (which are moreover super dangerous, driving through the pedestrianised centre). The bus companies could be given the job to build this tramline so they won't manage it (due to loss of profit). Yes, try to build wider streets, more free parking around Oxford, this will encourage people to park in the free parking instead of going in the center to pay to park. Finish the railway bridge construction. that is the maior conestion blocker in Oxford.
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make bus services more frequent		Very negative		Do NOT apply congestion charges in Oxford.	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very positive	Very positive	There should be no charges at all	No	Make buses cheaper for all		Very positive			I cycle in the Summer months but cannot do it in Winter, it's just too cold. So to assume people can just jump on a bike is ridiculous. Take out the LTNs, the congestion was not as bad before their implementation.
an Oxford resident	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very positive	Very positive	Too low	Yes	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Very positive	This should help provide cleaner air and a less dangerous (accident-wise) travel options.	I would welcome it's introduction, following in the footsteps of London and other major cities in the UK and beyond.	Make cycle lanes safer. Make all pedestrian routes safe.
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice, Blue badge holders	I don't	Neutral	Negative	About right	No	Make buses cheaper for all, Add new bus routes, Make bus services more frequent, Extend hours of operation for buses		Positive	I hope it will reduce the number of cars, allowing busses to operate more quickly and reliably, currently it is often quicker to walk in the evening rush hour than to take the bus.	I am not sure of the technical aspects of the scheme, but passess for the disabled should be applied automatically to designated cars, rather than needing the user to log in manually each day they enter the zone. This is likely to result in people forgetting to apply a permit which they already have penalties in fines.	While it wont reduce traffic overall, reopening some of the LTNs in Cowley would ease the congestion on st clements by allowing cars to filter through residential areas, rather than clogging up the main roads that have to be used by the busses.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I commute to the central permit area by car	No impact	No impact	There should be no charges at all	No	Make Park & Ride parking cheaper		Very negative	I live in Cowley and use areas of Oxford that I need to access via car. I don't think I should be penalised or restricted to 100 passes as I am a resident of Oxford. The scheme should focus on commuters and not residents.		
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Very positive	Very negative	About right	No	Make buses cheaper for all, Add new bus routes, Extend hours of operation for buses		Very positive	Make people think about whether their journey should be by car. It is obvious that Oxford has reached an impossible situation regarding traffic congestion. private cars are the most inefficient. Cars take up too much room on roads, on land for parking considering the number transported in a single vehicle and cause disproportionate wear and damage to roads.	It is a bold idea to tackle the problem of congestion. It will be an experiment. I look forward to the detailed results.	
a representative of a group or organisation	weekly	Community health or care workers who need to visit multiple locations or travel urgently, Registered car clubs	I commute to the central permit area by car	Neutral	Neutral	About right	Yes	Make buses cheaper for all		Negative	I regularly transport patients to Oxford hospitals, many of whom have limited mobility. This service is provided by the South Northants Volunteer Service and I am classed as an ambulance car, this includes parking permits at the hospitals. A permit for this class of car would obviate any negative impacts.	The patients I transport to Oxford hospitals only pay a mileage charge. Addition of a congestion charge would negatively affect them.	Provide fully funded park & ride services.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	There should be no charges at all	No	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Negative	It will increase the running costs for car drivers. Busses are too expensive & you normally have to use more than one to get where you want to go.	It might (& that's a small might) increase bus speeds inside the "Barriers" but not outside of them. What's the point of having "Barriers" on roads that don't have bus routes???	Not my job, as i'm no expert, ask the people paid to do the job properly. But not these know it all Councillors who far from being experts of what they're in charge of.
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	No impact	No impact	There should be no charges at all	Not sure	Add new bus routes		Very negative	I would not use the shopping centre or the train station. Buses from Abingdon do not currently go to Oxford Train station and so to get there with children is difficult.	I would be less likely to shop in Oxford or hold meetings / events in Oxford. For visitors for meetings or events it would be more work to arrange access for them and so better to hold events elsewhere especially where people are bringing materials for conferences. Also no acknowledgement has been made for those who have bought electric vehicles at a higher cost to help the environment and will be charged the same as those who are having a more negative effect on the environment.	Have buses running from Oxford Road, Abingdon to the Train Station. Consider ways for people to store purchases if they can't return to their cars to store what they buy. Reward movement and sustainable travel. Consider time issues - e.g. the bus from Abingdon to JR takes almost an hour and having done this with injured children (broken arm follow up) it isn't the easiest thing to do and resulted in child feeling worse when arrived. If it's an extra 5 mins and a small amount of inconvenience then people are more willing than if it's double the time and sisnificant discomfort.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice, 25 day passes for residents in the Oxfordshire permit area, on days of your choice, Taxis and private hire vehicles	I commute to the central permit area by car	Neutral	Negative	There should be no charges at all	No	Other	There should be no charge, but if it goes ahead the money should be used to fix pot holes. As a driver we have to pay so much to drive but the roads in Oxford are shocking!	Very negative	With the bus gates already in place it takes a very long time to get around oxford. If these new congestions area go ahead there will be so much more traffic and it will take longer to do basic journeys. Also Oxford residents that don't forget apply for a permit will be charged for driving around oxford.	I do think it's a bit unfair to the older generation who might not be aware this is happening. Also as an oxford resident a permit for only 100 days is not long enough. It should be at least 1 year.	Take down the bus gates. Also around some traffic lights/junctions there are some metal poles so only 1 lane of cars can pass, if these were removed cars can pass more freely meaning less traffic.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Positive	There should be no charges at all	No	Make buses cheaper for all, Add new bus routes, Extend hours of operation for buses		Very negative	The proposed charges will worsen Oxford's traffic, not improve it. I live inside the ring road and commute out of Oxford for work. Morning and evening travel is already a nightmare, and this scheme will push even more cars onto the already gridlocked ring road. The knock-on effect will spread well beyond Oxford — jamming the A34, A44, A40, and surrounding routes through Abingdon, Bicester, and other towns. This isn't just an Oxford issue — it's a regional one. Yet instead of investing in better transport infrastructure, both roads and public transport, the council is effectively isolating Oxford from its own workforce, commuters, and visitors. Public transport is not a viable alternative. Buses are unreliable, overpriced (charging full fare for just a few stops), and often take 30 minutes to over an hour for short trips due to congestion. Park and Ride is not a practical solution when it adds time and cost. I rarely go into the city centre now because it's become so difficult. This also hurts local businesses. Fewer visitors and limited movement between parts of Oxford means reduced footfall and declining trade — especially for small and independent businesses. As these businesses fail or relocate, the council loses tax revenue that could have been used to improve the very infrastructure Oxford desperately needs. Even within Oxford, travelling between areas like Cowley and the JR Hospital by bus can take an hour — without traffic. That's unacceptable and embarrassing for a city of this size. These charges will hurt residents, commuters, businesses, and the local economy — while doing little to help congestion or emissions in practice. Oxford needs real investment in transport, not more barriers.		Oxford's traffic problem is not solved by blocking residential streets — it's made worse. Please remove traffic restrictions like LTNs from streets not used by public transport. These closures prevent natural traffic dispersal and force more vehicles onto already congested main routes, worsening delays for everyone — including buses and emergency services. Instead of constantly punishing drivers with sky-high parking charges, bus gates, and congestion charges, reinvest that revenue into real solutions — like building additional roads around Oxford to relieve pressure on the ring road. A single ring road is no longer enough for a growing city and county. Finally, hold bus companies accountable. Oxford's buses must serve people's real needs — especially with efficient, direct routes to hospitals like the JR. Long, slow journeys across short distances are unacceptable in a city aiming to reduce car use.

Survey Response													
I am responding to this survey as	How often do you travel in or around Oxford?	Please tick which of the following free permits and passes you think you may be eligible for	Do you live in, visit a resident by car or commute by car to the proposed central Oxford	Central Oxford residents' permitit is proposed that residents in the central Oxford	Central Oxford permit area commuters' permitit is proposed workers commuting	We are proposing a single charge of £5 to allow cars without a day pass or permit	Do you think that charges should vary, with drivers of larger cars paying more and	Income generated by introducing the proposed temporary congestion charge would be used to cover the set-up and operating costs of the scheme.	If other improvement, please state	Taking into account all the information we have provided about the proposal to	Please explain your answer	Do you have any other comments about the proposal for six temporary congestion charge locations in Oxford that you have not already shared in this survey?	Do you have any suggestions for other ways to reduce traffic and tackle congestion in and around Oxford?
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Positive	Negative	About right	No	Make buses cheaper for all, Make bus services more frequent, Add public cycle parking		Positive	I am hoping it will reduce traffic.	I am concerned this, like the fingers, will increase traffic through Old Marston at peak commuter times.	An aerial egg lift linking Thornhill P&R > Osler Road / JR hospital > Town Centre.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Negative	Too low	Yes	Make Park & Ride buses cheaper, Make buses cheaper for all, Make bus services more frequent		Positive	Could go further, eg restricting hours of access for "other" vehicles (delivery etc) to outside normal peak times		Reduce the amount of parking currently available with a aim to discourage driving into the centre
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Positive	Negative	Too low	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Add new bus routes, Make bus services more frequent, Extend hours of operation for buses, Add public cycle parking		Positive		I think 3 cars for commuting is excessive	restrict larger vehicles such as trucks and vans within certain hours - so not during peak schools hours (7:30-9, and 3:30 to 5). This would make cycling with kids safer and more appealing.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	About right	Not sure	Make buses cheaper for all, Add new bus routes, Add public cycle parking		Very positive	Would expect to see fewer cars crossing the city centre, so buses would be faster/more timely and walking/cycling would be safer and more pleasant	Seems like a good way to test out the traffic filter ideas before going into the trial proper	School term times seem to produce the heaviest traffic, finding better ways for children to get to schools (rather than being driven in and out individually) could make a big difference. A shift away from the near-universal 9-5 working hours could also help soread out "rush hours".
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	Yes			Very negative	I'm an NHS manager, working almost 24/7, working every day after job planned hours from hime, additional commuting time will have neoative impact on my service		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	Too low	Yes	Add new bus routes, Make bus services more frequent, Add public cycle parking		Very positive	It is currently quicker to cycle in and around the city than to go by bus. The roads should be clearer for people who *need* to use their cars and permit the free flow of traffic. Buses will be quicker, and therefore more appealing to use, and cycling will be safer.	Owing to the timing of sessions, there needs to be provision for access to the ice rink, whether that is by improving bus services or adjusting the congestion charge for users. Otherwise, training would be affected to such an extent that competitive skaters will need to move to other rinks, such as Swindon, which are further away, which will affect the rink's ability to operate and remain competitive	Look to other medieval cities abroad that have put cycling first and see what measures we can adopt. A good example is Uppsala, in Sweden, which is also a medieval university town and is almost entirely car-free in the centre. Cars should be used for getting out of Oxford, and not necessary for getting into or around Oxford.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	There should be no charges at all	Yes	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Negative	I will have to leave my job at the school where I work part time because the most direct route includes one of the charging zones and going the long way would take too long and will use too much petrol. Going there by bus would take ages as there is not a good direct service available.	They are not a good idea because the rich can afford to pay and will continue congesting the road, but those on lower income will struggle.	Removing the LTNs in East Oxford would be a good start. Have more bus routes that cover the entire city and better connection services to the surrounding villages.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	Too high	No	Make buses cheaper for all		Negative	Push traffic onto already busy alternate routes already impacted by LTNs		Use the river to provide alternative transportation into Oxford
an Oxford resident	daily	Taxis and private hire vehicles	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Make BUSES FREE FOR LOCAL PEOPLE BETWEEN WORKING HOURS AND SEE WHAT IMPACT THAT HAS ON TRAFFIC AND SCHOOL RUNS	Very negative	Will hurt people that come to Oxford to work and who live locally .. turning Oxford into a Prison	All the surrounding roads will be impacted massively, there wasn't a congestion problem before that LTNS went in.. SUMMERTOWN IS THE WORST FOR PEOPLE THAT DON'T LIVE LOCALLY	Free bus passes, council has the ability now to run its own bus services due to changes in the law, also bus ticket prices are extortionate for such small journeys and cause issues financially, Park and Ride should be free and buses to and from them should be one pound no more, if you want people to use Oxford and use it services make it cheaper for them to access them.
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Fix the badly managed roads and roundabouts	Very negative	It's literally a money making scheme. Not everyone falls into the same category of 'they should walk, get a bus or cycle' I now live in Abingdon, but I grew up in Cowley, I work in Cowley, my partner works in Cowley, my daughter goes to nursery in Rose Hill, I still have a lot of friends and family in Cowley that I see regularly, usually after work. You have already made that difficult with LTNs, I have to sit in a lot more traffic now than I ever did before. People will not stop driving! We pay for our cars, our insurance, our tax, and you want to charge us more just for the privilege of driving in our own city! There is no bus route that will allow me to go to drop off my daughter at nursery, go to work, then to pick up my daughter, and then to visit my family! And if there was it would probably double my journey time! I cycle to work when I can, but not if I have to do the nursery run. I have never ever had a problem cycling round Oxford! The majority of families and households rely on these cars to go about their daily business! Stop trying to penalise them!	You never spoke about this pre election as you knew you would struggle to get voted in! You have ruined Cowley with your LTNs already! You as a council are not listening to residents. Just look at the petition with over 10,000 signatures against! Look at the comments! Put your congestion charge in areas where you were voted in! Leave Cowley alone! Majority of residents do not want your greedy schemes! You seem to be targeting the poorer areas! If you really want it, then open up some of the LTNs so that the traffic can flow freely!	Open up the LTNs! Simple!
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice, Blue badge holders	I don't	Very negative	Very negative	There should be no charges at all	Yes	Add new bus routes, Make bus services more frequent, Add public cycle parking		Very negative	If my blue badge is not renewed, the Marston Ferry Road congestion charge will make it impossible for me to get to the train station. The charge for the Westgate would also mean I could not shop	As a researcher I think it is terrible and poorly justified. Your own modelling in the documents on your website supports the £3 not the £5 charge yet you are implementing the higher one -I think this could easily be challenged. You also describe the impact on disabled individuals without blue badges, the elderly, pregnant women and mothers of young children but do not give any true mitigating actions that will benefit those groups (simply giving them the same permits as others is not an action to protect the disproportionate impact on them nor is 'investigating' or 'monitoring' - I am surprised if this will count as sufficient mitigation - certainly morally I do not think it does nor do I see it as in line with Lib Dem policies on protecting the disabled. Blue badge criteria currently focus on ability to walk without pain - I don't know if the distance has changed but it used to be a shorter than that many people would need to get to the WestGate, train station, their job, kids school etc. Similarly it does not take into account pain standing (waiting for buses and transferring between buses) or ease of getting on/off buses or pain / ability to cycle or additional pain walking when carrying weight (which is common for multiple spinal issues). The criteria really need a rethink if it is to be used to determine who can get passes. In addition, there seems no logic to blue badge holders only being able to use it for 2 vehicles (they might have multiple carers / helpers) while even firefighters using their personal vehicle can have 3 (do firefighters work using their personal vehicles?). It also repsupposes a traditional family structure, so single mothers would have at most 100 passes - probably not enough to get their child to school in a different zone whereas a 2 parent family with 2 cars would have 200 - this is inequitable. Similarly, if parents are divorced and living in different parts of oxfordshire with one in oxford and one outside and the school in a different part of oxford and having to drop the child off at each others' homes it would badly impact them. It basically disproportionally advantages well off 2 parent families or cohabitees without children. It also disadvantages people who want to informally car share. The implementation costs of this new temporary system may not give you the necessary funds thereafter to make any difference.	I lived in the bay area when Uber first started. The uber ride-share option was fantastic - it could cut the cost of a journey from san francisco to berkeley to 1/3rd if you were willing to share with up to 3 other riders. Since covid, uber reintroduced the scheme over there but it only gave a tiny discount (a few $s off). It would really cut down on 1 person journeys if there were such a scheme in Oxfordshire (e.g. from the park in ride, with multiple people going to nearby locations in central oxford). Perhaps oxford's uber license could be tied to offering this? And not being allowed to take more than a certain % over and above the cost of the cumulative trip? Or a local non profit / bus company could be encouraged to offer something similar?
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Negative	Neutral	There should be no charges at all	Not sure	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Make buses cheaper for young people		Negative	Most people (my friends or family) who drive through the city are doing it rarely and only when there is a need to. To manage a resident permit through the internet is already difficult enough. It will be unnecessarily stressful to cope with this new temporary system when the problems have been exacerbated by the LTN's and in order to avoid the charge people will find alternatives that will affect more neighbourhoods with cars/no and solution issues.		
a resident of Oxfordshire living outside Oxford	less than weekly		I don't	Neutral	Neutral	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all		Negative	Blue badge holders sometimes need to be driven by other people who may not have a permit. This could result in an unintended cost to those with blue badges. Also if you live in one of these areas and want delivery, visitors such as family or friends over then they are stung with this tax. Make public transport easier rather than penalising people. The psychology of this is well documented but often ignored.	Don't do it	
an Oxford resident	weekly		I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Fix the roads, allow cars to flow, stop placing restrictions on people with nannying policies. Not everyone can/wants to/ use public transport. park and ride is far too exxensive..	Very negative	Myself and friends, family already visit Oxford less because of STUPID lm restrictions causing traffic ; you've already ruined several areas of oxford - witness shops and businesses closing down. The one thing you need to STOP is olacing restrictions on residents.	Stop prioritising public transport and cyclists. They represent the overwhelming MINORITY of travellers into the town.	How about politicians stop coming up with idealistic nonsense and actually serve the public and not themselves?
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	No impact	Very positive	There should be no charges at all	Not sure	Make buses cheaper for all		Very negative	I work on Marston Ferry Road and also have a nursery place for my son on the other end of Marston Ferry Road, so either need to pay £5 a day to drive along a single road or create a incredibly silly plan of commuting an hour earlier then walking from one end to the other with a 1 year old, or drive in via Summertown, drop off, then drive out via Summertown to return in to Marston to avoid the charge. This is mad for someone working next to the charge point (Swan School).	Those commuting in should be given a permit as it is not our issue that property prices in Oxford price us out of Oxford, and therefore require us to commute in a way that is suitable for our family.	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Negative	Negative	Too low	Yes	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Add public cycle parking		Very positive	There are obviously too many cars in the centre and thus it's too slow for buses, and nasty for pedestrians and cyclists. But if there are too many exceptions and the price is too low, it won't have impact, so stand firm!		Build the Oxford/Eynsham bike/pedestrian path - a lot of cars come in that way, I think. Don't allow companies/institutions to have too much parking space in the city - neither in the central area nor in the adjacent areas. Increase the price of city carsparks including the Westgate.
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Neutral	Neutral	There should be no charges at all	No	Make Park & Ride buses cheaper, Make buses cheaper for all, Make bus services more frequent		Very negative	There is currently a cost of living crisis, the current park & ride buses are far too slow not due to traffic but due to sopping every 100 yards, park and ride buses should not stop more often than central drop off points, local buses are for this purpose. Public transport in Oxford does not run early or late enough, Evening events are ruined by panic of missing last bus. Buses are often full and don't stop on days of major events in city, getting out of town after ½ marathon last year was a nightmare. Just chucking another charge on the motorist is far to simplistic, no thought or planning just raking in more cash, 2 hours parking £15 in some central pay and display locations is beyond ridiculous already. Open the LTNs return the city to the people.	It's just sad that Oxford city offers less and less for residents of both Oxford & Oxfordshire it's turning into a giant university campus at the expense of the ordinary people.	Ban students staying in the city from bringing cars to Oxford, Open the LTNs. Sack whoever is responsible for the Botley railway bridge fiasco and get them in front of a court & charge for bringing chaos to the city, breaking all promises and contracts, fine them and use that money to improve public transport.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Positive	Neutral	About right	Yes	Make buses cheaper for all, Make bus services more frequent, Extend hours of operation for buses		Positive			
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Positive	Negative	About right	No	Make buses cheaper for all, Add public cycle parking		Negative	Free passes offered not enough to cover school drop offs	Hard to trust that this will be temporary. Great that money will be reinvested in transport	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I commute to the central permit area by car	Neutral	Negative	There should be no charges at all	No	Make Park & Ride buses cheaper, Make buses cheaper for all, Extend hours of operation for buses		Very negative	It will cost me a lot of money or I will have to travel twice as far to work, polluting more. I will have to pay to do my job as your system doesn't offer enoudh permits to cover my needs. This is inconvenient and costly for me.	Do not introduce them. Local people should not pay anymore tax to get about their own city. Remove LTNs to give us our freedom of movement back.	Look at travel to hospitals and universities. Offer cheap and reliabel shuttle buses to these places for workers.
a resident of Oxfordshire living outside Oxford	less than weekly		I don't	Very negative	Negative	There should be no charges at all	No	Make Park & Ride buses cheaper		Very negative	It will put people off coming into Oxford (exactly what the council wants you can see that) but businesses will be affected. It's easy to go elsewhere where access is easy and welcomed. It's the small family business will feel the effect. It's poor you are using the terrible situation with the station bridge to do this, you should be making it easier for travel and business while this is hasenino not hinderino them!	Leave them all until the access to the city has returned to normal. reading or mk will be rubbing their hands with glee	Remove the electric scooters, they're lethal for riders, pedestrians and drivers Enforce cycling highway code
a resident of Oxfordshire living outside Oxford	less than weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make Park & Ride parking cheaper		Very negative	As someone who has recently moved to the county, it's already quite difficult to travel around. From didcot to Oxford it takes ages, there is only one route that connects us which is the A34, so travel network is already bad, wasting times on the a34, then the cost of parking, then the cost of the permit really doesn't make sense. It makes it less accessible, especially for students. famliy of students. low income families etc.	It's not needed. Even your park and ride car parks aren't free which is silly, improve the networks around oxford, like getting in and out and your city will thrive	The A34 needs to be tackled, always ridiculous traffic and bottlenecks. Alternative routes need to be improved, let's be real people will always rely on their cars especially in a place like this where you need a car. I lived in Birmingham and travelling on public transport was just so easy
a resident of Oxfordshire living outside Oxford	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Very negative	Very negative	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all		Very negative	It is very hard to commute without passing through the filters and increase travel time significantly.	My office falls within the filters zone, but it's not located in central Oxford for me to apply the resident/commuter permit - and 25 times Oxfordshire permit do not meet my needs. At the moment, it takes me around 30 minutes to get from my office to the Redbridge Park and Ride site. Including a 5–15 minute wait for the bus, the total time becomes 35–45 minutes, plus an additional 25–30 minute drive home to Didcot. By comparison, driving directly home takes only 35–45 minutes in total. Given this, using the Park and Ride bus is simply impractical for me. and I don't see anv clear benefit in doino so.	If travelling within central Oxford were easier and more affordable, it could encourage more people to reduce their reliance on driving. For example, if e-scooters were significantly cheaper to use, I might consider commuting by train and e-scooter instead. Currently, walking from the station to my office takes around 25 minutes one way, which is simply too much to do on a daily basis.
an Oxford resident	weekly	Unpaid carers	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	Yes	Add new bus routes, Make bus services more frequent		Very negative	I am one of two carers for my blind mother. This causes so much added expense and stress to an already difficult situation	An appalling idea	More reliable buses going towards Dorchester on Thames. The A4074 is crying out for a cycle path.
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very positive	Very positive	Too low	Yes	Make buses cheaper for all, Make buses cheaper for young people, Add public cycle parking		Very positive	If it reduces traffic on roads in Oxford it will make my weekly commute by bus quicker, make it quicker to travel from Abingdon to the Radcliffe Hospitals by bus for appointments, and make it easier to offer a lift to a disabled friend in Central oxford.	No	Re-open the railway to Cowley. Improve "Cycle to School" routes, off-road if possible. Encourage "walking buses" to school. Campaign for higher levels of active travel to schools, especially the private schools.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Very negative	Very negative	There should be no charges at all	No	Other	I live in Hollow Way next to Cranmer Road, about 100 yards from the Hollow Way ocasion. This means to get to the ring road I will be forced to go the long route via Garsington Road instead of via The Slade. I see you address this in the FAQ and say that traffic overall will be less, but that doesn't help me and is not an acceptable answer. If in fact there is still some congestion at the Hollow Way / Garsington Road junction after implementation, eg. because people willing to pay the congestion charge will still be going down Hollow Way and causing some congestion, then if I want to avoid congestion at the Hollow Way / Garsington Road junction, I am effectively being forced forced to use one of my 100 permits and ultimately forced to pay the congestion charge to get to the ring road via The Slade. Even if there is less congestion it is still further (1.5km instead of 1km*). Even if there is less congestion it will take longer because the current short route via Horspath Driftway does not involve any traffic lights (only the lights on the ring road). The longer route via Garsington Road will involve 2 extra sets of traffic lights (Lights at Horspath Road; Lights at Hollow Way/Garsington Road) People that live this close to a charge location should be exempt from that particular location. You have not / never given any explanation why that cannot be done. Doing so would also benefit the overall purpose of the scheme as well, because people like myself would not have to unnecessarily drive down the long narrow section of Hollow Way to/from Garsington Road to get to the ring road and therefore there would be even less traffic in that part of Hollow Way which would be even better for cyclists and buses, so why won't you do this (Allow people that live in close proximity to be exempt for getting to the ring road)? To compound this there is still on road parking in Hollow Way between Horspath Road and Garsington Road which causes congestion. It is also particular unfair on people that live in close proximity compared to other exemptions you are proposing. ie. health worker and carer exemption. This is fair enough for their work, but they will also be exempt on their days OFF work. How is that fair? They can drive through the charge location/filter at anytime wherever they live, but I live right next to it and cannot. Also, how is it fair that there is an exemption for people that commute into the centre of Oxford, from who knows where, so can drive through anytime even when they're not working, but I live right next to a location but cannot. This is in contradiction to the purposes of the scheme to encourage people to cycle/use public transport, but you allow people who commute into Oxford, from who knows where, to drive right into the centre of Oxford. Why aren't they using Park and	Whatever you do will not make people use the bus more often. The ventilation on the new buses, with their tiny windows, is awful. Most people keep the windows closed. I always catch a cold, covid, chest, throat infection when i go on the bus. Can you pay for healthier buses with windows that open properly?	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very positive	Very positive	Too low	Yes	Add public cycle parking		Very positive	We desperately need fewer cars in central Oxford. We live on Sadler Walk and the Westgate traffic at the weekend is appalling.	Charge people based on their engines. Electric cars should not be charged as much as diesel etc. Additionally, drivers queuing in bike lanes needs to be more strictly monitored as this is dangerous and defeats the object of the bike lanes.	The Westgate car park should be closed to all traffic except for disabled people. Anyone driving with only one or two people to Westgate should pay fines. Anyone queueing in a bike lane should be fined. People running schemes to allow people to park at their home should be stopped from doing this. Bikes/scooters should be available to rent at all the park and ride locations. Oxford should be less reliant on buses and should segregate cycles from buses particularly in the centre, it's incredibly dangerous to cycle in the city with buses from all over the county fighting for space. Buses from further away from Oxford (e.g. Witney) should stop at the park and ride locations and smaller shuttles should run into town more frequently. This would prevent drivers who are incompetent and/or dangerous risking cyclists lives.
a resident of Oxfordshire living outside Oxford	less than weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Negative	No impact	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Other	Spend on speeding up the bridge repairs	Negative	A confusing short term scheme. Just wait until the Botley road repairs are complete and implement the original scheme. It looks like the multi storey car park is inside the restricted zone, which will kill off shopping at westgate. Even if not restricted, your map makes it look like it is, so the same result. Cars will be doing u-turns as they desperately try to avoid going through the restricted zones. It will be chaotic and dangerous at these areas. Traffic will be worse as a result. British Tourists and visitors to Oxford will not understand the zones and get fined. Not very welcoming. Visitors to Oxford from surrounding towns/villages will find 25 vehicle passes/yr insufficient for many. Parkbride is not suitable for shopping trips where items are large or numerous. Park and ride is too expensive, especially for families. Why don't you l introduce a pass for cars with at least 3 people in them?	No. A stupid idea. Cancel and wait until the botley road works are finished. Allow all electric cars through free of charge.	Subsidise park and ride and make it free.
a business	daily		I commute to the central permit area by car	Very negative	Very negative	There should be no charge at all	Not sure	Other	I don't think you should implement the congestion charge at all	Very negative	It is already impossible to travel to work places in Oxford. I think I would probably end up taking my business elsewhere. I have clients who can't travel without the use of taxis and it already costs them £80 return just to get to their GP.	You caused this problem with the closure of the Botley road. This is causing business huge problems just get the road open.	Provide free taxis and shuttle buses.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Positive	Negative	About right	Not sure	Make Park & Ride parking cheaper, Make buses cheaper for all, Extend hours of operation for buses		Very positive	It is imperative that the level of traffic is reduced to avoid pollution, dangerous traffic levels for active travel in the centre of Oxford and that people are encouraged to use buses and forms of active travel.	Please closely monitor the queuing situation at the Westgate Car Park and other car parks. It does not take many cars waiting to use the car parks to block the through routes and impact on the free flow of bus routes.	Work with the Car Park owners to implement a booking system for car parking spaces to alleviate the need to queue to gain access. Waiting in turn on a through route causes many of the problems to traffic flow. Booking would need to apply to all people using the car parks, with control of the use of spaces for Blue badge holders and electric cars who wish to charge.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Positive	Very negative	There should be no charges at all	Not sure	Make buses cheaper for all, Make bus services more frequent, Extend hours of operation for buses		Neutral	Restrictions on cars are pointless while the bus service is so expensive and unreliable	Make buses cheap and plentiful	Encourage private schools to offer shuttle services for kids so parents don't need to drive in
a resident of Oxfordshire living outside Oxford	less than weekly	Unpaid carers	I don't	Very negative	Very negative	There should be no charges at all	No	Make Park & Ride buses cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all		Very negative	It is a tax. More tax. I do not want to pay more and tax. One third of my military pension is taken in tax. NOT HAPPY.	No.	Knock down some buildings and make better roads. Stop tinkering around the edges.
an Oxford resident	daily		I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Remove charges for resident parking permits	Very negative	You have grid locked Oxford and destroyed local business from your residencies outside of Oxford with your illegal LTNs and nonsense bike lanes that no one uses. So let's not make things worse!	Abandon this crazy scheme.	Remove the LTNs
a resident of Oxfordshire living outside Oxford	weekly	100 day passes for residents in the Oxford permit area, on days of your choice, Disability benefit claimants, School students with special educational needs, Unpaid carers, Frequent hosotial oatients. Hearses and funeral cars	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make buses cheaper for all, Add new bus routes, Extend hours of operation for buses		Very negative	People just won't go to Oxford. Impact to business will be high there's not enough buses Personally I won't bother going to Oxford I used to drive to Abingdon but you've shut down the car parks so that a big no. Oxford will be dead in the water. We are sick of all these cash grabs When is enough enough ? Cost of living, tax , council tax all through the roof and you want an extra £5 a dav. Nooe seriously aet stuffed	Cash grab. No matter what we say you'll do it anyway. I'll travel to Milton Keynes to shop £ 3 bus fare. Sorted.	More bus routes cheaper. You want people out of cars ? Right. Make park and ride £2 flat fee. Car park £2 and car park ticket is also the bus ticket.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	About right	Not sure	Make Park & Ride parking cheaper, Make buses cheaper for all, Make bus services more frequent		Positive			Possibly consider adding bus routes which go into centre along one route and then out a different way (i.e. create more possibilities to go from one side of centre to another). Can be off-putting having to change buses in centre to do a journey from one side of oxford to the other.
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Very negative	Positive	Too high	No	Make Park & Ride parking cheaper, Make buses cheaper for all, Extend hours of operation for buses		Very negative	Would force everyone onto already poorly designed and run traffic areas making commuting a necessity for me more difficult Discourage people using businesses within the congestion areas for example Oxford golf club	This does seem to be going ahead regardless and dressed up as a consultation The road bridge train station fiasco has just shifted focus onto another scheme that Oxford city council wants regardless of the effect on residents, commuters and businesses	Stop digging all the roads up , implementing temporary traffic light areas for extended road schemes that are ineffectual nd find ways of smoothing the traffic flows too reduce the congestion
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't			There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Make bus services more frequent		Very negative	It will send even more traffic round the ring roads which already snarled up due to the ridiculous LTNs, which have the same effect	I use a bus to get into town if I need to go in, so ok for me there but for me to get round town it will become more of a nightmare. Oxford is already a white elephant with people choosing to shop in Reading or Milton Keynes etc, this will make it even less attractive.	
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very positive	There should be no charges at all	No	Add new bus routes, Make bus services more frequent, Extend hours of operation for buses, Other	Introduce safe cycle lanes for commuters coming into Oxford. We live just 6 miles outside of Oxford but it is very dangerous to cycle in without cycle lanes	Very negative	Both I and my husband live in Beckley and work in Oxford (both professors at Oxford University). We have guaranteed parking in town through our employer. The bus service in Beckley is completely inadequate and cycle lanes into town are non-existent, making a commute by e-bike too dangerous. We both balance full time jobs with child care and so the park & ride option is out of the question, as it would take too long to be able to manage our workload. We have to drive into town, to be able to live in our house and its our work	I am all in favour for reducing traffic in Oxford, but communities with inadequate bus service & cycling options should be exempted from this scheme and allowed a free annual pass.	Improve regular and rapid public transport from all villages around Oxford into town. Invest in safe cycling lanes. You can't introduce congestion charges and traffic filters without providing alternatives. The Park and Ride service is inadequate as it takes too long.

Survey Response												
I am responding to this survey as	How often do you travel in or around Oxford?	Please tick which of the following free permits and passes you think you may be eligible for	Do you live in, visit a resident by car or commute by car to the proposed central Oxford	Central Oxford residents' permitIt is proposed that residents in the central Oxford	Central Oxford permit area commuters' permitIt is proposed workers commuting	We are proposing a single charge of £5 to allow cars without a day pass or permit	Do you think that charges should vary, with drivers of longer cars paying more and	Income generated by introducing the proposed temporary congestion charge would be used to cover the set-up and operating costs of the scheme.	If other improvement, please state	Taking into account all the information we have provided about the proposal to	Please explain your answer	Do you have any other comments about the proposal for six temporary congestion charge locations in Oxford that you have not already shared in this survey?	Do you have any suggestions for other ways to reduce traffic and tackle congestion in and around Oxford?
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Positive	Negative	About right	No	Make buses cheaper for all, Make bus services more frequent, Add public cycle parking		Positive	I am hoping it will reduce traffic.	I am concerned this, like the fingers, will increase traffic through Old Marston at peak commuter times.	An aerial egg lift linking Thornhill P&R > Osler Road / JR hospital > Town Centre.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Negative	Too low	Yes	Make Park & Ride buses cheaper, Make buses cheaper for all, Make bus services more frequent		Positive	Could go further, eg restricting hours of access for "other" vehicles (delivery etc) to outside normal peak times		Reduce the amount of parking currently available with a aim to discourage driving into the centre
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Positive	Negative	Too low	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Add new bus routes, Make bus services more frequent, Extend hours of operation for buses, Add public cycle parking		Positive		I think 3 cars for commuting is excessive	restrict larger vehicles such as trucks and vans within certain hours - so not during peak schools hours (7:30-9, and 3:30 to 5). This would make cycling with kids safer and more appealing.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	About right	Not sure	Make buses cheaper for all, Add new bus routes, Add public cycle parking		Very positive	Would expect to see fewer cars crossing the city centre, so buses would be faster/more timely and walking/cycling would be safer and more pleasant	Seems like a good way to test out the traffic filter ideas before going into the trial proper	School term times seem to produce the heaviest traffic, finding better ways for children to get to schools (rather than being driven in and out individually) could make a big difference. A shift away from the near-universal 9-5 working hours could also help soread out "rush hours".
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	Yes			Very negative	I'm an NHS manager, working almost 24/7, working every day after job planned hours from hime, additional commuting time will have neoative imoact on my service		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	Too low	Yes	Add new bus routes, Make bus services more frequent, Add public cycle parking		Very positive	It is currently quicker to cycle in and around the city than to go by bus. The roads should be clearer for people who *need* to use their cars and permit the free flow of traffic. Buses will be quicker, and therefore more appealing to use, and cycling will be safer.	Owing to the timing of sessions, there needs to be provision for access to the ice rink, whether that is by improving bus services or adjusting the congestion charge for users. Otherwise, training would be affected to such an extent that competitive skaters will need to move to other rinks, such as Swindon, which are further away, which will affect the rink's ability to operate and remain competitive	Look to other medieval cities abroad that have put cycling first and see what measures we can adopt. A good example is Uppsala, in Sweden, which is also a medieval university town and is almost entirely car-free in the centre. Cars should be used for getting out of Oxford, and not necessary for getting into or around Oxford.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	There should be no charges at all	Yes	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Negative	I will have to leave my job at the school where I work part time because the most direct route includes one of the charging zones and going the long way would take too long and will use too much petrol. Going there by bus would take ages as there is not a good direct service available.	They are not a good idea because the rich can afford to pay and will continue congesting the road, but those on lower income will struggle.	Removing the LTNs in East Oxford would be a good start. Have more bus routes that cover the entire city and better connection services to the surrounding villages.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	Too high	No	Make buses cheaper for all		Negative	Push traffic onto already busy alternate routes already impacted by LTNs		Use the river to provide alternative transportation into Oxford
an Oxford resident	daily	Taxis and private hire vehicles	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Make BUSES FREE FOR LOCAL PEOPLE BETWEEN WORKING HOURS AND SEE WHAT IMPACT THAT HAS ON TRAFFIC AND SCHOOL RUNS	Very negative	Will hurt people that come to Oxford to work and who live locally .. turning Oxford into a Prison	All the surrounding roads will be impacted massively, there wasn't a congestion problem before that LTNS went in.. SUMMERTOWN IS THE WORST FOR PEOPLE THAT DON'T LIVE LOCALLY	Free bus passes, council has the ability now to run its own bus services due to changes in the law, also bus ticket prices are extortionate for such small journeys and cause issues financially, Park and Ride should be free and buses to and from them should be one pound no more, if you want people to use Oxford and use it services make it cheaper for them to access them.
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Fix the badly managed roads and roundabouts	Very negative	It's literally a money making scheme. Not everyone falls into the same category of 'they should walk, get a bus or cycle' I now live in Abingdon, but I grew up in Cowley, I work in Cowley, my partner works in Cowley, my daughter goes to nursery in Rose Hill, I still have a lot of friends and family in Cowley that I see regularly, usually after work. You have already made that difficult with LTNs, I have to sit in a lot more traffic now than I ever did before. People will not stop driving! We pay for our cars, our insurance, our tax, and you want to charge us more just for the privilege of driving in our own city! There is no bus route that will allow me to go to drop off my daughter at nursery, go to work, then to pick up my daughter, and then to visit my family! And if there was it would probably double my journey time! I cycle to work when I can, but not if I have to do the nursery run. I have never ever had a problem cycling round Oxford! The majority of families and households rely on there cars to go about their daily business! Stop trying to penalise them!	You never spoke about this pre election as you knew you would struggle to get voted in! You have ruined Cowley with your LTNs already! You as a council are not listening to residents. Just look at the petition with over 10,000 signatures against! Look at the comments! Put your congestion charge in areas where you were voted in! Leave Cowley alone! Majority of residents do not want your greedy schemes! You seem to be targeting the poorer areas! If you really want it, then open up some of the LTNs so that the traffic can flow freely!	Open up the LTNs! Simple!
a resident of Oxfordshire living outside Oxford	less than weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	The introduction of the scheme will results in a loss! There will be lost business and general lost efficiency.	Very negative	The proposal deters people living outside the ring road to go to Oxford. This will badly impact their mental health (villages and nearby towns don't have the same amenities as Oxford), this may impact people's health (not being able to attend medical appointments), and it is also detrimental to business in Oxford, people outside the ring road would go elsewhere (or just resort to shop online).	The increase in congestion is OCC's own making. The 20mph speed limits put more cars own the road increasing congestion (not just in Oxford but countywide). Adding the LTNs to this make this even worse. Introducing the congestion charge will make the ring road even more congested, making traffic outside the county even worse, penalising people who can't afford living and working in Oxford even more miserable than it already is.	Currently, public transport outside the ring road is virtually non-existent. There are scarce random buses at random times, completley unreliable and they are expensive. We need way more frequent bus services, to places people need to go to (not just to Oxford) and for affordable (dare to say free) price. Neither of these condition exists at the moment, no wonder people sitting in their cars. OCC must provide viable alternative to cars. Currently, THERE IS NO ALTERNATIVE TO CARS!!! Park and Ride should be free (both sarkins and ridins and not just for the driver +1 but for the whole family).
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	Neutral	Too low	Yes	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all		Very positive	Safer, less congested streets. Better for pedestrians, cyclists and disabled (eg wheelchair users).	Price should be higher than the price of a return (ie one trip in and one trip out) bus fare to incentive people to take the bus instead.	More LTNs and bus gattes.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Positive	Positive	Too low	No	Make Park & Ride buses cheaper, Make buses cheaper for all, Make bus services more frequent		Very positive	It will help relieve congestion coming from people visiting Oxford who are not using the park and rides, encouraging them to do so and relieving congestion and bus reliability for all		Make buses more cheap and standardised across the city, eg: a standardised ticketing system for all bus companies
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice, Blue badge holders, Disability benefit claimants, Disabled tax cars, School students with special educational needs, Unpaid carers, Community health or care workers who need to visit multiple locations or travel urgently, Frequent hospital patients, Emergency service vehicles, Firefighters, Taxis and private hire vehicles, Business cars used as goods vehicles, Personal cars used as goods vehicles for business purposes, Driving instructors, Hearses and funeral cars	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Make buses cheaper for young people, Add new bus routes, Make bus services more frequent, Extend hours of operation for buses, Add public cycle parking		Very negative	I currently begin to digress the large, vibrantly and diverse students at what Oxford is becoming. This once-diverse, historic, community-focused city — where my family has lived for generations — is being turned into a money-guzzling machine, draining every last penny from ordinary, hard-working residents. And now? Now you want to slap us with a £5 daily congestion charge — as if life here isn't expensive and difficult enough?! Let me make something clear: this is an atrocity. You say this is to "contribute to businesses" — well, how exactly does charging residents to exist in their own city help businesses? How does financially punishing us, the very people who support these shops and services, encourage anyone to stay, work, or even bother leaving their homes? We're already struggling — and now you want to tax us just for trying to get around. My family home is near the train station in Osney. I currently live in Botley. The Botley Road closure has forced me to take longer, more congested routes — increasing both my travel time and my fuel use. So while you're claiming to care about pollution, you're actively making it worse. And now, with this charge, you're saying: "Thanks for driving more because of our roadworks — here's the bill." Are you serious? This isn't just bad policy — it's cruel. This city is cold, it rains constantly, and yet you expect everyone to walk or cycle or take unreliable, overpriced buses. Who gave you the right to decide how we must travel? You cannot design policy as if everyone is young, wealthy, and lives five minutes from everything. This charge will disproportionately affect residents like me who: •Live and work in separate parts of Oxford. •Have no direct train or bus alternatives due to closures and detours. •Already face higher living costs in a city that's becoming impossible to afford. •Are just trying to visit family, attend appointments, or go about their lives — not cruise through the city for fun. Mark my words: if you push this charge through, you will alienate the very people who keep this city alive. You will be remembered not for "supporting business" or "saving the planet", but for gutting a community, ignoring residents, and placing barriers between families and homes. Oxford used to be a fun place people could visit, now it's awful. As a previous resident of Oxford and not a resident of Oxfordshire, transport used to be amazing. There was access to parking, multiple rout options and an overall well and efficiently ran bus system. Since adding LTNs traffic in Oxford has skyrocketed. Someone had the not so brilliant idea to block accessible roads in Oxford forcing everyone to use the same few roads. Of corse there was going to be traffic! Now you want to add traffic filters to profit from the traffic you created. It's very saddening. No one asked for LTN's and traffic filters so stop them all together. People accessing community resources such as clubs, charities and religious activities as well as commuters, visitors of Oxford and residents of Oxfordshire are being punished by the council for no reason. Oxford will soon become a desert place and people will leave due to the councils poor planning and implementation of things not asked for. Someone living in Wootton (which is approx. 7 minutes by car to Oxford) or Abingdon (which is approx. 9 minutes by car to Oxford) is being penalised!? That makes no sense! If you are to offer permits to residents they should be available equally to all residents of Oxfordshire, not just Oxford! On top of this, the amount of passes offered to someone 'allowing' them to access Oxford is ridiculously low. There are 365 days in a year, you haven't even covered half of that for residents or commuters.	No	Maybe open up the roads? Maybe avoid doing major works on roads in peak hours. There's a lot you can do but instead you want to pile the same pollution in one area and actually cause more…
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice, Community health or care workers who need to visit multiple locations or travel urgently	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make buses cheaper for all, Make buses cheaper for young people, Add new bus routes, Make bus services more frequent, Extend hours of operation for buses, Other	The parking permit idea should be scrapped as a whole. There is so much traffic in Oxford is because of the LTN blocks added. They should also be removed. It's created more traffic & very few roads to be used. STOP LTNs & Traffic Filters!	Very negative	Oxford used to be a fun place people could visit, now it's awful. As a previous resident of Oxford and not a resident of Oxfordshire, transport used to be amazing. There was access to parking, multiple rout options and an overall well and efficiently ran bus system. Since adding LTNs traffic in Oxford has skyrocketed. Someone had the not so brilliant idea to block accessible roads in Oxford forcing everyone to use the same few roads. Of corse there was going to be traffic! Now you want to add traffic filters to profit from the traffic you created. It's very saddening. No one asked for LTN's and traffic filters so stop them all together. People accessing community resources such as clubs, charities and religious activities as well as commuters, visitors of Oxford and residents of Oxfordshire are being punished by the council for no reason. Oxford will soon become a desert place and people will leave due to the councils poor planning and implementation of things not asked for. Someone living in Wootton (which is approx. 7 minutes by car to Oxford) or Abingdon (which is approx. 9 minutes by car to Oxford) is being penalised!? That makes no sense! If you are to offer permits to residents they should be available equally to all residents of Oxfordshire, not just Oxford! On top of this, the amount of passes offered to someone 'allowing' them to access Oxford is ridiculously low. There are 365 days in a year, you haven't even covered half of that for residents or commuters.	No LTN's, no traffic filters. You're ruining Oxford for locals and tourism.	'Open the roads back up. - More variety of options/routes people can travel = reduced people on most roads. - This will also allow busses to not be stuck in traffic and cars allow them to run on time. - Service outer Oxfordshire public transportation more. A lot of traffic a cars of people from outside Oxford yet inside Oxfordshire trying to access the city such as vulnerable adults, those who can't drive, those with disabilities & impairments, families and children going to school. Having more buses that are accessible to them and frequent will reduce their need to use private hire cars/personal cars eg. a lift from a friend/family/neighbour. - Invest in communities outside of Oxford. The main appeal for Oxford is Westgate. If you were to invest in outer communities such as Abingdon Town Centre, Didcot Centre, Wantage, Wootton ect. people will have alternative places to go for leisure rather than all traveling towards Westgate.
other	daily	Community health or care workers who need to visit multiple locations or travel urgently	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	Not sure	Make buses cheaper for all, Other	Open roads that will reduce traffic and congestion on St Clement Street and other roads	Very negative			Remove LTNs as you have said that is only temporary to flow traffic smoothly.
an Oxford resident	daily		I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	Yes	Other	Remove LTN's & scrap congestion charge	Very negative	I think it's a joke to even consider this as with the LTN's people are already being pushed to alternate routes. Now all will be in the main roads with congestion EVEN WORSE than previously. Input emissions charge on these roads - NOT congestion charges. Input heavy goods & heavy cars charged which often cause consestion.	After the written poll went out against this - the council should listen and scrap this stupid idea	Remove LTN's Have emissions charge NOT CONGESTION
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	About right	Yes	Make buses cheaper for all, Add new bus routes, Add public cycle parking		No impact	I cycle to most places in town		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Very positive	No impact	Too low	Yes	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for young people, Add public cycle parking, Other	Improved cycle infrastructure	Very positive	Fewer cars, less pollution, faster travel around town for those who go by bus or need to driver. Safer cycling		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	Too high	Yes	Make buses cheaper for all, Make bus services more frequent, Extend hours of operation for buses		Very negative	I have a house on Holloway. I let it out to tenants. They work in headington. According to this scheme they will have to take a much longer route to avoid the filter camera, or pay £5 per day once they've used up thirty 100 permits. How is this reducing pollution? It will just increase consestion on hollow way ocino south and the Rino road	Generally this is a dreadful idea. In cases where people have to use their cars alternate routes will lead to higher levels of pollution. Rich people can just pay the £5 fee and not worry about it.	Encourage people to use buses by making them free. Have school buses to reduce car usage by parents doing kids off. Have a shuttle bus service at the hospitals. Encourage people to use supermarket deliveries by paying their delivery charge cutting usage of cars. To reduce pollution set up a scheme to convert petrol and diesel cars to electric.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	There should be no charges at all	No	Make buses cheaper for all, Make bus services more frequent, Add public cycle parking		Negative	I believe this proposal will have a negative impact on the retail outlets in the town centre, which have already been badly hit from Covid. People shopping are less likely to cycle into town (although I do cycle regularly to work in the town centre) or to take the bus when he're carrying heavy bags, and by penalising drivers, people will opt for out-of town shops with free and easy parking. THe centre has already been affected, with very few shops located outside of the Westgate centre, and those that are are either candy stores or Harry Potter tourist shops. Not appealing, nor fitting for an otherwise attractive city like Oxford. We already pay for resident parking, we tax our cars, cycle lanes are in poor condition so unusable.	There is really poor provision for cyclists to park their bike in the town centre, and having had a bike stolen from town whilst locked up 3 times in the past 4 years, clearly more secure bike parking options are needed. Avid cyclists tend to own nice bikes, but they won't cycle in when their bikes are at risk.	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make buses cheaper for all, Add new bus routes, Make bus services more frequent, Add public cycle parking		Very negative	The additional stress on the ring road will be horrendous, already considerably worse since the LTNs were introduced. Buses are unreliable and not frequent enough	DON'T DO IT. HUGE IMPACT ON ALL OXFORD RESIDENTS AND LOCAL BUSINESSES. I seriously think you're trying to close down the city centre completely. What a shame!	Open up the LTN's again, and the High Street.
a resident of Oxfordshire living outside Oxford	weekly		I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all		Very negative	It greatly reduce me the chance to go shopping in Oxford.	It is only the way to increase the tax, no use for relieving the traffic congestion.	No
an Oxford resident	daily	Taxis and private hire vehicles	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Improve road conditions, have more red light cameras so everyone stops at the red light and also to educate the cyclists and e scooters to learn how to ride and abide by the law not just ride around the way they wanted without helmet, light and have insur	Very negative	Just enforcing unjust rules without people say is not democracy. That will make people criminal and find the illegal way out of it. Roads are there for users to use and not to make money out of them. All it seems is that the civil service is trying to squeeze every penny out of people and just pocketing it.	Let road users use road to commute to work and drop their children to school freely without any restrictions as it is their fundamental right. Please use. Some common sense as law makers and do not enforce your ideology to the wider public as they may not have voted you in for it. Don't fool the public as it will make them your enemy and not friends.	Very simple if the policy makers listen to it without their egos. Everyone who get up early in the morning and travel is to either go to work or to drop their children to school so they can get educated and may do better then the current policy makers who seems enemies of the people. So the easy way is to open every single possible road for people to get to where they need to be between 6am to 9am and from 3pm to 6pm and put all the LTN's and traffic filters on the rest of 18 hours and make them use the public transport as then it would not be necessary for them to use personal transport or cars.
a resident of Oxfordshire living outside Oxford	less than weekly	Unpaid carers	I don't	No impact	No impact	There should be no charges at all	No	Make Park & Ride buses cheaper, Make buses cheaper for all, Make bus services more frequent, Add public cycle parking		No impact	I do not represent anyone	I believe it is yet another way of penalising the poor and vulnerable. Taking young children on a bus can be challenging, especially if they have needs. The convenience of being able to use a car, and the ease of which the can go shopping will be impacted. The rich will just pay it. Its a money making scheme for the council of which charges will go up. Why do you target the poor? Or the working classes? Those with money will have green cars, those with money can afford to pay that. If you want to clean up the area, make buses/trains more accessible, convenient, reliable and cheaper. You are going to keep people out of Oxford, and shops and restaurants are going to suffer further. Thank you for making my city, the place I grew up inaccessible for my family and I. And to clarify, my husband is an engineer on a good wage, and you are pricing us out. I hate how hostile our councillors are to the normal people of Oxford. I want clean too, I want things to be green, but I don't want us to be seoreseated and divided.	Get rid of LTNs, make buses cheaper - £2 scheme worked well but could be made cheaper still and needs advertising, make Park and Rides better, cheaper, more spaces, advertise it as an option. Create incentives for using public transport - like a rewards scheme. Better bus lanes/routes
	daily	100 day passes for residents in the Oxford permit area, on days of your choice, Blue badge holders	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very positive	Very positive	About right	Not sure	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all		Very positive	I live in old Marston which is used as cut through to Marston Ferry Road. My children go to Swan School on Marston Ferry Road. Less traffic and better air quality		
a resident of Oxfordshire living outside Oxford	less than weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Negative	Positive	About right	Yes	Make bus services more frequent		Neutral	I have to make 12 hospital visits per year to Oxford so £5.0 is not expensive	So I would hope so see all NHS services moved outside of charge zone including the crisis centre at St Clements Or all car parkins charaes lifted	
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Very negative	Negative	There should be no charges at all	No	Make bus services more frequent		Very negative	It will hinder my and my staff's ability to attend clients and work related events in central Oxford.	This will cause further damage to businesses in Oxford especially those in retail and hospitality industries which are already struggling. Specifically in the evenings people attending events eg theatre/concerts will not come in early to have dinner/ have drinks. For my own business we will have yet more costs associated with staff attending meetings or events within the city.	To consider introduction of trams in preference to buses
a resident of Oxfordshire living outside Oxford	less than weekly		I don't	Negative	Very negative	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper		Very negative	I will stop travelling to oxford	People outside the city centre rely on cars, as public transport is terrible. So those oxfordshire residents get the penalty. Don't assume oeople can ont on a bus or train. If charges are introduced. oeople will oo to other cities.	Oxford traffic is not as bad as other places in Oxfordshire. Offer free transport to ALL school children, traffic really drops at school holiday time
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Positive	No impact	About right	Not sure	Make buses cheaper for all, Add new bus routes, Add public cycle parking		Positive		Many of these questions are impossible to understand. I can't believe they've been tested. You won't be able to rely on these results as an accurate reflection of peoples views because they won't have understood most of the questions.	
an Oxford resident	daily		I don't	Negative	Negative	There should be no charges at all	No	Make buses cheaper for all		Negative	I think teachers and teaching assistant should be free. I work in a school and have to travel by car everyday! Single parent	In the school is in the area, I think Teachers and support staff should get free passes. Especially Holloway. Massive impact	Provide cheaper bus fares for all.
an Oxford resident	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very positive	There should be no charges at all	Yes	Make buses cheaper for all		Negative	This will be a massive imoact as it's too excensive to oay to drive to Holloway I live in Kennington just outside the ring road and regularly drive in to drop my husband at the train station, I would now have to pay a congestion charge to do that to use public transport. It's unacceptable that you won't be able to access the train station without paying a congestion charge. It's also not fair that Botley get the full 100 day passes and Kennington only gets 25 when we are just as close to Oxford and have an OX1 postcode. I'm currently pregnant and unable to walk the long distance across town to the bus stop and my husband regularly picks up from work, he will no longer be able to do that.	Kennington currently already has many commuters park up in the village and travel into Oxford from here blocking up the roads instead of using the park and ride, this will only get worse with the new traffic filter system.	You need to at least wait until Botley Road is reopened so there are more routes into the city. Reduce the cost of public transport and park and ride.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	Too low	Yes	Make buses cheaper for all, Add public cycle parking		Very positive	Oxford is not a city built for the level of traffic it currently sees. As someone who cycles with children, I often feel unsafe due to poor infrastructure. When cycling alone, I often have peeole close sass me also.	I believe they should not be temporary.	Make all schools (private and public) have traffic free zones around them. Use some of the money raised to put on specific "school" buses for public school children.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Very positive	No impact	About right	Yes	Make buses cheaper for all, Make buses cheaper for young people, Add new bus routes		Very positive	I presume it will reduce traffic on the school run which is an absolute nightmare for Oxford. Dangerous for those not driving.		Why not put them on the other congested roads, eg the far end of the cowley road where there is huge traffic coming in every mornino to drop kids at secondary schools?
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Neutral	Negative	Too low	Yes	Make buses cheaper for all, Make bus services more frequent, Add public cycle parking		Neutral	It seems like if you upset drivers, you might as well upset them more and bring actual change in. Would be great if loads of peoole notice more bike parkina and cheap buses and vote to make the scheme permanent	Please make this permanent and simpler. It's confusing that the times are different for the different roads. Streets belong to kids, not cars.	Make parking for heavy cars 5x as expensive, and call this surcharge a 'dangerous car surcharge', I don't think you can outright can this intimidating behaviour. but please consider making them at least oav
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	No impact	Very negative	Too high	Yes	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Extend hours of operation for buses		Very negative	You are proposing a tax on the main route into the train station, Hythe Bridge Street. This is great, but I'll get charged daily on the way out. If I need to be at the station for half past five, Ill not be charged. Yet, I will be when I finish and have to go via this road to get out of the city. You will now be pushing any traffic to other parts of the city. You are penalising drivers for something that is, for once, out of their control. It's not our fault that three years later the Botley Road is STILL shut, so as a direct result of that you want to charge drivers.	Take Hythe Bridge Street off of the list.	
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Positive	Positive	About right	Yes	Make Park & Ride parking cheaper, Make buses cheaper for all, Add new bus routes		Neutral	As it's temporary, it feels a waste of time and not long enough to create any meaningful impact		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very positive	Very positive	There should be no charges at all	No	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Very negative	This is another layer of unneeded restriction on moving about our own city. Expensive to implement and an infringement of our rights to move freely. Complete overreach by the council and I am angry about it as I don't believe the council will listen to this consultation if comments like mine disagree with their plans.	No	Make buses free.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	Too low	No	Make Park & Ride buses cheaper, Make buses cheaper for all, Extend hours of operation for buses		Very positive	I commute over 30miles daily and drop off my son and pick up from childcare on route and back. I often spend 30mins or more stuck in traffic. Cycling is not an option for my commute and there is no realistic public transport option. Hopefully the congestion charge will dissuade some people who can use other modes of transport to not drive and reduce congestion. I'm keen to see what happens		Would be great if no car zones could be extended around all schools so that parents don't drive kids to school. Hopefully congestion charge will be a deterrent
a resident of Oxfordshire living outside Oxford	less than weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Neutral	Neutral	There should be no charges at all	Yes	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all		Very negative			
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I commute to the central permit area by car	Very negative	No impact	There should be no charges at all	No	Make buses cheaper for all, Add new bus routes, Make bus services more frequent	I am deeply concerned about the proposed policy, which appears to disproportionately affect lower-income families while having minimal impact on those who are financially affluent. For wealthier individuals, the charges may be inconsequential, but for families already facing financial hardship, this represents yet another barrier in their daily lives. If this scheme must go ahead, it should be limited strictly to central Oxford, where the need to manage congestion and emissions is more pressing. Including areas such as Marston Ferry Road in the charging zone is both unnecessary and unjustified. As a resident of Marston, I now face the prospect of having to take a much longer route via the ring road just to reach Summertown—adding to traffic congestion and increasing emissions, which defeats the stated environmental purpose of the scheme. The direction Oxford is heading with these policies is increasingly alienating residents and undermining the principles of fairness and practicality. I urge the council to reconsider the scope and impact of this scheme.	Very negative	The introduction of six temporary congestion charge points seems rushed and unfairly impacts residents, especially those who rely on cars due to limited public transport options. It risks shifting congestion to other areas, like the ring road, increasing journey times and emissions rather than reducing them. Without proper alternatives in place, this scheme feels more like a financial burden than an environmental solution. Local communities deserve better consultation and consideration.	One key step to reducing traffic and congestion in and around Oxford would be to reopen many of the roads that have been closed in recent years. The current road closures and restrictions have significantly limited the number of alternative routes available to drivers, forcing more vehicles onto main roads and creating the very congestion the council is trying to reduce. By restoring access to previously closed routes, traffic could be more evenly distributed across the network, reducing pressure on key roads and improving overall flow. These closures have also made it more difficult for residents and local businesses to operate efficiently, while increasing travel times and emissions due to longer journeys. A more balanced and inclusive transport strategy is needed—one that takes into account the realities of how people live and travel across the city.
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Negative	Negative	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Other	Improving and increasing cycle lanes	Very negative	Those of us who have no choice but to drive into Oxford will be unfairly penalised. I do not live on a bus route, and whilst I usually use the park and ride, I often have to drive into the city. This charge is an unreasonable burden imposed on me due to circumstances beyond my control. And it's not financially feasible to move or change jobs.	Having lived in, and near, Oxford for 25 years, I have observed that the abundance of busses in central Oxford cause at least as much congestion as cars. Cars are already restricted on High Street, and it's always chaotic during business hours. Rationalise the city centre services so that there's less duplication of routes by competing companies. Bus services outside Oxford are also woefully inadequate. I live just a couple miles outside the ring road, in the middle of a village, but the nearest bus stop for service to Oxford is a mile away. If the congestion charging goes ahead, I'll travel into the city for work when I can't avoid it, but in terms of shopping, dining, other leisure, and services, I will go elsewhere.	The park and ride bus services are too expensive and too infrequent. Improve these to further incentivise use. More importantly, perhaps just stop demonising car use and instead focus on initiatives that will result in real, positive change.

Survey Response													
I am responding to this survey as	How often do you travel in or around Oxford?	Please tick which of the following free permits and passes you think you may be eligible for	Do you live in, visit a resident by car or commute by car to the proposed central Oxford	Central Oxford residents' permitit is proposed that residents in the central Oxford	Central Oxford permit area commuters' permitit is proposed workers commuting	We are proposing a single charge of £5 to allow cars without a day pass or permit	Do you think that charges should vary, with drivers of larger cars paying more and	Income generated by introducing the proposed temporary congestion charge would be used to cover the set-up and operating costs of the scheme.	If other improvement, please state	Taking into account all the information we have provided about the proposal to	Please explain your answer	Do you have any other comments about the proposal for six temporary congestion charge locations in Oxford that you have not already shared in this survey?	Do you have any suggestions for other ways to reduce traffic and tackle congestion in and around Oxford?
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Positive	Negative	About right	No	Make buses cheaper for all, Make bus services more frequent, Add public cycle parking		Positive	I am hoping it will reduce traffic.	I am concerned this, like the fingers, will increase traffic through Old Marston at peak commuter times.	An aerial egg lift linking Thornhill P&R > Osler Road / JR hospital > Town Centre.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Negative	Too low	Yes	Make Park & Ride buses cheaper, Make buses cheaper for all, Make bus services more frequent		Positive	Could go further, eg restricting hours of access for "other" vehicles (delivery etc) to outside normal peak times		Reduce the amount of parking currently available with a aim to discourage driving into the centre
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Positive	Negative	Too low	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Add new bus routes, Make bus services more frequent, Extend hours of operation for buses, Add public cycle parking		Positive		I think 3 cars for commuting is excessive	restrict larger vehicles such as trucks and vans within certain hours - so not during peak schools hours (7:30-9, and 3:30 to 5). This would make cycling with kids safer and more appealing.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	About right	Not sure	Make buses cheaper for all, Add new bus routes, Add public cycle parking		Very positive	Would expect to see fewer cars crossing the city centre, so buses would be faster/more timely and walking/cycling would be safer and more pleasant	Seems like a good way to test out the traffic filter ideas before going into the trial proper	School term times seem to produce the heaviest traffic, finding better ways for children to get to schools (rather than being driven in and out individually) could make a big difference. A shift away from the near-universal 9-5 working hours could also help soread out "rush hours".
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	Yes			Very negative	I'm an NHS manager, working almost 24/7, working every day after job planned hours from hime, additional commuting time will have neoative imoact on my service		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	Too low	Yes	Add new bus routes, Make bus services more frequent, Add public cycle parking		Very positive	It is currently quicker to cycle in and around the city than to go by bus. The roads should be clearer for people who *need* to use their cars and permit the free flow of traffic. Buses will be quicker, and therefore more appealing to use, and cycling will be safer.	Owing to the timing of sessions, there needs to be provision for access to the ice rink, whether that is by improving bus services or adjusting the congestion charge for users. Otherwise, training would be affected to such an extent that competitive skaters will need to move to other rinks, such as Swindon, which are further away, which will affect the rink's ability to operate and remain competitive.	Look to other medieval cities abroad that have put cycling first and see what measures we can adopt. A good example is Uppsala, in Sweden, which is also a medieval university town and is almost entirely car-free in the centre. Cars should be used for getting out of Oxford, and not necessary for getting into or around Oxford.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	There should be no charges at all	Yes	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Negative	I will have to leave my job at the school where I work part time because the most direct route includes one of the charging zones and going the long way would take too long and will use too much petrol. Going there by bus would take ages as there is not a good direct service available.	They are not a good idea because the rich can afford to pay and will continue congesting the road, but those on lower income will struggle.	Removing the LTNs in East Oxford would be a good start. Have more bus routes that cover the entire city and better connection services to the surrounding villages.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	Too high	No	Make buses cheaper for all		Negative	Push traffic onto already busy alternate routes already impacted by LTNs		Use the river to provide alternative transportation into Oxford
an Oxford resident	daily	Taxis and private hire vehicles	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Make BUSES FREE FOR LOCAL PEOPLE BETWEEN WORKING HOURS AND SEE WHAT IMPACT THAT HAS ON TRAFFIC AND SCHOOL RUNS	Very negative	Will hurt people that come to Oxford to work and who live locally .. turning Oxford into a Prison	All the surrounding roads will be impacted massively, there wasn't a congestion problem before that LTNS went in.. SUMMERTOWN IS THE WORST FOR PEOPLE THAT DON'T LIVE LOCALLY	Free bus passes, council has the ability now to run its own bus services due to changes in the law, also bus ticket prices are extortionate for such small journeys and cause issues financially, Park and Ride should be free and buses to and from them should be one pound no more, if you want people to use Oxford and use it services make it cheaper for them to access them.
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Fix the badly managed roads and roundabouts	Very negative	It's literally a money making scheme. Not everyone falls into the same category of 'they should walk, get a bus or cycle' I now live in Abingdon, but I grew up in Cowley, I work in Cowley, my partner works in Cowley, my daughter goes to nursery in Rose Hill, I still have a lot of friends and family in Cowley that I see regularly, usually after work. You have already made that difficult with LTNs, I have to sit in a lot more traffic now than I ever did before. People will not stop driving! We pay for our cars, our insurance, our tax, and you want to charge us more just for the privilege of driving in our own city! There is no bus route that will allow me to go to drop off my daughter at nursery, go to work, then to pick up my daughter, and then to visit my family! And if there was it would probably double my journey time! I cycle to work when I can, but not if I have to do the nursery run. I have never ever had a problem cycling round Oxford! The majority of families and households rely on these cars to go about their daily business! Stop trying to penalise them!	You never spoke about this pre election as you knew you would struggle to get voted in! You have ruined Cowley with your LTNs already! You as a council are not listening to residents. Just look at the petition with over 10,000 signatures against! Look at the comments! Put your congestion charge in areas where you were voted in! Leave Cowley alone! Majority of residents do not want your greedy schemes! You seem to be targeting the poorer areas! If you really want it, then open up some of the LTNs so that the traffic can flow freely!	Open up the LTNs! Simple!
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	About right	Yes	Make buses cheaper for all, Make bus services more frequent, Add public cycle parking		Neutral	I think it is likely to be positive for me as a resident who will get 100 passes. However, I have serious concerns about the impact on teachers at my daughter's primary school as it may make their commute unbearable as would prevent many of them travelling by the route they normally would (St Michael's, Marston) . Teachers in certain schools should therefore get exemptions. I understand recruitment is already difficult.	Do not see the need for any restrictions on marston ferry road at weekends. This should be removed.	Traffic is far worse when private schools are operating, so working with them to reduce this.
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice, Blue badge holders	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Negative	No impact	Too low	Not sure	Make buses cheaper for all, Make buses cheaper for young people		Negative	It will make things more difficult for me to visit my friend (I usually bring the car because I bring heavy instrument to play with her) but I think it is the right thing to do to reduce congestion which can be very exasperating, so overall I support. I think the charge needs to be more than £5. or the buses cheaper. so that travelling on the bus reoresents a savins.	no	
a resident of Oxfordshire living outside Oxford	less than weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	No impact	Negative	There should be no charges at all	No	Other	Don't do it	Very negative	I used to visit Oxford regularly for shopping etc. zNow I try to avoid visit Oxford as it's so expensive to park even in the evening. This will further discourage me to visit for shopping entertainment and hospitality	Why are you penalising car users? You will just put people off visiting the city and further damage shopping footfall and the city centre economy. I worry for the future of the Westgate Centre. Better to shop in Witney and Bicester and enjoy free parkino.	Sort out Botley park and ride
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Positive	Positive	There should be no charges at all	No	Other		Very negative	This will only relocate high volumes of traffic and pollution to residential areas. You are actively destroying the lives and homes of Oxford residents who will suffer from the displaced traffic as will businesses and cultural venues in the city who will lose customers from outside of Oxford due to your charges.	This is just the traffic filters schemes barely disguised. What about the residents who will suffer the impact on residential roads of all the displaced traffic? Your own modelling shows an increase in traffic and pollution in the immediate residential areas of the city just outside the direct city center. Meanwhile your scheme will do nothing to solve the issue of large HGV's racing down our main roads overspeed and overweight.	YES. 1) free park & ride for all school children from outside town being dropped off and taken by bus into the state and private schools in the city. This is solve the rush hour issues overnight 2) open up the University Parks to cyclists in and east west cycle corridor from Marston into town - then you wont need a pointless bus gate on the Marston Ferry Road 3) Free parking and improved charging facilities for EV's. 4) end your pointless ETRO on the Woodstock road reversing the bus lane slowing public transport and all traffic down every morning - as you knew full well it would. 5) end ILTN's - the bus companies themselves blamed them entirely for the delav to bus iournevs
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I commute to the central permit area by car	Positive	Very positive	About right	Not sure	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Positive	Enabling traffic esp buses to move more rapidly. Reducing congestion and making cycling at peak times easier.	Need to protect low income workers commuting to work in Oxford. Why are you not levying a siginificant charge on tourist coaches?	Better management of tourist coaches.
a resident of Oxfordshire living outside Oxford	weekly		I don't	Very negative	Very negative	There should be no charges at all	Yes	Other	Make park and ride free	Very negative	I don't visit very often but now I'm likely to not visit at all.		Promote free park and ride services.
an Oxford resident	less than weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	No impact	No impact	About right	No	Make Park & Ride buses cheaper, Make buses cheaper for all, Make bus services more frequent, Extend hours of operation for buses		Negative	There has been little or no information about who qualifies for permits or how Abingdon road users are supposed to access the railway station	No	No
a member of the public living outside Oxfordshire	weekly		I don't	No impact	Positive	Too low	Yes	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all		Positive	Should help improve traffic flows.	Park and ride should be free parking and cheaper bus fares otherwise people will not use this.	Free park and ride.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice, 25 day passes for residents in the Oxfordshire permit area. on days of your choice	I don't	Negative	Negative	Too low	Yes	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Very positive	We live next to one of the main roads into Oxford (Hollybush Row) and it is always congested. Air quality had decreased massively. Sound pollution is extreme day and night. This has to change! A congestion charge would help, but the charge could be even higher to incentivise P&R and public transport usage.		Improve cycling and pedestrian infrastructure
a resident of Oxfordshire living outside Oxford	daily		I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Add new bus routes, Make bus services more frequent, Extend hours of operation for buses		Very negative	It has not been made remotely clear to me if healthcare staff at OUH or the hospice that I work in would be exempt. I am confused. Also generally it doesn't address the chaos that is evident.	As a 15 yr commuter into Leopold street hospice, since the LTN's arrived in conjunction with Botley rd closure, it is clear this has increased congestion in hotspots in the city. Prior to this there were multiple routes so less congestion. It can't be right or fair to have a few lovely car free streets at the espense of everyone else, and then charging drivers for the congestion that the LTN's combined with closing the Botley rd at the same time has caused. I find Cowley rd to be scarily dangerous these days.	Remove the LTN's. Stop introducing too many I'll though road improvements at the same time that cause delays. Bigger picture is the need for much better transport links from commuter towns especially for those who work shifts and can't get the right public transport links at this time E.g to commute from Woodstock to Leopld St even if it worked with shift times, would incur me initially an20min walk to a bus stop since WODC have done nothing to increase the widening town of Woodstock. Following the walk and wait for a bus circa 30mins I would need 2 buses to get to Leopld street I think looking at minimum of 1 1/2 hrs each way. The journey from Woodstock to Leopold street used to take 30mins or less is now on average 50mins..
a resident of Oxfordshire living outside Oxford	daily		I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make bus services more frequent		Very negative	Living in abingdon but commuting into the travel zone as an nhs worker will have a significantly bad impact. Due to the cost of house prices within Oxford we had no choice but to live further out, I will now be penalised for this and have to pay additional costs.	I have recently used the park and ride at Redbridge to get into Oxford. The car park was very full, did not have any parent and child bays and the cost was high to park and ride (many across the uk are free/cheap to use). Have you carefully looked at capacity of the park and rides to accommodate the increase in use? I fear it will become very difficult to park, especially at Redbridge. I previously have used Thornhill which also can get very busy. There is currently 2037 parking spaces, not including St Giles and other on street areas. How are you going to accommodate these? I have a small child as early onset osteoarthritis which has meant I am not able to cycle as I previously have. Many others also cannot cycle and it is frustrating that this is continued to be pushed as a main solution by the council.	
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area. on days of your choice, 25 day passes for residents in the Oxfordshire permit area, on days of your choice, Blue badge holders, Disability benefit claimants, Disabled tax cars, School students with special educational needs, Unpaid carers, Community health or care workers who need to visit multiple locations or travel urgently, Frequent hospital patients, Emergency service vehicles, Firefighters, Taxis and private hire vehicles, Registered car clubs, Business cars used as goods vehicles, Personal cars used as goods vehicles for business purposes, Driving instructors, Hearses and funeral cars	I commute to the central permit area by car	Very positive	Very positive	There should be no charges at all	No	Make Park & Ride parking cheaper, Make buses cheaper for all, Other	Cancel congestion charge. Ready done closing road and making worse	Negative	Did you guys ask peoples they agreed with this. No you just doing what do you like	Definitely I not agree with congestion charge	Open roads like previous and will be less traffic
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Negative	Negative	There should be no charges at all	No	Make bus services more frequent, Extend hours of operation for buses, Add public cycle parking		Very negative	I understand the need to reduce overall traffic in Oxford, but the idea to introduce a targeted selection of roads is fundamentally wrong and divisive. It brings to mind the BBC Drama "Years and Years". Targeting certain roads may reduce traffic in some areas it will just push the cars to other areas so you will have the situation that for some people it may be a benefit but for others it will be have a negative impact. This is NOT a community wide equal plan. Overall I think it is a poorly thought out strategy to make quick money but not tackle the major problem of congestion in the city. The 'Bus-Gate' plan is equally flawed. Just targeting cars is not looking a the wider problem of traffic in Oxford City… you are just penalising your residents. The 'School Run' is one of the biggest daily problems of traffic…. so it is astonishing that the proposed position of the Marston Ferry Charging area is after the Swan School! The city roads are noticeably quieter when the schools are off…. School traffic needs a big plan. Be Fair to all and not selective.		Hubs for parents to drop off children & bus them to school School cycle to school groups. Smaller more frequent minibuses into & around Town Hospital & University Park & Ride schemes to work…. Look at other cities…..Exeter Hospital has an excellent scheme that works well.
an Oxford resident	daily		I don't	No impact	No impact	About right	Yes	Add new bus routes, Make bus services more frequent, Extend hours of operation for buses		Positive	I don't drive but use the bus.. I hope that the proposals will reduce car traffic and so speed up bus journeys.	No.	No
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I commute to the central permit area by car	Very positive	Neutral	About right	Not sure	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Very positive	Improvements in air quality and reduction in carbon emissions benefit everyone.	I am worried about how difficult it will be to get my SEN child to school. He is at a private school because unfortunately his needs were not met within the state system. He can't physically cycle a bike, isn't confident/safe on the public bus, and the school bus doesn't have a stop in Marston where we live. Currently we drive (sharing with other parents). I don't want to drive, but haven't found a suitable alternative. Block-booking a taxi would be £35 per journey, and one-off journeys would be £10 per trip but potentially unreliable.	More frequent and reliable buses are the key, needs to be every 7 minutes rather than 20-40 mins as it is currently.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice, Personal cars used as goods vehicles for business purposes	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Negative	There should be no charges at all	No	Other	Fill in pot holes and make roads safer	Very negative	Living inside the area, and working both outside and inside the city, as well as caring for an elderly relative, who lives inside the area. This will adversely affect both my income and ability to travel.	Listen to the people in each area, as a resident of Cowley, I and others made it clear that having another school in barracks lane, would only cause more traffic issues and make things unsafe for children. This has now come to pass and as suggested to the council, plays a large part in the congestion in and around the area. Also, if the cyclist now have so much power (provided by the government bill about road use change), why are they not made to take a test, given a license and made to pay tax to help pay for the roads they use and to stop some of their outrageous behaviors on the roads? I believe Holland has a good track record in this	Provide more by-pasts and stop this car owner attack. All this will do, is eventually turn Oxford into a ghost town, with only restaurants, food outlets and pubs to provide for the termly student population. At least in Cambridge there is a two ring system.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very positive	Neutral	About right	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Add public cycle parking		Very positive	Less traffic means less risk to pedestrains and cyclists	No	Improve cycling infrastructure. OUH need a free shuttle bus from park and ride.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Positive	Negative	About right	Yes	Make buses cheaper for all, Make bus services more frequent, Add public cycle parking		Very positive	I never drive into central Oxford, generally use the bus. This should speed up bus travel and help to make the service more reliable.		Provide a bus park for tourist buses and prohibit them from parking on main roads except to discharge or pick up passengers at soecified places, such as outside the Taxloran on St Giles.
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	No impact	No impact	About right	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all		Neutral	I just wouldn't be able to get to the Westgate car park…I would therefore probably not go into Oxford to shop	I worry it will have a negative impact on the businesses in the centre of Oxford	The congestion has only become really bad since so many side roads have been closed to vehicles
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Very negative	Neutral	There should be no charges at all	No	Make Park & Ride parking cheaper		Very negative	Abandon this proposal. All businesses will suffer. I will no longer shop, eat out or visit Oxford. This is ridiculous!!!! So many businesses will will no longer be able to trade.	ABANDON THIS!!!	Make Park and Rides Free. This will have an impact on the central Oxford area. If you don't want cars in the outer areas don't build houses.!!!
a resident of Oxfordshire living outside Oxford	weekly	100 day passes for residents in the Oxford permit area, on days of your choice, 25 day passes for residents in the Oxfordshire permit area, on days of your choice, Blue badge holders, Disability benefit claimants, Disabled tax cars, School students with special educational needs, Unpaid carers, Community health or care workers who need to visit multiple locations or travel urgently, Frequent hospital patients, Emergency service vehicles, Firefighters, Hearses and funeral cars	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make bus services more frequent		Very negative	Congestion zone duration is too long. There is not much cars in the Oxfords city center on Monday to Friday from 10:00 to 15:00. As a Oxfordshire resident, we travelled to Oxford city center for working, studying or leisure. It annoying to have the congestion charge. I will avoid to go to the city center.	No congestion charge please.	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	Neutral	About right	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for young people		Neutral	We live the Botley Road side of the railway so never need to drive through that central area at present as we always have to go round the ring road (taking ages and getting stuck in traffic).		Make Westgate car park much smaller (disabled only). Have a a secure storage area at park and rides where the west gate Dropit can deliver shopping so that it is there for you when you return to your car. A delivery service is already offered to home and CX postcodes but needs to advertised much more heavily including at park and ride and deliver to park and ride as people want their purchases immediately.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice, Community health or care workers who need to visit multiple locations or travel urgently	I commute to the central permit area by car	Positive	Neutral	About right	Yes	Add new bus routes, Add public cycle parking		Positive	If it cuts down the amount of traffic passing through, it will be a good thing. Rush hour in Oxford is diabolical.	You must must must please ensure community first responders are given unlimited access across the city. CFRs are volunteers who respond to the highest priority 999 calls on behalf of SCAS (ambulance service), usually in their own private cars, and it would have a massive impact on their ability to do so if they are not permitted access. Please ensure these people are included in your list of health workers needing urgent access at all times.	The bus lanes need to be more widespread. At the minute buses get stuck in the traffic jams along with everyone else so they don't offer sufficient advantage in taking them
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Very negative	No impact	There should be no charges at all	No			Very negative	It's not necessary. It will put shoppers off visiting and shopping in Oxford. If the scheme was not implemented funding it with the £5 charge would not be necessary.	IF this goes ahead, villages close by should be included in the 100 permit area eg Sandford on Thames, Kennington, etc	Open up the LTNs, introduce one way traffic in these areas.
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	No impact	No impact	There should be no charges at all	Yes	Other	Paay the business that go bust because of the reduced trade	Very negative	Hours wasted filling out forms to get permits and then the council spending millions to implement and run the very unpopular scheme. That will onlv reduce traffic a small amount. It is ridiculous you are proposing even more chaos on the roads in oxford considering the fiasco with the Botley road which is vour fault and is causina the conaestion in the first place!!!	I am strongly against it.	If the council have to wage war on car drivers then council own most of the car parks that people drive to, just reduce the number of spaces or increase the price.
an Oxford resident	daily	Personal cars used as goods vehicles for business purposes	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make buses cheaper for young people		Very negative		Yes, the chaos on the roads when the stadium is going to be open in operation in Kidlington would be unbearable- surely you understand everthina will come to a standstill and access to Oxford itself will be practically impossible.	Yes, sort out the Botley road, make P&R cheaper (it costs me less to drive in then to pay for parking and then to pay for the bus)- and no- making it more excensive for me to drive in is NOT the solution!
an Oxford resident	weekly		I don't	Very positive	Neutral	Too low	Yes	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for young people		Very positive	Oxford is harmed by congestion. Here is your chance to solve a problem. Why dither now?	Be more ambitious in order to make the city liveable for all.	Botley Rd must be made one way with priority for buses. Going back to full congestion once it opens will be a disaster for all.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	There should be no charges at all	Yes	Other	Remove LTNs	Very negative	100 day permit will not cover my travel as I live in the city centre.	As with the LTNs I worry this will have a negative impact on the city with more businesses closing, extending journey times and pollution risino on oridocked areas.	Travel by car should be made easy for locals in general, not just priority groups. Cycling or taking buses is not always a viable option.
a resident of Oxfordshire living outside Oxford	less than weekly		I don't	Neutral	Neutral	There should be no charges at all	No	Make Park & Ride parking cheaper, Make bus services more frequent, Extend hours of operation for buses		Negative	The end time of 7pm will mean that I will stop going into Oxford for cultural events such as the Playhouse In the past I have had to walk to the Park and ride after 10 pm as buses did not turn up I do not trust the current bus system and will look further afield for music and theatre	I find it strange that the new building work has protected Oxford forcing the smaller towns and villages in Oxfordshire to take more than their fair share Then we are now having to pay to go to Oxford as the bus services to these places do not stop or are irregular This Thursday I had to drive as the bus was 15 minutes early and did not wait	Tax / license Air bnb to discourage second homes Build in Oxford Cycle routes separate from bus lanes Congestion charge finish at 6 pm Spare John Radcliffe hospital as not fair hospital patients will have to pay Privatise bus companies
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	There should be no charges at all	No	Other	You already take road tax and parking tax even in front of people's houses. Maybe it is time you take a tax from bikers	Very negative	I work in the hospital, my husband has to drop me off because I am struggling with a disability impacting my ability to walk and carry my work bag. Your proposal would mean no longer being able to do that. So many people in Oxford are not able to walk long distance or use a bike. Not to mention hospital patients who are coming from the whole of Oxfordshire and are not able to take a bus for numerous reasons Opening roads not closing them more would better help with traffic. Not to mention road closures such as Mayfair Road where an ambulance or fire truck would not be able to get on time, risking people's lives. Please don't wait until someone dies and sues you for it or all people will leave Oxford, which is what we consider doing only because of you causing all these issues. Also let's remember you are causing more pollution with all cars waiting in traffic.	You seem to target certain areas of Oxford which is not fair, mainly East Oxford. What you are doing may be legal but it is totally immoral. You are about to block access to hospitals which is a very wicked thing to do, not to mention that bus fares are becoming impossible to bear. We live in a civilised world and cars are part of it.	You could look at Oradea, Romania. That city with comparable size to Oxford can now be driven through in less than 5 minutes. Instead of stopping cars, they built bigger and more ring roads connecting every possible place and in high traffic areas they created over ground and under ground passages so that cars from different directions don't meet. They also enlarged roads wherever possible instead of narrowing them. The mayor doing that took inspiration from New York's infrastructure. Maybe you could learn from both.
a resident of Oxfordshire living outside Oxford	less than weekly		I don't	No impact	No impact	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make bus services more frequent, Extend hours of operation for buses		Very negative	This is the tail wagging the dog. Don't ban vehicles give better options. When I visit Oxford I already don't drive into the centre unless I have to as it's not car friendly. I use the park and ride which is fine except for the bus frequency, capacity and running hours. The last time I came to Oxford to go to the theatre and spend money with businesses in the centre, I found that I couldn't get a bus back to the park and ride after the performance finished! Ended up getting a taxi which kind of defeated the object of less polluting journeys! I've not been back since, Milton Keynes and Birmingham being preferred destinations. If you sort out the buses and roads then the conection with fall.		Improve the park and ride facilities and associated bus frequency, capacity and running time. Spend my money you're wasting on LTNs and congestion charging on that instead.
a resident of Oxfordshire living outside Oxford	weekly		I commute to the central permit area by car	Very negative	Negative	There should be no charges at all	No	Make buses cheaper for all		Negative	Cost is a factor, and convenience, it would be impossible to shop and carry goods purchased by bus.	Getting across Oxford is already a nightmare, a congestion charge will not help this, all it will do is provide even more money for the council. If drivers avoid driving through the city they have an awful long way around (using more fuel potential holds ups etc) If there is a problem with the A34 and we know there are many hold up and the Ring Road, it will grind to a halt causing further delay for the driver and more pollution for the extended city. It is being done for the wrong reasons and the layout of the city does not lend itself to such a scheme. Why hasn't someone considered one way systems in and out, The traffic has more chance of moving if one way driving on the through roads. May be Marston Road may be an exception.	Is this a joke, buses running more frequently, has anyone ever sat at Oxford ParkWay and seen the frequency of the buses running in to Oxford. The scheduling is an abortion, they could run more efficiently say every 10 ins - I don't know but someone must - I know they buses are electric and therefore less pollution, but there is congestion nonetheless by volume. Perhaps coming at it from a different angle would increase efficiency and reduce pollution. It is too easy to put a price on everything.
a resident of Oxfordshire living outside Oxford	daily	Disability benefit claimants, Frequent hospital patients	I don't	Neutral	Neutral	About right	No	Make buses cheaper for all, Add public cycle parking, Other	improve and maintain and clean cycle tracks particularly those separated from traffic to support less confident cyclists. Offer free cycle confidence lessons.	Very positive	We need to reduce dependency on cars and to make car users pay for the convenience of their choice. It would cost me £17 on a bus with my family into Oxford as a return. £5 is nothing compared to this.	I think you need to make public transport free, as they do in Montpellier for all those living within 12km of the city. People might use it then. You also need to suppt people and give them confidence to cycle eg with classes and loans of varied bikes eg longtail bikes, bikes for disabled people etc. I strongly support anything that encourages more people to cycle. I currently cycle 7-9 miles each way into Oxford every day but I live and work on a quiet route. Put more of those in and make it less polluted.	Make public transport free. Put in trams to avoid traffic. Increase frequency of trains eg from Radley and Heyford. Bring in the train again from Iffley. Have a look at what Montpellier France are doing to make non car options genuinely viable and used. The buses as they stand are expensive and unreliable and infrequent. I prefer to cycle but many are put off by the speed and unreliable bus service - it needs to be better than cars. Make all school zones non drop off and police them. Expand to other towns like Abingdon and Witney. Maintain the bike routes and join them up. In the winter they are often clogged by leaves and in the hot weather by broken glass whilst cars drive on pristine roads. Many workers and students support you. Be brave and keep our historic centre clean and safe.
a business	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice, Personal cars used as goods vehicles for business purposes	I commute to the central permit area by car	Negative	Positive	Too high	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper		Negative	bringing in customers to city meetings, needing to carry small loads, impractical for Park and Ride, will have to seriously consider moving this activity outside oxford. This is not good when trying to collaborate with Oxford partners who are based in Oxford city. The inconvenience will be more costly to Oxford as potential investment will move away from the city and surroundina area employment opportunities.	None	Remove the parking charge at Park and Ride as a temporary measure, without increasing the adult passenger charges, increase the adult age to >=18 yrs. Significantly increase EV charging capacity at Park and Rides, with competitive charge rates, you don't need faster chargers at these locations as users would be using the Park and Ride for hours not minutes. Capital investment significantly lower.

Survey Response													
I am responding to this survey as	How often do you travel in or around Oxford?	Please tick which of the following free permits and passes you think you may be eligible for	Do you live in, visit a resident by car or commute by car to the proposed central Oxford	Central Oxford residents' permitit is proposed that residents in the central Oxford	Central Oxford permit area commuters' permitit is proposed workers commuting	We are proposing a single charge of £5 to allow cars without a day pass or permit	Do you think that charges should vary, with drivers of larger cars paying more and	Income generated by introducing the proposed temporary congestion charge would be used to cover the set-up and operating costs of the scheme.	If other improvement, please state	Taking into account all the information we have provided about the proposal to	Please explain your answer	Do you have any other comments about the proposal for six temporary congestion charge locations in Oxford that you have not already shared in this survey?	Do you have any suggestions for other ways to reduce traffic and tackle congestion in and around Oxford?
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Positive	Negative	About right	No	Make buses cheaper for all, Make bus services more frequent, Add public cycle parking		Positive	I am hoping it will reduce traffic.	I am concerned this, like the fingers, will increase traffic through Old Marston at peak commuter times.	An aerial egg lift linking Thornhill P&R > Osler Road / JR hospital > Town Centre.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Negative	Too low	Yes	Make Park & Ride buses cheaper, Make buses cheaper for all, Make bus services more frequent		Positive	Could go further, eg restricting hours of access for "other" vehicles (delivery etc) to outside normal peak times		Reduce the amount of parking currently available with a aim to discourage driving into the centre
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Positive	Negative	Too low	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Add new bus routes, Make bus services more frequent, Extend hours of operation for buses, Add public cycle parking		Positive		I think 3 cars for commuting is excessive	restrict larger vehicles such as trucks and vans within certain hours - so not during peak schools hours (7:30-9, and 3:30 to 5). This would make cycling with kids safer and more appealing.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	About right	Not sure	Make buses cheaper for all, Add new bus routes, Add public cycle parking		Very positive	Would expect to see fewer cars crossing the city centre, so buses would be faster/more timely and walking/cycling would be safer and more pleasant	Seems like a good way to test out the traffic filter ideas before going into the trial proper	School term times seem to produce the heaviest traffic, finding better ways for children to get to schools (rather than being driven in and out individually) could make a big difference. A shift away from the near-universal 9-5 working hours could also help soread out "rush hours".
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	Yes			Very negative	I'm an NHS manager, working almost 24/7, working every day after job planned hours from hime, additional commuting time will have neoative imoact on my service		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	Too low	Yes	Add new bus routes, Make bus services more frequent, Add public cycle parking		Very positive	It is currently quicker to cycle in and around the city than to go by bus. The roads should be clearer for people who *need* to use their cars and permit the free flow of traffic. Buses will be quicker, and therefore more appealing to use, and cycling will be safer.	Owing to the timing of sessions, there needs to be provision for access to the ice rink, whether that is by improving bus services or adjusting the congestion charge for users. Otherwise, training would be affected to such an extent that competitive skaters will need to move to other rinks, such as Swindon, which are further away, which will affect the rink's ability to operate and remain competitive.	Look to other medieval cities abroad that have put cycling first and see what measures we can adopt. A good example is Uppsala, in Sweden, which is also a medieval university town and is almost entirely car-free in the centre. Cars should be used for getting out of Oxford, and not necessary for getting into or around Oxford.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	There should be no charges at all	Yes	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Negative	I will have to leave my job at the school where I work part time because the most direct route includes one of the charging zones and going the long way would take too long and will use too much petrol. Going there by bus would take ages as there is not a good direct service available.	They are not a good idea because the rich can afford to pay and will continue congesting the road, but those on lower income will struggle.	Removing the LTNs in East Oxford would be a good start. Have more bus routes that cover the entire city and better connection services to the surrounding villages.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	Too high	No	Make buses cheaper for all		Negative	Push traffic onto already busy alternate routes already impacted by LTNs		Use the river to provide alternative transportation into Oxford
an Oxford resident	daily	Taxis and private hire vehicles	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Make BUSES FREE FOR LOCAL PEOPLE BETWEEN WORKING HOURS AND SEE WHAT IMPACT THAT HAS ON TRAFFIC AND SCHOOL RUNS	Very negative	Will hurt people that come to Oxford to work and who live locally .. turning Oxford into a Prison	All the surrounding roads will be impacted massively, there wasn't a congestion problem before that LTNS went in.. SUMMERTOWN IS THE WORST FOR PEOPLE THAT DON'T LIVE LOCALLY	Free bus passes, council has the ability now to run its own bus services due to changes in the law, also bus ticket prices are extortionate for such small journeys and cause issues financially, Park and Ride should be free and buses to and from them should be one pound no more, if you want people to use Oxford and use it services make it cheaper for them to access them.
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Fix the badly managed roads and roundabouts	Very negative	It's literally a money making scheme. Not everyone falls into the same category of 'they should walk, get a bus or cycle' I now live in Abingdon, but I grew up in Cowley, I work in Cowley, my partner works in Cowley, my daughter goes to nursery in Rose Hill, I still have a lot of friends and family in Cowley that I see regularly, usually after work. You have already made that difficult with LTNs, I have to sit in a lot more traffic now than I ever did before. People will not stop driving! We pay for our cars, our insurance, our tax, and you want to charge us more just for the privilege of driving in our own city! There is no bus route that will allow me to go to drop off my daughter at nursery, go to work, then to pick up my daughter, and then to visit my family! And if there was it would probably double my journey time! I cycle to work when I can, but not if I have to do the nursery run. I have never ever had a problem cycling round Oxford! The majority of families and households rely on there cars to go about their daily business! Stop trying to penalise them!	You never spoke about this pre election as you knew you would struggle to get voted in! You have ruined Cowley with your LTNs already! You as a council are not listening to residents. Just look at the petition with over 10,000 signatures against! Look at the comments! Put your congestion charge in areas where you were voted in! Leave Cowley alone! Majority of residents do not want your greedy schemes! You seem to be targeting the poorer areas! If you really want it, then open up some of the LTNs so that the traffic can flow freely!	Open up the LTNs! Simple!
a business	daily	Business cars used as goods vehicles	I don't	No impact	No impact	There should be no charges at all	No	Other	I don't think there should be a congestion charge so this question isn't relevant.	Very negative	1. The question earlier about allowing permits to central Oxford for commuters is misleading. Multiple people I have heard from have misunderstood it to mean that commuters can get permits for all of central Oxford, not just the few streets which it actually applies to. It softens people's opinion on the CC when it comes to answering the questions which follow. Time has not been taken to ask business owners in person how they'll be impacted. It would have been respectful to do that. For example the parade of shops on Marston Ferry Road near the lights is going to be badly impacted as customers from Summertown are less likely to go - for example. The shops on Hollow Way (many of which rely on destination customers picking up large items - eg car batteries from Hollow Way Autoparts) are going to lose customers coming from Kidlington / Summertown etc. We're told the CC will boost business but this is based on a theory from other cities. The council is experimenting with the livelihoods of multiple hard working business owners and their families. Unbelievably arrogant and immoral.	Take out the LTNs and make some of the streets one way. Put in a bus from north Oxford to Cowley Road. Bring a bus back to Jericho - from the train station to the JR.
an Oxford resident	daily		I don't	Very positive	Very positive	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all		Very negative	Nobody wants this scheme. It is not necessary, it won't change the traffic but just act as another tax burden on an already expensive city.	Everyone knows calling these things a temporary scheme is deceptive and just a gateway of implementing predetermined objectives. I ill ally introduced with concessions for residents with free passes. These will no doubt decrease year on year before beino removed. This council is not workina for the residents but makina the city worse with every scheme.	Free park and ride. Focus on reopening the Botley road—another disaster.
an Oxford resident	less than weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Negative	Neutral	There should be no charges at all	No	Make Park & Ride parking cheaper, Make buses cheaper for all, Make bus services more frequent		Very negative	All these schemes will not reduce the number the cars on the roads. Instead, they will mean the majority of traffic will take alternative, often back road, routes. These routes will become more congested with queues increasing pollution and misery for all.	Living nearby I am particularly concerned with the Hollow Way scheme. It will force Hollow Way traffic to use the ring road as far as Texco roundabout, adding substantially more traffic to this roundabout. This will cause traffic to queue from the roundabout traffic lights back onto the ring road itself, reducing this to one lane for all through traffic, causing extra delays for everyone, including emergency vehicles. Once past the roundabout, the B480 towards Hollow Way and the traffic lights at the Swan pub will also be unable to cope. It will also gridlock the Horspath Driftway to the ring road. Already, this queues from the fire station in order to join the ring road. Adding all the Hollow Way traffic to this will cause queues to back up along Headington Road itself. All these surrounding roads already suffer from congestion. Adding Hollow Way road traffic to them will only make them worse.	These schemes do not reduce the traffic. They merely re-route it onto less roads. Opening up the roads already closed with LTN flower boxes would allow the traffic to be spread over more roads, making all routes less congested than now, never mind later when more roads are restricted.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very positive	Very positive	About right	Yes	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Very positive	Oxford is not built, and cannot (and should not) be physically adapted, for the ever increasing number of vehicles that are using its roads. Traffic congestion is already a huge problem and will only get worse without some kind of intervention to reduce the number of journeys cars, vans etc. are making daily. These proposals are a start. I know from my own experience that the congestion charge has worked very well in London. But London has the room for bus lanes that Oxford does not. Whether it will be as successful in Oxford needs to be seen.		Some sort of incentive rather than just perceived penalties, for non-essential car users to reduce their journeys. Though I can't think what that might be just at the moment! Car ownership and use has been so encouraged over the last few decades it's inevitably going to be hard to rein back on that.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very positive	Very positive	Too low	Yes	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Make buses cheaper for young people, Add new bus routes, Make bus services more frequent, Add public cycle parking		Very positive	It's a good enviro		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very positive	Positive	About right	Yes	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Extend hours of operation for buses		Very positive			
an Oxford resident	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very positive	Positive	About right	Yes	Make Park & Ride parking cheaper		Very negative	We live off heyford hill lane, just yards from the city boundary. Our GP, dentist, childrens school, job, church, shops, and all activities and friends are in Oxford. Inc my 85 year old parents. But I am told I don't live in Oxford...I have friends in botley, also outside city line who are told they do. It's all so unfair! It's always little more/Sanford treated dicked on.	It's just unfair the way they say who has 100 and who has 25 tickets.	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Very negative	Very negative	There should be no charges at all	No	Add new bus routes		Very negative	New taxes will always worsen the life for the low income residents	Raising taxes is never good	Open more street to traffic, so it can be routed more organically and skip bottleneck. Improve bus routes.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very positive	Very positive	About right	Yes	Extend hours of operation for buses, Add public cycle parking		Very positive	Reduction in traffic in the centre of Oxford improving life for cyclists and buses.	Very positive; people should be encouraged to use public transport	Improve park and ride. Improve cycle parking
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Very positive	Very positive	About right	Yes	Make buses cheaper for all, Make buses cheaper for young people, Extend hours of operation for buses		Very positive	This will decrease traffic and as a cyclist this decrease would make cycling safer and encourage more people to cycle	Cycle/ pedestrian lanes need improving and building ie b4044 from botley to farmoor	Develop designated cycle routes and pedestrian routes across town
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	No impact	Negative	About right	No	Make buses cheaper for all		Negative	I commute into Oxford once a week, therefore, 25 passes would not cover the entire 12 months for me, so I would have to pay £5 per entry after the 25 are used up. For those who are required to commute into Oxford more frequently, this will be an extremely expensive scheme.		Invest in train travel as well as penalising car travel. Make trains more frequent and add carriages to them.
a member of the public living outside Oxfordshire	daily		I don't	No impact	Positive	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper		Very negative	This is a total disaster for those of us who commute into Oxford. It will drive all traffic onto the ring-road and will massively increase congestion. I work as a consultant in the hospital (JR and CH). Park and ride would takeme 2 hours each way and massively increase costs. I commute from West Berkshire and my wife is a consultant in Reading. We have no choice but to commute by car.		Accept that in a vibrant city like Oxford people will need to commute in and do not keep trying to make their lives worse. Try to get roads open that are closed, making the problem much worse. For those coming in from south up the A34 to reach a P&R takes about 90% of the journey time. You could establish a new P&R directly off A34 with good cycle routes to the hospital.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very positive	Positive	There should be no charges at all	No	Make Park & Ride buses cheaper, Extend hours of operation for buses		Very negative	This is not needed. It is purely a money making exercise.	Do not implement.	Remove all LTNs.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	About right	Yes	Make bus services more frequent, Extend hours of operation for buses		Very positive	I really look forward to there being fewer cars on the road. My family cycle a lot, so fewer cars would make this safer and more pleasant. It will also reduces air pollution, great everyone's health, and greenhouse gases, great for the whole planet's health.		Improve the cycling infrastructure!
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	Too low	Yes	Make buses cheaper for all, Make bus services more frequent, Add public cycle parking		Positive	Measures are needed urgently to reduce congestion and make cycling safer and buses more reliable.	Overall I'm strongly in support but I'm concerned that the charges aren't high enough to act as a disincentive for driving cars into city centre. Pleased that other vehicles are exempt. I'm concerned about the increasing number legal and illegal motorcycles being used in the city and often driven dangerously on pavements, cycle paths and footpaths.	Stop large tourist coaches driving in the centre of the city, and make tour operators use the park and rides. Work with independent schools to put on bus services instead of parents driving into the city, this is a massive source of traffic congestion that could be easily avoided. Much more bike parking is needed all over the city. It can be hard to find a space in the city centre at busy times. Sheffield stands only please. Education campaign and infrastructure to make cycling safer. At present, almost every cycle journey in the city seems to involve a near miss with a distracted/impatient or aggressive driver. Proper bollards made of solid wood or metal, not flimsy plastic which do not protect cyclists because drivers know they wouldn't damage cars. so don't stay clear of them.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	There should be no charges at all	Yes	Other		Negative	I do not support the proposed Oxford traffic filter charge. My opinion will be based on the effects on the society rather than my personal interest or benefit. A) Little real-world evidence of congestion charge on bus only system as mass transit: There's little real-world evidence on congestion charges in cities that only rely on buses as mass transit—because most early adopters (London, Stockholm, Singapore, Milan) already had rail or tram systems. Key Limitations for Bus-Only Systems 1. Capacity and frequency constraints: Buses have lower capacity and less frequent schedules than trains or underground —so may not be able to absorb the volume of travelers promptly 2. Mode substitution risks: Drivers may switch to motorcycles/taxis if buses lag in reliability and comfort. 3. Equity concerns: Low-income, private-vehicle drivers may bear the brunt of tolls—benefits accrue more to those able to use bus—with little rail alternative 4. Data scarcity: Few bus-focused cities have implemented congestion pricing standalone—most data stems from mixed-mode systems or simulation models. B) Paradox of reducing the congestion but increasing commuting time and cost for most individuals commuters. This will be evident if we break down the time and cost of travel to each individual commuters. It is especially significant or those living in outskirts of Oxford who need to commute to Oxford for work or studying. Taking into the waiting time and frequency for buses, the time of commuting will likely be doubled if they switch to use bus especially if they need to switch bus routes or using park and ride. Total traveling costs are also likely to increase either. Those who work in shifts especially NHS will find it difficult either. C) Incresed congestion to no non charging zone. Since the traffic filters are not imposed on all routes, some of the traffic will be diverted to the non charging one. Thus the benefit of charging zone is offset by the disruption to the non charging zone. D) Low elasticity of switching of driving for work. Those who can commute by bike may have done so regardless of the congestion charge. Since switching to buses will involve	Free parking at park and ride. Increase bus frequency .
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Positive	Positive	There should be no charges at all	Yes	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make bus services more frequent		Very negative	Travel to Oxford for health and enjoyment to university Parks partrun every Saturday morning and this will no longer be possible. Using park a ride and busses adds about 1hr to my trip. There is hardly any traffic at 9-10am on a Saturday.	If public transport or other options were suitable, then people would use them. This is going to ruin enjoyment of the beautiful city of Oxford and tax people who love going to the city parks	More park and ride with more regular busses at very low or no cost
a resident of Oxfordshire living outside Oxford	weekly	Personal cars used as goods vehicles for business purposes	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Very negative	I am appalled that the failure of the council and the contractors hired for the Botley road works is trying to be passed on to those living and working in Oxford. Oxford is already unaccessible to live in as a city due to the inflated house prices, and now this threatens to make is untenable as a place of work. I work regularly throughout the week in a number of central Oxford schools, as well as at venues as a musician and teacher. Public transport is not an option due to the instruments I need to bring with me. Please support those trying to work and live in Oxford, rather than prioritising tourism and the university.	Bus travel is not the answer for those using the city for work and business purposes, transporting equipment needed for this work.	Oxford has a very large number of private schools. These should be required to offer a bus service which would dramatically reduce the number of cars accessing these areas to pick up and drop off children.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Very negative	Very negative	There should be no charges at all	No	Other	Scrap the scheme	Very negative	Either have to pay charge or sit in traffic jams caused by other people avoiding the charge. Additional cost incurred either way.	The whole presentation of this has been as a fait accompli. This "survey" is just a box ticking exercise so that occ can say it "listen to the people"	Get rid of the Traffic filters/gates and LTNs which are forcing the cars onto fewer and fewer roads. Stop putting cycle lanes with bollards in stupid places causing additional dangers at junctions.
a resident of Oxfordshire living outside Oxford	less than weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	No impact	Very positive	Too high	Yes	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Other	Reprogramme Abingdon Road traffic lights that currently prevent people leaving the city centre at the end of every day. Prioritising clearing the city instead of having hundreds of cars idling will do more for clean air than any of these measures.	Very negative	Husband currently works for city alcohol and taxi licensing authority and uses our car to attend inspections and carry out enforcement operations. Doesn't sound like you have any exemptions he'd be eligible for so presumably Oxford City Council would end up footing that bill? Personally, I would stop coming to Oxford and find alternative towns to visit (currently come in roughly once a month to shop and or attend entertainment and or eat out). It's not worth the frustration and punishment of fines if I'm trapped by awful traffic management and can't get out of the city and can't choose another route without being penalised.	I don't understand why you're trying to obfuscate and stop all flow, why not focus on directing traffic on preferred routes? Why not allow JR to build a multistorey accessible from the ring road via a priority route? Your plans don't cater for Oxfordshire's residents who are forced to use your city.	Prioritise allowing cars to leave the city. Clear Abingdon Road. Publish your actual traffic management and flow modelling so it can be scrutinised.
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Neutral	Neutral	There should be no charges at all	No	Make buses cheaper for all, Make bus services more frequent, Extend hours of operation for buses		Negative	I will only be able to drive in 25 times. I attend a church in Oxford city, come in for pubs & restaurants and shop in the city. 25 days per year is less than once a fortnight, so that doesn't even cover half of my church attendances, never mind any other visits.	Many people will choose to shop elsewhere. It will reduce visitors coming, but this will be bad for many businesses. We've already lost several Botley Road businesses and I believe this scheme will be the final nail in the coffin for more.	Better flow of traffic through key routes would help. Obviously the Botley Road closure has choked up everywhere else, but once that reopens, keeping the main arteries flowing and providing plenty of parking (to prevent queues for limited spaces) should be the two priorities. The double-decker parking at Cheyney was good, as was the use of City of Oxford College car park at weekends. It seems bizarre to me that these were both discontinued. If I'd wanted to make it make it hard for cars to come in, I'd have deliberately stopped both of those. There are other places where there was room for car parking, but those spaces are gone now. There could be a lot more small groups of pay and display spaces, if there was the political will to make it easier to park.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	Too high	Yes	Make Park & Ride parking cheaper, Add new bus routes, Make bus services more frequent		Very negative	Frequently use Hollow Way, also where I work will be severely affected by St Clement's fee as lots of customers currently come this way and are likely to go elsewhere, I work near the Plain roundabout. It will make my journey up the Iffley Road even worse. It has gone from a 5 minute journey to a 20-30 minute journey since the introduction of LTNs. I go by car as needed durina the dav and sometimes have heavy thinas to transport in my car.	I got an electric car several years ago when you were proposing low emission zones at increased expense, but I am not seeing any benefit from all your anti car and pollution policies,	Cycling is not safe.
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Neutral	Negative	There should be no charges at all	Not sure			Very negative			
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Stop charging the everyday working individual and stop being greedy. .	Very negative	Why charge the everyday working individual? Council tax is paid for a reason, there's no lack of money in the pot if it was spent wisely. This is simply a money making exercise, for individuals who just want to live freely and travel to work by car to get to their remote work locations where public transportation is not an option, you are proposing they now can't! None of the traffic calming measures have worked, example. Southfields's road and divinity road, this now pushes all vehicles like a funnel through st Clement's increasing pollution. noise and traffic. I am stronoly against this proposal.	Don't do it, the backlash will be immense. This country is already falling apart, healthcare, education, housing, tax; so why add more financial pressure to the working class people. Greed is the answer, public transport doesn't work for everyone, so stop forcing it upon people, in regards to the select few who will be immune from this ridiculous charge eg blue badge holders, taxis, healthcare workers, who had thought about all the other individuals who are trying to live a free life.	Reduce bollards and access roads restrictions, simple, it will stop traffic funnelling to certain areas eg st clements. From the proposed marston road charge zone, this will push more traffic onto the already busy dual carriageway bypass. Why block off all routes it just increases funnelling which increases pollution, noise and traffic. With the amount of bus and cycle lanes around the city, why is it unsafe. It's simply not, it's just a council money making scheme to make the rich, richer. Focus on everyone's financial implications, not just the minority!
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	Neutral	About right	Not sure	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		No impact	Most of my driving in the Oxford area is not within the congestion charge area. When I do go into the congestion charge area I use the bus or bike.	I am a little concerned about how generous the proposal for the very central area is.	I think there should be a reduction of workplace parking spaces within Oxford. If public transport into central Oxford is good and there isn't parking available when you get there you're more likely to use the bus
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	Too high	Not sure	Make buses cheaper for young people, Make bus services more frequent, Add public cycle parking		Negative	Those who have to leave Oxford to commute to work would be unfairly penalised		Only charge congestion for non-residents
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Positive	Positive	About right	No	Make Park & Ride buses cheaper, Make buses cheaper for all, Extend hours of operation for buses		Positive	Think it will improve congestion and encourage use of public transport		
a resident of Oxfordshire living outside Oxford	less than weekly		I don't	Very positive	No impact	About right	Yes	Make bus services more frequent, Extend hours of operation for buses, Add public cycle parking		Very positive	I usually visit central Oxford by train + bike – fewer cars will make the historic centre a better place to visit.		Complete the electrification from Didcot to Oxford – reinstate through services from Reading to Oxford by train – speed up the development of the new rail links, like the Cowley line or the route to Wantage – improve the public transport links from the station to the medical and business sites in Headington – invest in a complete network of segregated cycle lanes, including the routes to the north – add Dutch-style safe cycle parking facilities in unsecured shop premises

Survey Response													
I am responding to this survey as	How often do you travel in or around Oxford?	Please tick which of the following free permits and passes you think you may be eligible for	Do you live in, visit a resident by car or commute by car to the proposed central Oxford	Central Oxford residents' permitit is proposed that residents in the central Oxford	Central Oxford permit area commuters' permitit is proposed workers commuting	We are proposing a single charge of £5 to allow cars without a day pass or permit	Do you think that charges should vary, with drivers of longer cars paying more and	Income generated by introducing the proposed temporary congestion charge would be used to cover the set-up and operating costs of the scheme.	If other improvement, please state	Taking into account all the information we have provided about the proposal to	Please explain your answer	Do you have any other comments about the proposal for six temporary congestion charge locations in Oxford that you have not already shared in this survey?	Do you have any suggestions for other ways to reduce traffic and tackle congestion in and around Oxford?
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Positive	Negative	About right	No	Make buses cheaper for all, Make bus services more frequent, Add public cycle parking		Positive	I am hoping it will reduce traffic.	I am concerned this, like the fingers, will increase traffic through Old Marston at peak commuter times.	An aerial egg lift linking Thornhill P&R > Osler Road / JR hospital > Town Centre.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Negative	Too low	Yes	Make Park & Ride buses cheaper, Make buses cheaper for all, Make bus services more frequent		Positive	Could go further, eg restricting hours of access for "other" vehicles (delivery etc) to outside normal peak times		Reduce the amount of parking currently available with a aim to discourage driving into the centre
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Positive	Negative	Too low	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Add new bus routes, Make bus services more frequent, Extend hours of operation for buses, Add public cycle parking		Positive		I think 3 cars for commuting is excessive	restrict larger vehicles such as trucks and vans within certain hours - so not during peak schools hours (7:30-9, and 3:30 to 5). This would make cycling with kids safer and more appealing.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	About right	Not sure	Make buses cheaper for all, Add new bus routes, Add public cycle parking		Very positive	Would expect to see fewer cars crossing the city centre, so buses would be faster/more timely and walking/cycling would be safer and more pleasant	Seems like a good way to test out the traffic filter ideas before going into the trial proper	School term times seem to produce the heaviest traffic, finding better ways for children to get to schools (rather than being driven in and out individually) could make a big difference. A shift away from the near-universal 9-5 working hours could also help soread out "rush hours".
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	Yes			Very negative	I'm an NHS manager, working almost 24/7, working every day after job planned hours from hime, additional commuting time will have neoative impact on my service		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	Too low	Yes	Add new bus routes, Make bus services more frequent, Add public cycle parking		Very positive	It is currently quicker to cycle in and around the city than to go by bus. The roads should be clearer for people who *need* to use their cars and permit the free flow of traffic. Buses will be quicker, and therefore more appealing to use, and cycling will be safer.	Owing to the timing of sessions, there needs to be provision for access to the ice rink, whether that is by improving bus services or adjusting the congestion charge for users. Otherwise, training would be affected to such an extent that competitive skaters will need to move to other rinks, such as Swindon, which are further away, which will affect the rink's ability to operate and remain competitive	Look to other medieval cities abroad that have put cycling first and see what measures we can adopt. A good example is Uppsala, in Sweden, which is also a medieval university town and is almost entirely car-free in the centre. Cars should be used for getting out of Oxford, and not necessary for getting into or around Oxford.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	There should be no charges at all	Yes	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Negative	I will have to leave my job at the school where I work part time because the most direct route includes one of the charging zones and going the long way would take too long and will use too much petrol. Going there by bus would take ages as there is not a good direct service available.	They are not a good idea because the rich can afford to pay and will continue congesting the road, but those on lower income will struggle.	Removing the LTNs in East Oxford would be a good start. Have more bus routes that cover the entire city and better connection services to the surrounding villages.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	Too high	No	Make buses cheaper for all		Negative	Push traffic onto already busy alternate routes already impacted by LTNs		Use the river to provide alternative transportation into Oxford
an Oxford resident	daily	Taxis and private hire vehicles	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Make BUSES FREE FOR LOCAL PEOPLE BETWEEN WORKING HOURS AND SEE WHAT IMPACT THAT HAS ON TRAFFIC AND SCHOOL RUNS	Very negative	Will hurt people that come to Oxford to work and who live locally .. turning Oxford into a Prison	All the surrounding roads will be impacted massively, there wasn't a congestion problem before that LTNS went in.. SUMMERTOWN IS THE WORST FOR PEOPLE THAT DON'T LIVE LOCALLY	Free bus passes, council has the ability now to run its own bus services due to changes in the law, also bus ticket prices are extortionate for such small journeys and cause issues financially, Park and Ride should be free and buses to and from them should be one pound no more, if you want people to use Oxford and use it services make it cheaper for them to access them.
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Fix the badly managed roads and roundabouts	Very negative	It's literally a money making scheme. Not everyone falls into the same category of 'they should walk, get a bus or cycle' I now live in Abingdon, but I grew up in Cowley, I work in Cowley, my partner works in Cowley, my daughter goes to nursery in Rose Hill, I still have a lot of friends and family in Cowley that I see regularly, usually after work. You have already made that difficult with LTNs, I have to sit in a lot more traffic now than I ever did before. People will not stop driving! We pay for our cars, our insurance, our tax, and you want to charge us more just for the privilege of driving in our own city! There is no bus route that will allow me to go to drop off my daughter at nursery, go to work, then to pick up my daughter, and then to visit my family! And if there was it would probably double my journey time! I cycle to work when I can, but not if I have to do the nursery run. I have never ever had a problem cycling round Oxford! The majority of families and households rely on these cars to go about their daily business! Stop trying to penalise them!	You never spoke about this pre election as you knew you would struggle to get voted in! You have ruined Cowley with your LTNs already! You as a council are not listening to residents. Just look at the petition with over 10,000 signatures against! Look at the comments! Put your congestion charge in areas where you were voted in! Leave Cowley alone! Majority of residents do not want your greedy schemes! You seem to be targeting the poorer areas! If you really want it, then open up some of the LTNs so that the traffic can flow freely!	Open up the LTNs! Simple!
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice, Blue badge holders	I don't	No impact	Neutral	There should be no charges at all	Yes	Make buses cheaper for all, Extend hours of operation for buses, Other	Improve traffic light systems	Very negative	This is another punitive measure against car drivers by cardetesters. They pay taxes, unlike cyclists, they can be identified, unlike cyclists, they don't enter the city centre pedestrianised areas, unlike cyclists. They pay exorbitantly for parking, unlike cyclists. Look to enforce the law against cyclists, they can be seen lawbreaking every day and they make a mockery of it.	Why is traffic down Banbury and Woodstock Roads not subject to these £5 charges? Surely these carry huge amounts of vehicles straight into the city centre? more than Hollow Way for instance? Is it a coincidence that Cllr Gant lives and is Cllr for north oxford areas.?	Car owners have every right to use roads that they pay for...cyclists do not. I suggest that 20mph limits cause congestion and so do the excess amounts of cycle lanes. There are times when a lone cyclist on a road can hold up cars trying to pass and thereby causes congestion.) Cyclists strangely are not classed as traffic but use the roads freely and often illegally (e.g. city centre streets. You can see this every day) If charoes must be paid. make them apply to Banbury and Woodstock Res.
a resident of Oxfordshire living outside Oxford	daily		I commute to the central permit area by car	Neutral	Negative	There should be no charges at all	No	Other	Fix the roads! Pot holes everywhere and the A34 is a car park!	Very negative	If the Botley road was reopened then the traffic wouldn't be as bad as people would have another route in and out of Oxford rather than having to drive through the centre. For me I'd remove all the LTN's and let the traffic flow as it did previously and if in 12months time it shows that traffic hasn't improved just bring in a blanket congestion charge for all vehicles (including electric cars. hybrids etc) excludina public transport and emergency services.	If you want a congestion charge to be effective you need to basically cover the whole of Oxford and not just the centre. The A40 and ring roads should be exluded but otherwise everything should be charged. Permits/discounts for commuters and goods vehicles but they still pay in some way or another.	Stop building bus lanes everywhere that then go into the same single lane road. North Oxford corrida was a waste of money as when the traffic is bad the bus gets freedom for about 500meters before it then gets stuck in the same traffic as everyone else.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	About right	Yes	Make buses cheaper for all, Other	Cycling infrastructure improvements, prioritizing segregated bike lanes!	Very positive	I live in East Oxford and cycle into town every day. Along my daily commute I have often felt unsafe cycling on Iffley Road, Longwall St and St Cross Road in particular, due to poor cycling infrastructure and heavy car traffic. It is the combination of poor cycling infrastructure in Oxford (typically narrow, pot-holed and non-segregated cycle lanes that slope down to the gutter) and heavy car traffic that is a big obstacle for feeling safe when cycling - if this was addressed I think cycling in Oxford would become much more popular. This measure would hopefully at least reduce car traffic.	Oxford is a medieval city with a big student population, limited space and a temperate climate. This makes cycling the perfect answer for the city's transport woes. However, the combination of poor cycling infrastructure in Oxford (typically narrow, pot-holed and non-segregated cycle lanes that slope down to the gutter) and heavy car traffic is a big obstacle for feeling safe when cycling. Putting in proper cycling infrastructure - segregated bike lanes, which would allow safe and convenient commuting into town - is what is needed for making cycling mainstream - something that's for everyone, including kids and people with limited mobility. In absence of segregated bike lanes, the only other way to achieve this perceived and real safety is the Dutch model of very low car traffic combined with low speed limits (20 km/h) on small residential streets, in which case cars and bikes can coexist without separate lanes. But this would require tackling drivers going over the speed limit, which is a regular problem where I live at least in East Oxford.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	No charge	Very negative	I am a resident on Holloway this will impact me every day and increase traffic at the bottom of Holloway which is already congested due to LTNs and the filter on Oxford road.	Get a grip of your contractors and get the botley road sorted. Introduce the same congestion charges on the Banbury and Woodstock roads.	Yes remove the LTNs these are roads not play areas for children.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Negative	About right	No	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Positive	I hope there will be less traffic on the roads.	Need to make special provision for previous businesses like Smith & Low on Hollow Way otherwise they will fail.	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Positive	No impact	Too high	Yes	Make Park & Ride parking cheaper, Make buses cheaper for all, Other	Repair potholes on roads	Negative	There will be much more traffic on roads unaffected by the congestion charge such as the Iffley Road, which already sees a lot of traffic on a daily basis. Most of this traffic is probably a result of the Botley Road closure. On top of this, the implementation of a congestion charge on other key roads to get into and out of Oxford will likely increase traffic on the Iffley Road and others even further. The congestion charge will probably not reduce traffic but concentrate it on other roads. This will likely defeat the purpose of the congestion charge and make life more difficult for residents who use the car who live around roads unaffected by the congestion charge such as the Iffley Road.	I would probably implement congestion charges on all key points to get into and out of Oxford by car. However, I would make two further changes: 1) Oxford residents should not have to pay for any congestion charge on any day of the year and should be given a number of permits for visitors. 2) £5 is definitely too high a charge. I would reduce the charge to £1 a day for every car getting into and out of Oxford that is does not belong to a resident or is not in possession of a valid permit. I would also extend yearly permits to key workers such as nurses and teachers.
a resident of Oxfordshire living outside Oxford	less than weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice, Frequent hospital patients	I commute to the central permit area by car	Very negative	Positive	There should be no charges at all	No	Other	Introduce direct buses to the John Radcliffe and other Oxford hospitals from all the outlying Oxfordshire market towns. At present I would have to catch 2 buses from Grove to reach the John Radcliffe.	Very negative	In the past 3 years, I have had prostate cancer, been diagnosed with diabetes, had a triple heart bypass and during my bypass surgery it was discovered that I have had at least one heart attack.	Prostate cancer treatment treated with radiotherapy involves daily treatment at the Churchill. This could involve 30 daily sessions of radiation treatment plus additional consultations. I was in hospital for two weeks after my heart bypass and had numerous other consultations before and after surgery. I was reliant on my sister and sister-in-law for lifts to various hospitals.	This situation has arisen because Network Rail has failed to complete the redevelopment of Oxford station on time and on budget. Why should ill people and others, pay a cost and have life saving treatment compromised and additional stress forced upon them at a difficult time because planners and project managers have failed to do their jobs properly. I work in food production - my work colleagues work to strict protocols and cannot make mistakes - they don't try and divert blame onto others or force them to pay to use a service to reduce the demand for that service. The answer is efficient project management and the dismissal of those who can't deliver infrastructure projects on time and on budget.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Very negative		Should not go ahead. There are other ways of managing this. Very unfair.	A better bus service from Cowley to the John Radcliffe hospital. At the moment the number 10 is too slow and stops at too many stops. Its always faster to drive to work. Taking the bus adds a significant amount of time to my commute because of the awful number 10 service.
an Oxford resident	daily	Personal cars used as goods vehicles for business purposes	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Extend hours of operation for buses, Other	Fix potholes for	Very negative	Difficulty and extra costs continuing business		
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice, Community health or care workers who need to visit multiple locations or travel urgently	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Negative	Negative	There should be no charges at all	Yes	Other	You are happy to take money off of people who have to live outside of Oxford due to accommodation yet you seem to care absolutely nothing for many Oxon residents who pay to park when they have to work in Oxford. We are then penalised in our Oxon towns as	Very negative	I pay to park for work in Oxford. Like many renting have been pushed further and further away from Oxford. Still in Oxfordshire. Travel every day into Oxford for work as community mental health nurse. We pay the most ridiculous council tax, police tax, social care precept, Oxon County Council do not appear to give a fig about air quality for those of us living in Oxfordshire towns and streets. You do not apply the same standards or care about speed, parking, air quality across Oxon. The congestion charge not applying to vans is totally ridiculous. Residents who can afford to live in central Oxford can have what, up to three vehicles. You should be stopping people who have the privilege of living centrally to need more vehicles	Stop squandering our public taxes on schemes people do not want or agree with. Start enforcing speed limits. Start monitoring air quality and traffic in other residential areas. There is nothing at all done to monitor or address the vast pollutant of braking dust which is significant and occurs even with large heavy electric vehicles, as well as often council vehicles or those appointed to undertake council work eg waste trucks. As tax payers we are told we have to pay more due to services needed. This congestion scheme is NOT a service needed, You need to start doing what everyone else has to, concentrate on essential services.	Yes stop pandering only to those with vast sums of money and land. Students, academics anyone to do with the university will bring vehicles to Oxford even when they do not need them. Encourage actual real affordable renting for those in public sector jobs. People working cannot afford to live in Oxford with ordinary jobs. There should be a tourist tax like there is in so many other countries. Reduce numbers of buses all operating the same routes. They might then be fuller. Use smaller buses. People driving cars are not the problem, they are actually using far more resources in the manufacture of electric vehicles. They pay no road tax yet their vehicles are stripping natural minerals from countries which we do not give a fig about it. Stop closing roads off, you are just making it worse. Most of my essential work journeys now take twice as long for me, in my polluting petrol vehicle. Do something about all the parents driving a mile or less to and from schools. The difference in traffic during school holidays is far more noticeable than any measures Oxon County Council have ever put in, to address congestion.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	About right	Yes	Make Park & Ride parking cheaper, Make buses cheaper for all, Add public cycle parking		Positive	I work at the University on South Roads Campus and commute every day from East Oxford by bike. Reducing car traffic will make cycling safer (especially around the Plains roundabout) and more enjoyable.	More cycle parking in the city, more segregated bike paths
a resident of Oxfordshire living outside Oxford	less than weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	No scheme needed at all	Very negative	There is no need for this money making scheme. It's difficult enough at the moment with the current restrictions	This scheme should be scrapped. It is Oxford making it even more difficult to move around. The scheme adds additional miles to journeys and is bad for the environment	Remove the LTNs
a member of the public living outside Oxfordshire	weekly		I live in the central Oxford permit area, or visit a resident of the central permit area by car	Positive	No impact	There should be no charges at all	No	Make Park & Ride parking cheaper, Make buses cheaper for all, Make bus services more frequent		Very negative	I visit my partner who lives in Central Oxford most weekends, having lived in Oxford for 4 years and recently moved out for work. I occasionally visit by car and assume my vagicle wouldn't be covered by the residents pass. On roads like Divinity Road where we live, the cameras that allow taxis to use the road as a shortcut mean that cars of residents are not allowed to use the full length of the road. In this case, residents of the lower half of the street going into town would completely avoid the St clements camera, whereas residents at the top of the street going into town have no choice but to drive through St clements unless they drive out of town and use the ring road, making the journey significantly longer than it needs to be and causing congestion in other places. Other neighbours have pointed out the changes around some of the proposed camera sights would create issues at pick up and drop off at local schools. Locals are also fed up of vehicles like taxis being a complete nuisance and having significantly more access rights to the city than residents, which this proposal wouli contribute too.	I am all for making Oxford a more walking and cycle friendly town, but this isn't the answer. The council should consider other measures to encourage use of buses by reducing prices, improving bus routes (eg it would be nice to travel from cowley to summertown without it taking an hour and costing £6 per person (£12 per person round trip) because the only option involves changing bus in the town centre. This charge is so high even if the council were to charge £5 per day it would still be significant cheaper to drive and therefore not discourage people from driving and causing congestion. Improving cycle infrastructure would also go a long way, from cycle lanes, to increased cycle parking, cycling is my preferred method of transport but the biggest deterrent is inconsiderate and dangerous driving from learner mopeds (who've clearly never read the Highway code) and taxis. Both of these vehicles set to be unaffected by the proposed charges. It just doesn't make sense.	Bring back the bollards on roads like Divinity Road, the taxis come through at all hours of the day and night, clog the road and use it as a shortcut (hate having to cycle on the road when the taxis are backed up with 2 or 3 going each way, it's not a wide road and the Congestion build up easily). The taxis have no regard for locals and have run me off the road as a cyclist, its incredibly dangerous and is one of the reasons we are moving from Divinity Road and we're not the only ones.
an Oxford resident	daily		I don't	Very negative	Very negative	There should be no charges at all	Not sure	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Very negative	I do not drive so rely on buses. This scheme is supposed to speed up bus journeys by reducing the number of cars entering Oxford. However, there is no charging point on either Cowley or Iffley Road. This means car drivers will used these already congested roads to get into Oxford, which will slow down, not speed up, bus journeys on the two (I imagine) busiest bus routes.	Why was it not mentioned prior to the election? Why have other solutions not been tried, eg partial opening of LTN areas / creation of one-way systems? How are key workers (in schools and hospitals) who generally live outside of the city due to house prices supposed to get to work? LTNs have already made recruitment and retention in local state schools difficult. How will this affect businesses in the city centre? People already avoid shopping here as the offer is so poor. Is there any merit (flaw) in this survey? I don't think local people have been listened to on this issue so far.	Less stick, more carrot. To make walking safer, make cyclists more responsible by taking action on dangerous and illegal practices rather than accommodating them by creating shared areas.
other	less than weekly		I commute to the central permit area by car	No impact	No impact	There should be no charges at all	No			Very negative	Too many teams travelling to Oxford Ice Rink that parking and proposed congestion charging makes it a more expensive travel cost, which could hinder full team travel and make games less competitive	Surely Free Park And Ride options would be better during this time then charging to enter zones	Surely Free Park And Ride options would be better during this time then charging to enter zones
a resident of Oxfordshire living outside Oxford	weekly		I don't	Very negative	Very negative	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all		Very negative			
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	Too high	No	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Negative	I have to drive into the proposed congestion zone to take my children to nursery. The bus is too expensive and unreliable. The proposed number of permits for Oxford residents would not cover the number of days I would need.	I agree that traffic in Oxford needs reducing, but public transport has to be made more reliable, regular, accessible and cheap. Having multiple bus operators with different ticket requirements/validities does not work. There needs to be one integrated system, like in London, and the daily cap on bus travel needs to be much cheaper if you are traveling within Oxford.	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice, 25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Negative	Negative	About right	No	Make Park & Ride buses cheaper, Make bus services more frequent, Extend hours of operation for buses		Negative	I should say that I find the explanation of what exactly you mean by Central Oxford opaque. I would never normally drive into Oxford during the working day (indeed, in about 40 years of living in Oxford and having a car, I don't think I ever have, except occasionally to pick someone up from the station.) The negative element is that the improvement of air quality in central Oxford has displace pollution to the ring road areas, and now my local pharmacy in Risinghurst has, according the pharmacist, a much increased level of Cl2 pollution. This also affects areas bordering the Ring Road, a substantial proportion of which is SSSI. Risinghurst's bus service is infrequent (once an hour) and no use in the evenings. If the bus does not arrive (and sometimes this happens), that means an hour's wait, which puts people off using the service. There's a high proportion of retired people in this area, and if they travel into Oxford in the early evening, they cannot get back later without walking in the dark, often in the rain, and maybe risking a notoriously unsavoury underpass. These remarks apply to using the Park and Ride buses without parking there too. A 1k or 1mile walk home in the dark puts many Risinghurst residents off bus travel at night. It's great that the 14 goes to the JR, but it therefore takes a very long time to get into town. How about a bus service round the ring road to allow access to other areas of Oxford without going into town?	My partner will be affected them in ways I am unlikely to be.	As above, a circular bus route round the Ring Road.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Very negative	This will limit the right to free transit with no other options	It is terrible and it will make the transit worse in other roads	Open the LTNs
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	About right	Yes	Make Park & Ride buses cheaper, Make buses cheaper for all, Make buses cheaper for young people		Positive	Help address climate change and better air quality. Faster buses(hopefully) to encourage people out of their cars. Slight inconvenience visiting my pharmacy but still able to drive and permits would cover this. Worried about effect on small businesses on Holloway and other areas like this	Small businesses affected should be given rate reductions.	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Neutral	There should be no charges at all	Yes	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Other	Get rid of the LTNs	Very negative	We already limit our car use so when we do use the car there's a good reason. Not fair to charge. Just a money making scheme for council. Why not ban students from having cars in Cowley/ Oxford.	Awful. Will cause endless traffic jams and smog	The LtN have been disastrous for traffic on Cowley Rd and St Clements. Pollution is terrible. What was the point? I don't think there was congestion before like now. Stop school drop offs to Magdalen. Children should walk/ take bus
other	daily		I commute to the central permit area by car	Neutral	Very positive	Too high	Not sure	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Extend hours of operation for buses		Negative	As an (almost) daily commuter to the railway station at very odd hours, I consider absolutely necessary having a permit to access my workplace. An added bonus is the possibility of having up to 3 permits, as I don't always have use of the same car. Finally.. when the shift allows, I travel by train.	£5 is a huge amount for people who regularly visit Oxford. This will have a negative impact on trade.	Finish asap the Botley road works. Too many coaches accessing the city centre and too many cars trying to get to Westgate at the weekends.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	Not sure	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all		Very negative			
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Very negative	Very negative	There should be no charges at all	No	Other	Discount on council tax bill for Oxford residents who will be massively inconvenient by this wholly inappropriate scheme.	Very negative	I have to collect and drop my grandchildren off at school which means crossing Oxford several times a day. This allows my own children to work as I provide child care. In addition, I provide support to elderly residents in terms of free gardening and home maintenance of their homes which means transporting goods and tools around Oxford. Such a service cannot be provided via a bus service or on a bike. While it will benefit those going into the city centre the majority of cars won't just disappear. They will be moved onto the ring road and other roads, which will just push the congestion onto the ring road which is already groaning under the strain. When an accident happens on the ring road everyone will suffer. I am also concerned about the impact of this on the high street and Oxford businesses which are already losing custom to Witney and other areas that offer free parking. They're certainly a lot easier for families to visit without having to struggle with small children and prams on buses which can only transport one or two pushchairs safely. Surely a carrot rather than stick method would be more appropriate. Cheaper/no parking charges at park and rides. More frequent buses and increased bus routes. Safe places to park bikes. All of these things would encourage people to get in the city without having to resort to cars without the knock on impacts to other routes around oxford.	The scheme should not go ahead just based on this survey. There needs to be a proper referendum held. I recognise there is both support and opposition to this scheme. A referendum is the only fair way to ensure that the majority is heard and the scheme either goes ahead or is abandoned based on that majority. The council cannot ride roughshod over the will of the residents.	Oxford cannot continue to grow. There should be a clear policy around the capacity for Oxford to absorb new housing and business development. Given the current acute housing shortage and difficulty to recruit staff it seems senseless to increase pressure on both these areas. Oxford cannot claim so support sustainability whilst allowing uncontrolled growth.
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Negative	Positive	Too high	Yes	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make bus services more frequent, Extend hours of operation for buses		Very negative		Living literally on the other side of the border of Oxford city it is really disappointing to see we would only get 25 free journeys into Oxford a year as opposed to the 100 offered to our neighbours. Would it not be fairer to have a more graded approach to the drop off of journeys relating to the distance from the city centre. Eg 100 passes within 3 miles, 80 within 4 miles etc etc	Free parking at the park and ride. For a family it works out cheaper to pop into town and park in westgate for 2 hours than to take the park and ride. Better and safer bike parking in the city; everyday bikes are stolen in the city centre. No one feels it's safe to leave their bikes there.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Very negative	Too low	Yes	Make Park & Ride buses cheaper, Make bus services more frequent, Add public cycle parking		Positive			
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Very negative	Very negative	There should be no charges at all	Yes	Make Park & Ride parking cheaper, Make buses cheaper for all, Make bus services more frequent		Very negative	As an Oxford resident who lives in St. Clements and is required to use a car daily for work this will have an extremely negative impact.	Oxford city residents should not have to pay. Only those outside of Oxford (the ring road).	Require those driving into Oxford from outside of the city to pay a congestion charge. Incentivise buses/park and ride for those travelling into the city.
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	No impact	No impact	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make bus services more frequent		Negative	I operate a car under the OCC employee salary sacrifice scheme the terms of which would prevent me from obtaining a permit for the car because I am not the registered owner. The same would apply for many others living in Oxfordshire who have cars provided under lease scheme	Avoiding the charge will increase the traffic on the already congested choke points on the Oxford ring road as drivers will be forced into multiple trips into the centre from the ring road	Have a reliable bus service in peak hours. I have waited at Magdalen Street for service 2 to return to the Oxford Parkway and no buses came round in a 40 minute period but there were 2 buses indicating route 2 ahead when eventually one did turn up that had avoided turning into Magdalen Street L
a member of the public living outside Oxfordshire	daily		I commute to the central permit area by car		Very positive	There should be no charges at all	Not sure	Other	Electric cars should be allowed through free of charge. On road business Parking permit hold holders should be allowed through free of charge. I already pay over £200 to park on an NX street I should'nt be penalised further.	Very negative	I travel in from Buckinghamshire over 25 miles a day each way to work in an NX school which I pay over £200 to park on the road for. School staff and parents will find this change detrimental and it won't be economically viable for people which in turn will have a negative impact on OCc and businesses in the area. Electric vehicles that are not polluting should also be allowed through.	Please reconsider. I don't want to lose my job and the impact that will have on me and my family. All school staff should be allowed through free of charge and through the traffic filters next year as should hospital staff.	Get the lorries and vans off the roads. Encourage electric vehicle use.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Negative	Neutral	There should be no charges at all	No	Make Park & Ride parking cheaper, Make buses cheaper for all, Other	Make cycle routes safer, the current routes are terrible with lots of conflict with buses and cars.	Very negative	Most of my colleagues can not afford to live in Oxford and have to travel in from areas where buses either take a long time as the routes aren't direct or they don't run early enough! Many are saying they will have to leave. I fear more shops in Oxford will close. I already know people who would rather go shopping in Reading or Banbury as they have better shopping areas.	I feel six is too many and they should be introduced in phases. It does also feel as if the council is biased against the East of the city even though the Banbury and Woodstock Roads are always congested during rush hour. It's amazing how most of the traffic in the city disappears once the schools close for school breaks, maybe the council should do something to stop parents driving their children to schools. The exclusion zones around schools just push parent parking to other streets!	It's amazing how most of the traffic in the city disappears once the schools close for school breaks, maybe the council should do something to stop parents driving their children to schools. The exclusion zones around schools just pushs parent parking to other streets!
a resident of Oxfordshire living outside Oxford	weekly		I don't	Very negative	Neutral	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all		Very negative		It's unnecessary and yet another money making scheme targeting drivers whilst the council ignore the state of the roads	Stop closing roads to cars and the traffic will flow more freely instead of blocking roads to cars and then wondering why there is conestion. It's basic common sense somethino the ideas people in vour council appear to be lacking
an Oxford resident	weekly		I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	Not sure	Other	Improvements to roads for cars	Very negative	Imposes a choice between longer, more polluting routes or making a payment to continue current activities.		Do not implement congestion charging
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	Negative	About right	No	Make Park & Ride buses cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all		Positive	Decrease congestion and pollution on Abingdon road	I have concerns about the reduction of people visiting Oxford and the impact on business. The £5 charge should be removed if it can be demonstrated by receipt that ~£20 has been soent at an Oxford retail establishment.	Abolish some of the crunch LTNs

Survey Response													
I am responding to this survey as	**How often do you travel in or around Oxford?**	**Please tick which of the following free permits and passes you think you may be eligible for**	**Do you live in, visit a resident by car or commute by car to the proposed central Oxford**	**Central Oxford residents' permitit is proposed that residents in the central Oxford**	**Central Oxford permit area commuters' permitit is proposed workers commuting**	**We are proposing a single charge of £5 to allow cars without a day pass or permit**	**Do you think that charges should vary, with drivers of larger cars paying more and**	**Income generated by introducing the proposed temporary congestion charge would be used to cover the set-up and operating costs of the scheme.**	**If other improvement, please state**	**Taking into account all the information we have provided about the proposal to**	**Please explain your answer**	**Do you have any other comments about the proposal for six temporary congestion charge locations in Oxford that you have not already shared in this survey?**	**Do you have any suggestions for other ways to reduce traffic and tackle congestion in and around Oxford?**
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Positive	Negative	About right	No	Make buses cheaper for all, Make bus services more frequent, Add public cycle parking		Positive	I am hoping it will reduce traffic.	I am concerned this, like the fingers, will increase traffic through Old Marston at peak commuter times.	An aerial egg lift linking Thornhill P&R > Osler Road / JR hospital > Town Centre.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Negative	Too low	Yes	Make Park & Ride buses cheaper, Make buses cheaper for all, Make bus services more frequent		Positive	Could go further, eg restricting hours of access for "other" vehicles (delivery etc) to outside normal peak times		Reduce the amount of parking currently available with a aim to discourage driving into the centre
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Positive	Negative	Too low	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Add new bus routes, Make bus services more frequent, Extend hours of operation for buses, Add public cycle parking		Positive		I think 3 cars for commuting is excessive	restrict larger vehicles such as trucks and vans within certain hours - so not during peak schools hours (7:30-9, and 3:30 to 5). This would make cycling with kids safer and more appealing.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	About right	Not sure	Make buses cheaper for all, Add new bus routes, Add public cycle parking		Very positive	Would expect to see fewer cars crossing the city centre, so buses would be faster/more timely and walking/cycling would be safer and more pleasant	Seems like a good way to test out the traffic filter ideas before going into the trial proper	School term times seem to produce the heaviest traffic, finding better ways for children to get to schools (rather than being driven in and out individually) could make a big difference. A shift away from the near-universal 9-5 working hours could also help soread out "rush hours".
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	Yes			Very negative	I'm an NHS manager, working almost 24/7, working every day after job planned hours from hime, additional commuting time will have neoative impact on my service		
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	Too low	Yes	Add new bus routes, Make bus services more frequent, Add public cycle parking		Very positive	It is currently quicker to cycle in and around the city than to go by bus. The roads should be clearer for people who *need* to use their cars and permit the free flow of traffic. Buses will be quicker, and therefore more appealing to use, and cycling will be safer.	Owing to the timing of sessions, there needs to be provision for access to the ice rink, whether that is by improving bus services or adjusting the congestion charge for users. Otherwise, training would be affected to such an extent that competitive skaters will need to move to other rinks, such as Swindon, which are further away, which will affect the rink's ability to operate and remain competitive.	Look to other medieval cities abroad that have put cycling first and see what measures we can adopt. A good example is Uppsala, in Sweden, which is also a medieval university town and is almost entirely car-free in the centre. Cars should be used for getting out of Oxford, and not necessary for getting into or around Oxford.
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	There should be no charges at all	Yes	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Negative	I will have to leave my job at the school where I work part time because the most direct route includes one of the charging zones and going the long way would take too long and will use too much petrol. Going there by bus would take ages as there is not a good direct service available.	They are not a good idea because the rich can afford to pay and will continue congesting the road, but those on lower income will struggle.	Removing the LTNs in East Oxford would be a good start. Have more bus routes that cover the entire city and better connection services to the surrounding villages.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	Too high	No	Make buses cheaper for all		Negative	Push traffic onto already busy alternate routes already impacted by LTNs		Use the river to provide alternative transportation into Oxford
an Oxford resident	daily	Taxis and private hire vehicles	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Make BUSES FREE FOR LOCAL PEOPLE BETWEEN WORKING HOURS AND SEE WHAT IMPACT THAT HAS ON TRAFFIC AND SCHOOL RUNS	Very negative	Will hurt people that come to Oxford to work and who live locally .. turning Oxford into a Prison	All the surrounding roads will be impacted massively, there wasn't a congestion problem before that LTNS went in.. SUMMERTOWN IS THE WORST FOR PEOPLE THAT DON'T LIVE LOCALLY	Free bus passes, council has the ability now to run its own bus services due to changes in the law, also bus ticket prices are extortionate for such small journeys and cause issues financially, Park and Ride should be free and buses to and from them should be one pound no more, if you want people to use Oxford and use it services make it cheaper for them to access them.
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Other	Fix the badly managed roads and roundabouts	Very negative	It's literally a money making scheme. Not everyone falls into the same category of 'they should walk, get a bus or cycle' I now live in Abingdon, but I grew up in Cowley, I work in Cowley, my partner works in Cowley, my daughter goes to nursery in Rose Hill, I still have a lot of friends and family in Cowley that I see regularly, usually after work. You have already made that difficult with LTNs, I have to sit in a lot more traffic now than I ever did before. People will not stop driving! We pay for our cars, our insurance, our tax, and you want to charge us more just for the privilege of driving in our own city! There is no bus route that will allow me to go to drop off my daughter at nursery, go to work, then to pick up my daughter, and then to visit my family! And if there was it would probably double my journey time! I cycle to work when I can, but not if I have to do the nursery run. I have never ever had a problem cycling round Oxford! The majority of families and households rely on these cars to go about their daily business! Stop trying to penalise them!	You never spoke about this pre election as you knew you would struggle to get voted in! You have ruined Cowley with your LTNs already! You as a council are not listening to residents. Just look at the petition with over 10,000 signatures against! Look at the comments! Put your congestion charge in areas where you were voted in! Leave Cowley alone! Majority of residents do not want your greedy schemes! You seem to be targeting the poorer areas! If you really want it, then open up some of the LTNs so that the traffic can flow freely!	Open up the LTNs! Simple!
a resident of Oxfordshire living outside Oxford	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	No impact	No impact	There should be no charges at all	Not sure	Make Park & Ride parking cheaper, Make buses cheaper for all, Add new bus routes		Negative	I do not believe the modelling you have used. My belief is that the modelling has not been scrutinised by the council. Do you honestly believe 600 journeys a day will be move to walking from outside the city to the city. This is farcical. The closest TF is over 2 miles walking distance to an out of city resident. If this is believed I honestly despair.	As above, you are using flawed data to make a decision.	Target the journeys into the city.... Allow free, or radically reduced bus fares to the city. Not £4.50 return (£22.50 a week). Free park and ride. Stop building offices and research units in the city, build houses.. the new business north Oxford and in cowley are only going to bring in more cars... think of the current residents, not universities. Build bigger better and denser student accommodation. Speak to the universities, make it against university policy that students can have cars. Do something radical with the roads. Make cowley road eastbound only, iffey road west bound only. Same with Woodstock and Banbury road. Think outside the box. Ask business what would they do if it was their problem, not a consultant company that gives flawed data.. We have a lot of talent in Oxford use it
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I commute to the central permit area by car	Neutral	Very negative	There should be no charges at all	No	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Very negative	I am working in central Oxford 5 days per week. The permits proposed do not cover half of the days that I need to travel in and out of city centre. I cannot use public transport as I have two young daughter that Ned to be dropped off in different places for childcare. We live in Littlemore. One of the girls goes to childminder who lives in Blackbird Leys and the other one goes to school in Kennington. If I am to use public transport to do this commute daily we would have to live the house at 5am each day to make sure that everyone gets to school and work on time. We would then arrive home around 6-7pm. There are no schools or childminders that offer hours after 6pm. As you see this will not improve our commute or help us have any family time outside school and work	Yes, I believe that whoever proposed them either has enough money to pay for all this charges or is not affected by any of these measures. This is a punishment on hardworking families who Liebe and work in Oxford. Before all the LTNs and bus gates/congestion routes, the traffic in Oxford was manageable and we did not experience almost daily traffic jams. All these measures are ruining the peace and family feeling that Oxford had.	Yes, revert everything to how it all was. All these measures are ruining Oxford. Loads of people are choosing to move away from Oxford and work somewhere else.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice, Registered car clubs	I don't	No impact	No impact	About right	Yes	Make Park & Ride buses cheaper, Make buses cheaper for young people, Make bus services more frequent		Positive	I mainly walk and cycle around the city, so less traffic is generally welcome and makes me feel safer. When I use the bus I'd like services to be more reliable.	I particularly like the proposal to charge 'over size' cars a higher fee. I often can't see over or around these SUV-type vehicles (I'm 159cm tall which isn't that small) which makes manoeuvring through traffic on a bike more difficult and dangerous.	Support for active travel for children getting to school, including fee-paying schools. Many parents/carers are doing an excellent job of walking and wheeling their kids to school, but there seems to be a core who insist on using cars: I cycle along Mansfield Road most weekdays and see that there are a lot of trips to drop off children at New College School - often large EVs.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice, Registered car clubs	I don't	Positive	Negative	About right	Yes	Make buses cheaper for all, Add new bus routes, Add public cycle parking		Very positive	Cycling should be easier, bus journeys should be faster and more reliable. My usual route to work: The plain, Iffley/Cowley Roads and St Clements, Longwall Street should see less congestion. Gridlock around Dupens should be relieve. The scheme should be provide a dual incentive for people to shift mode of transport -away from cars. Car clubs will be supported.	It's vital that action be taken now to address peak hours/school term traffic while delays to the station bridge work prevent introduction of traffic filters. Consider limiting the number of permits per household: further action on school traffic on private car transport for able-bodied pupils. A household with the luxury of access to three cars could still drive their child to school pretty much every day! Larger private vehicles should have restricted access to designated-over-sizevoarking spaces, with extra charge.	Bus gates further out from the centre, holding back traffic away from the congested central area on a metered basis. Better cycle-lane provision, particularly through gaps in existing routes. More emphasis on car control near to schools and support for active travel means for pupils. Better covered cycle parking in the city. Enhanced bus links to the rail station. Protect bus corridors to key destinations eg hospitals.
an Oxford resident	less than weekly		I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	No impact	There should be no charges at all	No	Add new bus routes, Make bus services more frequent, Extend hours of operation for buses, Add public cycle parking		Very negative	If travel were cheaper and easier into the city centre, it would be a better way of approaching the problem rather than penalising a way that people are using because it is the easiest and cheapest way.	I feel transport here could be so much better - safer cycle paths with managed potholes away from roads, private scooter use allowed and managing the cycle crime better (e.g. secure bike lockers with phone unlocked codes or something). There's too much stick and too little carrot!	You're trying to both increase foot traffic with things like the Westgate and tourism in general, but manage this with very small, ill-equipped roads. Equally, we're trying to keep shops open for physical goods but not giving people a convenient way to transport them back home. There's too much are too many differnt goals here.
an Oxford resident	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Very negative	Very negative	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Very negative	This is going to have a hugely negative impact on myself, my family and my colleagues. I am employed as a deputy head teacher at an inner city primary school and can't afford to live in Oxford city, and am living in South Oxfordshire, like make of my other colleagues. This proposed change will mean many of us will reconsider our current jobs and will look for teaching positions nearer to home (Oxford and Abingdon). This will have a crippling effect on school recruitment and retention which is already a national problem. You don't know have any understanding on the long term damage this will cause to schools that are already dealing with poor funding. Oxford city schools will be put into crisis without highly skilled staff in classrooms to teach children because they are not living in areas with adequate public transport, work exceptionally long hours (I am often in school at 7am and don't leave until 6pm - so imagine the increased length of day if I needed to commute with public transport), but I know these views have been shared previously and have gone completely unheard. A true crime that will impact countless numbers of children in upcoming years.	Offer permits for key workers working in Oxford city schools if you want them to remain open and function as designed.	I don't disagree that traffic is a problem, having lived in Oxford for over 30 years, but you don't seem to care or appreciate the impact this will have on schools.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Positive	Very negative	About right	Yes	Make Park & Ride parking cheaper, Make buses cheaper for all, Make bus services more frequent		Positive	It should reduce congestion making bus journeys faster and more reliable and making the roads safer for cyclists.		There is always less traffic during school holidays suggesting that travel to schools causes much of the congestion. Could school buses pick up pupils at the Park and Rides and take them to schools in the city rather than have lots of parents driving their own children to the schools in manv cars?
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Positive	Neutral	Too low	Yes	Make buses cheaper for all		Positive	Reducing car traffic will cut congestion and pollution, improve health, and make it easier for more people to walk, wheel and cycle.		
a member of the public living outside Oxfordshire	weekly		I don't	No impact	No impact	There should be no charges at all	No	Make Park & Ride parking cheaper, Make buses cheaper for all, Other	Reduce parking fees	Very negative	I visit the Oxford ice rink, at least once a week, as a parent of a player in the Oxford Junior Stars Ice Hockey Club. Currently in addition to the significant monthly club fees, I pay £5.20 to park, even though I am parking 'out of hours' when most of the retail outlets are closed. This scheme will mean I am paying over £10 per visit simply to visit the rink. If this goes ahead it will seriously damage the future prospects for OJSIHC. We, amongst others, will transfer to the Basingstoke club.		Make cyclists display front and rear lights at night. Require cyclists to have third party insurance, at least.
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Neutral	Negative	About right	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all		Very positive	I commute to an area outside the traffic cameras everyday. The traffic is absolutely awful, it takes me on many occasions over an hour to commute 19 miles. When there is no traffic e.g. school holidays, it takes me 30 minutes. Introducing a congestion charge may reduce the number of cars entering Oxford in the mornings and easing congestion. Even if I don't have any travel passes (I believe I would have 25 under the proposed scheme) I have no qualms with taking the park and ride into central Oxford if necessary.	Applying the charges on the weekends would be the only negative for me. But I can completely understand.	
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Negative	Negative	About right	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Extend hours of operation for buses		Negative	If the objective is to reduce traffic it is ESSENTIAL that the ability to leave the car outside the area is improved and made MUCH cheaper.		Either free P&R parking OR free P&R buses. Integrated rapid transit systems linking major residential areas to essential services and to P&R car parks. Cycling is easy and important but it remains dangerous in places - some of this can be fixed with decent road marking - though a minority of bus drivers need regular refresher training. The Plain is much safer now but the scooters are simply lethal because those ridin them have no road sense whatsoever.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Positive	Positive	About right	Yes	Make Park & Ride buses cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Add public cycle parking		Very positive	I hope the proposals would reduce congestion significantly, encouraging people to think twice before driving.		
a resident of Oxfordshire living outside Oxford	daily	Driving instructors	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make buses cheaper for all		Very negative			
a resident of Oxfordshire living outside Oxford	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	Not sure	Extend hours of operation for buses		Very negative			
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice, Unpaid carers	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	About right	Yes	Make buses cheaper for all, Make bus services more frequent, Extend hours of operation for buses		Very negative	We are grandparents in Standlake caring for school age students in Iffley. We are unsure if we will be covered by the unpaid carers section. We note there seems no possibility to buy an annual permit at a reduced rate for people in our situation with regular caring commitments. At this stage there needs to be more information on how exemptions would work especially for those with a place to park within Oxford while on a 'visit'.		Better and more frequent bus services around the county.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice, 25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	Negative	Negative	Too low	Yes	Make Park & Ride parking cheaper, Extend hours of operation for buses, Add public cycle parking		Very positive	I cycle along Abingdon Road to commute to and from work twice a day. It is often incredibly congested and a small number of bad drivers make it unsafe for cyclists. Encouraging cars to take other forms of transport such as the park and ride, other buses, trains, or bikes would make my commute much faster and safer.		The cycle lane along Abingdon Road is quite patchy, I'm not sure if there is space but widening the road to make space for a continuous cycle lane the entire way would make cycling this route into Oxford much safer.
a resident of Oxfordshire living outside Oxford	daily		I commute to the central permit area by car	Neutral	Very positive	There should be no charges at all	No	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Very negative	I need to drive in to drop my children at 3 different sites in Oxford. Charging to drive in will negatively impact me		
a resident of Oxfordshire living outside Oxford	less than weekly		I commute to the central permit area by car	No impact	No impact	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all		Very negative	I live close to Long Hanborough train station, I would happily travel into Oxford by train but weekdays after 8 am the car park is usually full, therefore I drive (the closure of Botley Rd makes the bus journey nearly an hour). Car parking is expensive, add on another £5 & I might as well travel further afield to a better shopping centre, therefore I will seldom visit Oxford (even on Sundays as I feel that I am not valued as a customer in Oxford, despite living relatively locally. Very disappointed that people living in rural Oxfordshire will be discriminated against.		Improve car parking at rural train stations eg Long Hanborough, Charlbury. Open Eynsham Park and Ride as a top priority. How can this stay closed whilst you talk about improving bus services?
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice, Personal cars used as goods vehicles for business purposes	I commute to the central permit area by car	Very negative	Negative	There should be no charges at all	No	Make buses cheaper for all, Make buses cheaper for young people, Add new bus routes		Very negative	I'm going buy car to st clements almost every day to work, because I need my car for heavy loads and to travel, i can't do it by bus with all heavy stuff	I'm not happy to pay any congestion charge because I'm Oxford resident, and anyway this city is expensive to much to live in.	*Add new route for buses *reject the idea of charging for entering the city center
a resident of Oxfordshire living outside Oxford	weekly		I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all, Add new bus routes, Make bus services more frequent, Extend hours of operation for buses		Very negative	Stupid scheme where the funds raised won't help the proposed ideas for the funds limits movement for everyone not in the centre of the city		ULEZ zone, fund busses throughout the county not just the city. Will annoy everyone and will benefit very few.
a business	weekly		I don't	No impact	No impact	There should be no charges at all	No	Make buses cheaper for all		Very negative	Operating a B&B in Oxford is already hard enough with the various negative policies both Oxfordshire and Oxford City Councils continue to introduce. The A34 is not a proper ring road and therefore Oxford fails to provide proper alternative routes for guests and suppliers to travel to and from my business nor does it work for the shopping I need to do for my business	Just like the LTNs and Traffic Filter ideas this is another ill thought out and anti business idea from a group of councillors who do not care or represent businesses in Oxford	The only real way to reduce vehicle traffic in Oxford would be to build a proper ring road that does not include the A34 as that road is far too busy with people connecting between the M40 and M4 for it to be a viable route for regular travel. Without that it is irresponsible and illogical to believe cars have viable alternatives to travelling through Central Oxford.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	Yes	Add new bus routes, Make bus services more frequent, Extend hours of operation for buses		Very negative	The current congestions are caused by the NTLs. The council is already charging us and visitors for parking permits so to also charge this concestion fee is totally out of order!		Long term vision is tram system
an Oxford resident	daily	Taxis and private hire vehicles	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make Park & Ride parking cheaper		Very negative	Oxford it is too small for this idea, very bad layout and verry incorrect traffic system in town	No congestion	Change traffic system more one way roadster will help a lot
a resident of Oxfordshire living outside Oxford	weekly	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Add new bus routes, Make bus services more frequent, Extend hours of operation for buses		Very negative			
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	No impact	No impact	Too low	Yes	Make buses cheaper for all		No impact	I only cycle in the city. Our car is used outside the city for longer journeys	Yes. Please mark the filters very clearly with a line (preferably a strip of different coloured tarmac) across the road either side of each filter, with a large and prominent sign. Even local residents will forget they are there as they are otherwise completely invisible, and visitors to the city will stand little chance. Having no permits they will be unfairly penalised and the ombudsman is likely to uphold many appeals on grounds of inadequate signage. Many people will be very frustrated at being caught and it will be bad for public relations, besides preventing the filters from serving their purpose, which is very necessary. People will say that the filters are a money-making exercise.	Rapid increase in well-designed, fully networked, protected, safe, inviting cycle routes. Reintroduce crossing patrol wardens (Tollpoo men and women!) to enable children to walk to school safely. Schools to produce travel plans that enable children resident in the city to get to school safely without being ferried by car.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Very negative	Very negative	There should be no charges at all	Yes	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Very negative	I live in Iffemore and work as a teacher in Summertown. The negative impact that this will cause is that traffic will be directed onto the A34 and the Ring Road, leading to more congestion on two roads which, as soon as any accident happens, become standstillvery heavy traffic. I drive through city centre at 7am every weekday morning and around 5/6pm every weekday evening and the traffic is flowing and not congested, unlike the A34 which regularly builds up. Being a teacher who works long hours, getting two buses to school and two buses home, taking near to an hour door to door is unfeasible and my car helps with my chronic health condition	There shouldn't be a charge from 7am, the roads aren't built up at this point in the day. Perhaps a later time, if at all, would benefit from congestion charges I also feel that pools of central businesses will suffer as people wont be as inclined to go into oxford city centre for shopping, restaurants and other activities due to the traffic restrictions putting them off.	funding for people who work within the Oxford district to have access tobuy personal electric bicycles and scooters
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Very negative	Very negative	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all		Very negative	People should be able to freely travel in and out of Oxford to do what they want and support local businesses that rely on happy customers who aren't being charged to enter the city. The charges and barriers to free movement of cars and people who chose this form of transport or wrong. Many people can't cycle and sharing irregular and expensive buses with the public who aren't always friendly, should not be forced on people who chose to drive.	The organisations who are keen on this idea stand to benefit financially from these charges. The restrictions to movement of cars already brought into areas of East Oxford are a disaster in my opinion and force cars to drive further or sit in queues on the main artery roads increasing emissions and slowing the movement of traffic. Its about time the council stopped interfering in individuals ability to move freely around Oxford and charging excessive amounts of money to motorists	Open up the roads that have been closed and allow cars to find there own way rather than trying to dictate where cars go. If traffic gets too slow people will find their own solution without being dictated to by councils
an Oxford resident	daily		I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very positive	Very positive	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all		Negative	Poor solution to problems created by OCC's compounded mistakes over decades. Any results of supposed temporary charges will invariably be characterised as positive and used as justification for permanent imposition of such charges - regardless of implementation of even more r.	This survey, like previous council traffic surveys, is biased towards confirming a pre-agreed outcome. Not a word of this was preached prior to the recent elections. A helpful starting point might be listening to your residents not just to the echo chamber of fellow ideologues. No one wants these charges or their proposed successors. The more OCC digs in on these unnecessary projects the stronger the reaction will inevitably be nationally. Local counsellors are part-timers who should stick with keeping the roads safe and the bins emptied. Casting themselves as latter-day Ken Livingstones taking on the world, they respond to criticism by doubling down yet more on unworkable solutions to invented emergencies.	Reclaim unused bicycle paths around Oxford. One glaring example is the A34 towards Eynsham. This vanity project was installed at great cost, takes up a lot of road room, and is almost entirely ignored by cyclists due to neglect. Widening that road to reflect vehicle traffic actually on the road and projected with growth in this part of Oxford, will clear traffic far faster.
a resident of Oxfordshire living outside Oxford	daily		I commute to the central permit area by car	Negative	Positive	Too high	Yes	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make bus services more frequent		Very negative	It'll cost more to live a normal life.	It's yet another tax...by a Labour council of course.	Park and cycle car parks - free parking with bicycles that can be unlocked with a bank card.
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	No impact	No impact	Too high	No	Other	Filling in pot holes	No impact	I luckily don't travel to central Oxford	I did this survey to say this will never stay temporary! Councils are greedy and once you see the cash from hard workers coming in you'll expand this to cover more areas. I'm a student and if this does expand I will not be able to afford to come to university. The bus and public transport is not an option for me due to other responsibilities at home that I need to organise before I can drive myself to university. Do not implement this it will be negative for all users eventually and push people away from Oxford. I am now not going to travel back for social events and just stick to getting to and from university for the next 2 years	Take away the LTNs and actually allow cars to drive! By physically stopping cars going one way will put more traffic on another road
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice	I live in the central Oxford permit area, or visit a resident of the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for all		Negative	It will damage the city centre and reduce visitors to shops and amenities. Traffic in Oxford is not that bad apart from rush hour	Money would be better spent encouraging people to use public transport. This is just woke nonsense	
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I don't	No impact	No impact	There should be no charges at all	No	Make buses cheaper for all, Make bus services more frequent, Other	Allow P&R users to use any bus, not just P&R ones	Negative	I believe this scheme will cause existing P&R to reach capacity more often, and unless P&R bus services are increased or P&R users are able to use any bus, will raise bus overcrowding and waiting times. This will discourage people from visiting Oxford for shopping or tourism. Sadly, I think this scheme will also increase abuse of blue badges and carers permits.	Seeking approval for this scheme on a temporary basis is disingenuous. I do not believe that this will end up being a temporary scheme. It clearly will benefit congestion in the city centre, so in 2 years there will be no political imperative for removing it again (as can be seen from other "temporary" measures introduced elsewhere - inevitably, the response is "this was so positive. we're continuing it").	Increase the size of P&R sites, or increase their number. Make P&R buses free, and allow P&R users to use any bus. Improve bus shelters for waiting in the rain. Increase the frequency of wider bus network into Oxford from outside. The only reason we do not use the bus from the village where we live is that it only runs once an hour (this is the same reason we drive our children to school instead of letting them use the bus\.
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I commute to the central permit area by car	Very negative	Very negative	There should be no charges at all	No	Make buses cheaper for all, Add new bus routes, Make bus services more frequent		Very negative	I commute between Summertown and Headington daily then have onward journeys most days all over the south of England for which a car is essential not a luxury. I'm really fed up with undemocratically imposed initiatives like this. As a family of 6 bus travel has always been far too expensive for us and anyway public transport can't provide for my work needs,	The reason Oxford traffic has become so dreadful is because of the LTNs. These have had a disastrous impact on major routes in Oxford and local businesses. You are trying to impose a solution to fix a problem of your own making and it's astonishing that no one will admit it.	If you insist on going down this path then at least make the scheme affordable charging cars £1/day. If you can generate enough money with that charge then the problem can't be as big as you say that it is....
an Oxford resident	daily	100 day passes for residents in the Oxford permit area, on days of your choice	I don't	Neutral	Neutral	Too low	Yes	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for young people		Very positive	I think there should be a strong incentive to shift from private cars to public transport hence a higher charge. Larger vehicles pose disproportionate safety risks to other road users, take up more space and impact on road wear and I think they should therefore be charged more- aligns with social justice and environmental responsibility. There is a significant issue with school drop-off traffic near where I live - I understand the time constraints on drop-off times/ work but better public transport use from ea sark and ride or safer roads for cyclins would potentially help. Visitors shouldn't have to pay congestion charges just because the Botley Road improvement works are delayed. Right now, the only way into Oxford city centre is through the proposed charging zone, and it's not fair to make people pay extra when the disruption isn't their fault.	I think that income should be used to support park and ride subsidies - to benefit people who live outside Oxford due to high housing costs and people on lower incomes who rely on public transport.	Longterm creating a car free city centre.
a member of the public living outside Oxfordshire	weekly		I don't	Neutral	Positive	There should be no charges at all	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make bus services more frequent		Negative			
a resident of Oxfordshire living outside Oxford	daily	25 day passes for residents in the Oxfordshire permit area, on days of your choice	I commute to the central permit area by car	Neutral	Positive	There should be no charges at all	Yes	Add public cycle parking		Very negative	As a mum this will make working very difficult and force me into reducing my hours		
an Oxford resident	weekly	100 day passes for residents in the Oxford permit area, on days of your choice, Unpaid carers	I don't	Neutral	Neutral	Too high	No	Make Park & Ride parking cheaper, Make Park & Ride buses cheaper, Make buses cheaper for young people, Add new bus routes, Make bus services more frequent, Extend hours of operation for buses, Add public cycle parking		Neutral	There are already lots of cyclists in oxford, more cycle lanes are needed. Drivers will only go in due to necessity. It should be £1 per visit in the restricted areas instead of £5 for up to 5 visits, Therefore, £2 in and out the proposed area.	Commuters, who visit regularly and large vehicles are paying the same charge. The charge should start at £1 per visit. In addition, the local government will continue to charge this fee after the works are completed because drivers will get used to paying it and local government will say the scheme was successful and helps the environment.	Buses will be an ideal solution, however, busses are limited to the number of pushchairs and wheelchairs on a bus. So how long should someone with a pushchair wait for a bus that have the available space, especially in the cold and rain with a baby.