

I live on the Woodstock Road in the ETRO zone and represent the views of many residents and neighbours. Additionally, for the past 3 years my wife has been Head of Governors at a Primary School on the road.

When this ETRO was approved at a meeting on Thursday, 18 July 2024 chaired by Cllr Roberts, meeting reports and statements in support of the proposal contained significant factual inaccuracies.

Specifically, with regard to public consultation, it was stated that 42% “*supported or strongly supported*” the proposed changes, while 30% were “*opposed or strongly opposed*”. These statistics were entirely false and totally at odds with responses published in detail at the time. Strong opposition has remained consistent in subsequent consultations in which:

- 70% of all respondents objected the introduction of the bus lane Northbound
- 77% of all respondents objected to the removal of the bus lane Southbound

With regard to the ETRO’s impact it was stated that “*modelling undertaken suggests that the reversal of the bus lane would be strongly beneficial*” giving the entirely false impression that the bus lane “reversal” (both directions) had been modelled at all. It was later confirmed by Officers that (*I quote*):

“*CMD report does not include any forecasts of the impact of the bus lane changes, since the version of the scheme recommended (at CMD) has never been modelled*” [SOURCE: Kraftl Martin RE: ETRO Experimental Bus Lane Reversals \[email\]. - 24 July 2024.](#)

Putting to one side that the ETRO decision meeting in 2024 was presented with materially misleading information, the ETRO itself has been every bit as dangerous as almost everyone consulted warned it would be. I cannot describe in 3 minutes, the chaos on our road in the morning rush hour as frequent bus and P&R services into town block the main traffic flow causing gridlock on surrounding streets and serious jeopardy at junctions.

Regarding road safety near misses and accidents usually go unreported unless a 999 response is requested. We see more accidents and narrowly avoided collisions daily as cyclists (*many of them primary school children*) mix with cars, vans and HGV’s because this ETRO has removed the relative safety of a Southbound bus lane leaving only very narrow pavements (in terrible condition) described by your department as “*totally inadequate for mixed pedestrian and cycle use*”. Where you have introduced a new bus lane on the opposite side of the road, there is an existing, wide and continuous off-road cycle lane. Even CycloX have objected to this ETRO on safety grounds.

Morning southbound bus journeys are demonstrably slower through the ETRO area. *What for?* So Northbound buses pass through the zone marginally faster, at best.

Air pollution - *to which young children walking and cycling to school are known to be especially vulnerable* - has also increased where measured at sites on the affected route.

Feedback from residents across Wolvercote, Five Mile Drive, Lakeside, Southerland Ave, Woodstock Rd, Woodstock, Kidlington, Blandford Ave, Davenant Road, Middle Way – all states the same thing - this ETRO has resulted in more danger to pedestrians and cyclists, longer bus commutes, fewer actual bus stops, a pot-holed road surface and increased air pollution.

Yet officers conclude that there is no issue. No problem. Everything is better. Such conclusions are devoid of reality. This experiment has demonstrably failed. To make the failure *permanent* would be utterly absurd and irresponsible. I urge you to return the road to its original layout for the sake of commuters, residents and above all school children and parents who you have encouraged to cycle and walk to school on a road now more dangerous than before this ill-conceived ETRO went ahead.

Thank you.