Thanks for completing the survey.

Your responses are listed below.

**Please select one of the following that best describes the capacity you are completing the survey in:**

As part of an interest group, campaign group or campaign organisation

**If you are responding as a representative of a business, group, education establishment or organisation, please provide further details:**

**Please provide your name and the name of the establishment:**

Steve Dawe COWLEY AREA TRANSPORT GROUP - www.catg.org.uk

**For each of the following ways of travel, please say how often you typically use them for journeys in Oxford.**

**Select the most applicable option in each row.**

|  |  |
| --- | --- |
| **Car (as driver)** | Never |
| **Car (as passenger)** | Occasionally, but less than once a week |
| **Van** | Never |
| **Bus** | Occasionally, but less than once a week |
| **Mini-bus** | Never |
| **Cycling** | 1-3 times a week |
| **Walking** | 3-5 times a week |
| **Taxi or private hire (as driver)** | Occasionally, but less than once a week |
| **Motorbike or moped** | Never |
| **Mobility scooter/wheelchair** | Never |
| **E-scooter or push scooter** | Never |
| **Coach** | Never |
| **Park & Ride** | Never |
| **Park & cycle** | Never |
| **Train** | Occasionally, but less than once a week |
| **HGV** | Never |

**Thinking about the proposed permits available for private cars to drive through the traffic filters, are they being made available to the right people and groups? Please indicate your view below.**

**Here is the full list:**

**• Blue badge holders (either driving the car or being driven in the car) and disabled tax class vehicles**

**• Non-professional carers (in receipt of carer’s allowance)**

**• Professional health and care workers**

**• Businesses within** [**the permit area**](https://emails.engagementhq.com/ls/click?upn=9vcdD193qA8wVAWAMcxkDQUOcmyz25ASx2uzFQZq2YToHLOst9UnvnUW-2B0fZ2IANdJW9FpBIvU1zf-2BRVsrhMlwAGlGKL-2BsF-2FiWGfQ-2FnBuhnTWSzM62fZRn7vKQRy5YtIeSdtTmIcBa24MPWTzfjfwE8cJgLELQ6FhunUt-2BkK33pHIWQaEhYcI-2F34KhhTaJxlLh2fsx9Gaym4MlSz2QhW2w-3D-3DwIiv_BU88X-2Fcrex9ppM9NMQyzZYmaY2EWWn-2BcVfb5Az-2F47B2r2SWCx1eEuEywq-2BZZe1K7AF5qXOiOU3zH3D41HpPJgX4bmMoliG-2F02ErlHL4F8a4bFU1A3jnLfP6dbNwi5aI4zANmsaJDYA4oJ-2BAAXdnhn4CPg88hJYog-2FB18rFiaf2RpgT2PhzLiPG4XGcfjNL0GgXKZbzMTDdmvVLVh0clluTUzZBrUvmsi8tBVhBVX1VKB4-2BWcmPiGv7IzGSzHOpTLA9BB9SULrfo8d-2Bfc9Cg-2FbZKhTFlR4d-2BGt9y1oqQaGgY-2B3CQCQ-2BNFoguuLC3Ja-2BNR) **using a private car to carry heaby or bulky loads for business purposes**

**• Residents in** [**these areas**](https://emails.engagementhq.com/ls/click?upn=9vcdD193qA8wVAWAMcxkDQUOcmyz25ASx2uzFQZq2YToHLOst9UnvnUW-2B0fZ2IANdJW9FpBIvU1zf-2BRVsrhMlwAGlGKL-2BsF-2FiWGfQ-2FnBuhnTWSzM62fZRn7vKQRy5YtIeSdtTmIcBa24MPWTzfjfwE8cJgLELQ6FhunUt-2BkK33pHIWQaEhYcI-2F34KhhTaJxlLh2fsx9Gaym4MlSz2QhW2w-3D-3D3ylX_BU88X-2Fcrex9ppM9NMQyzZYmaY2EWWn-2BcVfb5Az-2F47B2r2SWCx1eEuEywq-2BZZe1K7unGJC6895gxMgRj6N-2BYrxSbFEER4ZAIMoRRKhpX4WxQrNUfQ-2FrltXbNCz-2BpTXr5lwTW2lYGZeaF0QjKM1ZF-2B7QOrM2-2BpRDXmyYQu4YCAoWKPgXdEZ9hAbybXoIt7qNeQV2CjpHdjpNgU3Q5kHIbp-2FE6yL5-2F0mjWaQPqsomyU5BPkgElhxU9En6afOnF37LfWkSRPAoRQozHXiDiX51lG-2FXfMyonRm3ihRow2KYbeoAN3Gml6-2BiejFXX22MIs1JqR) **will be able to apply for a permit to drive through the traffic filters for up to 100 days per year, with a maximum of three permits per household and one permit per person**

**• Community transport vehicles**

**• Those in receipt of mobility-related benefits**

**• Those in receipt of direct travel payments.**

|  |  |
| --- | --- |
| **Blue badge holders (either driving the car or being driven in the car) and disabled tax class vehicles** | Strongly support |
| **Non-professional carers ((in receipt of carer’s allowance)** | Strongly support |
| **Professional Health and care workers** | Strongly support |
| **Businesses within the permit area using a private car as a goods vehicle** | Strongly oppose |
| **Residential properties within the permit area eligible for 100 day passes per vehicle per year (up to a max of 3 vehicles per household)** | Strongly oppose |
| **Community transport vehicles** | Strongly support |
| **Those in receipt of mobility-related benefits** | Oppose |
| **Those in receipt of direct travel payments.** | Strongly support |

**Would you like to add any further comments?**

Businesses using private car as goods vehicle: very much open to abuse. Would need annual badging like Care Workers. Residential property 100 day pass exemptions: No, does not encourage walking, cycling or public transport use. Mobility related benefits exemption: Blue Bage holders only. Buses do have space for wheelchairs/pushchairs/people with limited mobility. HGVs and Vans using roads with the new traffic filters will have to use the existing road network to reach destinations. As a result, the problems and pavement parking in particular they create will continue. To promote cargo bike and ecargo bike use, and freight consolidation into fewer vehicles, neither HGVs nor Vans should be exempted. A time limited license scheme should be created for construction vehicles working in a specific location.

**Thinking about those who might be particularly affected by the traffic filters, please indicate how you feel they will be affected. You will also have the option to provide a more detailed answer.**

|  |  |
| --- | --- |
| **Age** | Don’t know |
| **Disability** | Don’t know |
| **Gender reassignment** | Don’t know |
| **Marriage and civil partnership** | Don’t know |
| **Pregnancy and maternity** | Don’t know |
| **Race** | Don’t know |
| **Religion or belief** | Don’t know |
| **Sex** | Don’t know |
| **Sexual orientation** | Don’t know |

**Would you like to add any further comments?**

Vans and HGVs must not be exempt. They can reach destinations without making heavy use of existing routes with new traffic filters: preferred routes could be suggested for this. HGVs delivering to supermarkets are often moving at night, outside the scope of the traffic filter scheme and this better use of the road system to avoid adding to congestion should be encouraged. Please note that I cannot speculate about how particular groups may be affected, given that their specific transport needs will – within these groups – vary enormously.

**The traffic filters are expected to deliver the following benefits:**

**• Reduced traffic levels**

**• Faster bus journey times**

**• Safer cycling and walking**

**• Improved air quality**

**Do you have any comments on the scheme’s benefits?**

Only if exemptions are not provided to HGVs/Vans. Only if Electronic Road Pricing is introduced to create downward pressure on short journeys into congested areas of Oxford, and to main roads approaching the City. See ELECTRONIC ROAD PRICING FOR OXFORD under Reports at www.catg.org.uk

**The traffic filters may result in the following challenges.**

**• Some car journeys may take longer**

**• Some car journeys will need to find a different route**

**• Some car drivers may need to change the time they travel or the frequency of some journeys**

**Do you have any comments on the scheme’s challenges?**

The challenges will lead to fewer journeys, as the new LTNs have been shown to reduce journeys during their period of operation by 1 million. Consequently, avoidable journeys may well be numerous, and walking and cycling may have been assisted. Further information from Cllr Emily Kerr: “One MILLION car trips disappeared in and around the Cowley LTNs since their launch just over 500 days ago (-2k car trips/day net). Traffic evaporation works.  
  
Data from p48 & 53 of <https://t.co/EWVjTsQTeu>, extrapolated over full 500 days. Chart my own. <https://t.co/5S7OKaQEue>  
(<https://twitter.com/EmilyKerr36/status/1555093392484610048?t=oH5RuYeO67wfrlml0HR46Q&s=03>)

**We intend to assess the impact of the traffic filters using some of the following methods (monitoring traffic flows, air quality and levels of walking and cycling). What are your views on this?**

Please do so.

**Do you have any other views on the proposals?**

There needs to be an urge in Council websites/consultations to adopt electric vehicle hire over ownership of a vehicle. This can help reduce parking in areas where this is problematic. Overall vehicle numbers need to go down, to reduce car dependency and support the major pedestrianisation Oxford needs. Oxford City and County Councils should seek a pavement parking ban for Oxford given the damage done to pavements and the constant problems for pedestrians and cyclists created by pavement parking. See BADLY PARKED OXFORD on Twitter.

**How did you find out about this consultation? (Choose all that apply)**

Facebook   
Twitter   
Oxfordshire.gov.uk website   
Email from Oxfordshire County Council

**What is your postcode?**

**If you are responding as a representative of a business or other organisation, please provide the first four or five digits of your premises’ postcode (but not the letters at the end). e.g. OX1 1 or OX14 5.**

OX3 7H

**What is your age? (Choose one option)**

65 – 74

**What is your sex? (Choose one option)**

Male

**What is your ethnic group or background? (Choose one option)**

White (British, Irish, or any other white background)

**What is your current religion, if any? (Choose one option)**

Buddhist

**Are your day-to-day activities limited because of a long-term illness, health problem or disability which has lasted, or is expected to last, at least 12 months? (Choose one option)**

No

**Are you a blue badge holder?**

No