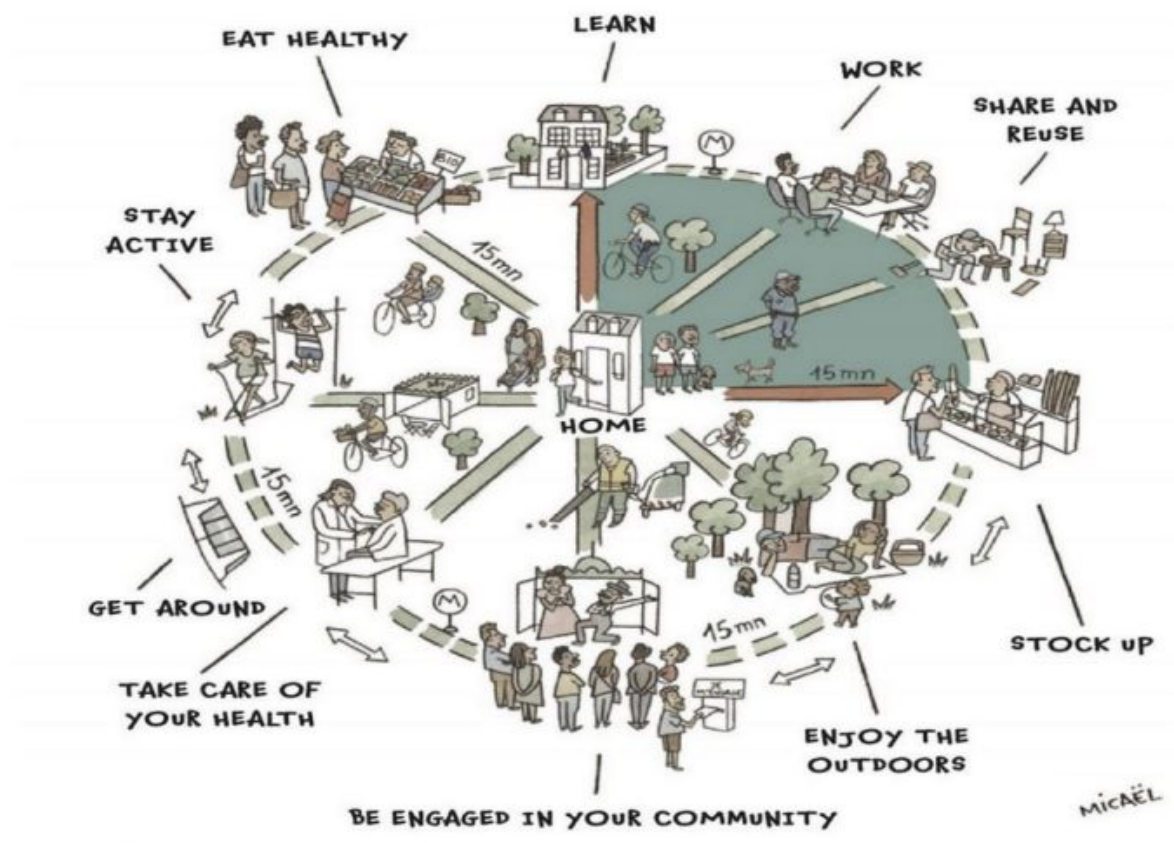


Coming soon: Climate lockdowns and the "15-minute city" - courtesy of the WEF

Climate lockdowns are coming. You will be followed in your neighborhood and delighted by it.



The 15 Minute City is a plan by the UN and WEF because they have your best interests at heart and want you to drive less, writes Jo Nova.

A cartoon from the WEF especially for you good girls and boys:



In the WEF's own words - this realignment of cities is absolutely related to climate change:

As climate change and global conflicts cause shocks and stresses at faster intervals and at increasing rates, the 15-minute city will become even more critical.

And the solution was the pandemic (they really say that):

The obvious but incomplete answer is the pandemic.... with COVID-19 and its variants keeping everyone at home (or closer to home than usual), the 15-minute city has gone from a nice-to-have to a rallying cry. Meeting all your needs within walking, biking or transportation distance was suddenly a matter of life and death.

And then the dark hand of totalitarian managers appeared, as James Woudhuysen warned in Spiked in late October:

The madness of the '15-minute city'

The green agenda takes inspiration from the illiberal days of the lockdown.

To that end, Oxfordshire County Council, led by Labour, the Liberal Democrats and the Green Party, wants to divide the city of Oxford into six "15-minute" districts. In these districts, it is said, most household necessities will be accessible on a 15-minute walk or bike ride, so residents will not need a car.

At first glance, these 15-minute districts may sound pleasant and convenient. But there is a compelling edge. The council wants to reduce car use and traffic congestion by imposing strict rules on car trips.

Residents will have to register their car with the municipality and their trips will be counted through the main gates. It is the social credit scheme that starts with your car and works as a kind of anti-frequency flyer points.

Under the new proposals, Oxford's 150,000 residents who drive more than 100 days a year outside their designated district could be fined £70.

The concept of the 15-minute city was born with "C40. C40, chaired today by London Mayor Sadiq Khan, calls itself a "network of mayors from nearly 100 of the world's leading cities working together to take the urgent action needed now to address the climate crisis."

Climate lockdowns? Seriously?

It all sounds a bit ridiculous to propose a lockdown "for the climate," but listen to the BBC. They are working very hard to convince us - they clearly don't think voters want this. Here they connect the "15 Minute Town" with the fun of covid lockdowns, and pretend it's perfectly normal for the government to decide who your friends are:

How '15 Minute Cities' will change the way we treat each other

And beyond that, lockdowns in Paris were great social moments where we all made friends. Who knew how much fun it was to be told you couldn't drive far?

For Fraioli, the two-month lockdown, which began March 17 and limited her to a one-mile radius around her home, gave her a nuanced and enriching view of her neighborhood. "I discovered that it is possible to imagine yourself in a small village in Paris," she says. "To get to know your neighbors, to maintain good ties with shopkeepers, to prefer local artisans

and stores to big supermarkets. I even joined a civic movement where people prepare food baskets for the homeless. I thought I would have a hard time with the lockdown, but I was perfectly at home, in a quiet place."

I don't recall "getting to know the neighbors" being part of a lockdown.

And watch out - the 15-minute city is not just Oxford, it pops up in Brisbane, Melbourne, Barcelona, Paris, Portland and Buenos Aires. It's everywhere.

Oxford City Council goes faster than the rest

Apparently not enough people take the bus or bike. But instead of making that more attractive, the totalitarians will enforce it through tracking and fines. Oxfordshire just approved on Nov. 29 the "traffic filter" trial that will turn the city into a "fifteen-minute town." The trial will begin in January 2024.

Oxfordshire is busy, and no one likes traffic jams, but in a free world, the problem is self-limiting as drivers get fed up with delays and exorbitant parking costs, and they carpool or opt for the bus or bike. But in Big Nanny State, local rulers start making rules about who can and cannot come and how often, and they want your car on their own special list with cameras to track you and fines to punish you. They offer exemptions, of course, but then you have to apply for them and get permission.

Oxfordshire County Council gives climate lockdown 'trial' to begin in 2024 - Vision News, Nov. 30

Oxfordshire County Council yesterday approved plans to lock residents in one of six zones to "save the planet" from global warming. The latest step in the "15-minute city" agenda is to install electronic fences on major roads in and out of the city, restricting residents to their own neighborhoods.

Under the new regulation, residents who want to leave their zone need permission from the Council, which decides who is worthy of freedom and who is not. Under the new regulation, residents are allowed to leave their zone for up to 100 days a year, but to get that, each resident must register their car details with the council, which then tracks their movements through smart cameras around the city.

Each resident will have to register their car with the County Council, which will then track how often they leave their neighborhood via cameras with license plate recognition.

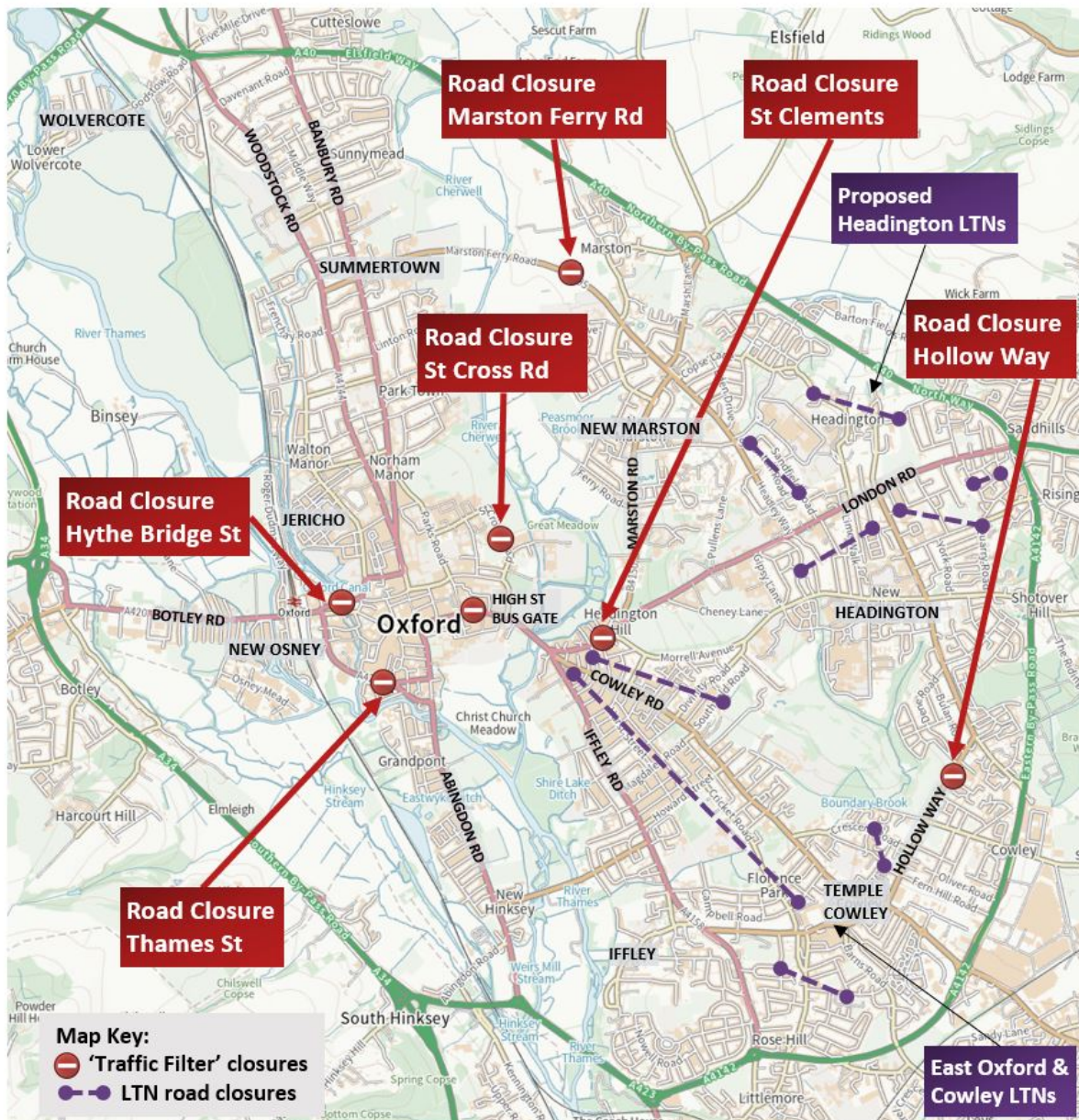
Ultimately, these aggressively managed regulations mean more paperwork, more tracking, more jobs for bureaucrats and more freebies for "friends" of big government.

The more regulations you have, the more corrupt the system becomes. For example, some city blocks are listed as beneficiaries with 100 passes, while others get only 25 passes - so the value of addresses in the inner circle increases. As a bonus, developers who are "in the know" and on the preferred list with certain council members can arrange for

rezoning in future years on the right day (the day after they buy the property) and voila - that's a nice value-add for them.

"Reconnecting Oxford" aims to end these artificial roadblocks

SAY NO TO 'TRAFFIC FILTER' BUS GATES AND LTNs THAT WOULD GRIDLOCK & DIVIDE OUR CITY



The councilors held a major consultation, but apparently knew the outcome. It says a lot about the attitude of a councilor who said it was going ahead whether people liked it or not.

Traffic filters will divide city into six "15-minute" neighborhoods, councillor says - Oxford Mail, Oct. 24

Roadblocks preventing most motorists from driving through downtown Oxford will divide the city into six "15-minute" neighborhoods.

And he stressed that the controversial plan will go ahead whether people like it or not.

Oxford businesses are not impressed:

Hotelier Jeremy Mogford, who owns the Old Bank Hotel in High Street and the Old Parsonage Hotel and Gees, both in Banbury Road, described the plan as disastrous for business.

He previously told the Oxford Mail: "What we have are people making decisions who don't live in the city center or spend a lot of time there."

"The council has taken the position that climate change is real"

Skeptic and weather forecaster Piers Corbyn addressed the council to warn them:

[Piers Corbyn said] "The point is that the basis of these documents is false - man-made climate change does not exist and if you don't believe me, look at the sky. You should have a special meeting to discuss whether man-made climate change exists or not."

Responding to Mr. Corbyn's claims, Councilman Andrew, the council's road management councillor, said, "Mr. Corbyn said climate change is not real - this council has formally taken a position that climate change is real."

"Mr Corbyn you are wrong, we are right."

So much for that. Municipalities control the weather. If this had nothing to do with climate change they could have said "we'll see" and fired him anyway. But they have to believe...

Oxfordshire council has already infuriated local businesses earlier this year with road closures and traffic restrictions that have significantly reduced customer traffic. Motorists vandalized 20 bollards in less than three weeks, and a frustrated pub owner erected a giant billboard reading "So much for democracy" in protest. Even cyclists are not happy with the traffic calming measures, saying their rides are becoming more dangerous. There is at least one protest group in Oxford that seems to be having some success in stopping the road closures.

So who wants the traffic filters? Oxford University and the bus companies, and the council which expects to make £1.1m from fining errant drivers.

The Oxford City Council Consultation page shows that the plan is to reduce trips that you deem necessary, but the councilors do not.

Why are we introducing traffic filters on a trial basis?

Across our country we want to reduce unnecessary travel by private vehicles and make walking, cycling, public and shared transport the natural first choice.

This will help us develop an affordable, sustainable and inclusive transportation system that allows the county to thrive while protecting the environment and making Oxfordshire a better place to live for all residents.

And it's about "protecting the environment" by tracking you and stopping your movement.

Canterbury is planning something eerily similar - dividing the city into five different districts where drivers cannot cross between zones without penalty. The old city system provided shorter distances and more choices. The new system just offers more obstacles and less freedom.