



To: Members of the Cabinet

## ***Notice of a Meeting of the Cabinet***

**Tuesday, 29 November 2022 at 10.30 am**

**Council Chamber - County Hall, New Road, Oxford OX1 1ND**

If you wish to view proceedings online, please click on this [Live Stream Link](#).

A handwritten signature in black ink, reading 'Stephen Chandler'.

Stephen Chandler  
Interim Chief Executive

November 2022

Committee Officer: **Colm Ó Caomhánaigh**  
Tel: 07393 001096; E-Mail:  
[colm.oacaomhanaigh@oxfordshire.gov.uk](mailto:colm.oacaomhanaigh@oxfordshire.gov.uk)

### **Membership**

#### *Councillors*

Liz Leffman	Leader of the Council
Liz Brighthouse OBE	Deputy Leader of the Council
Glynis Phillips	Cabinet Member for Corporate Services
Dr Pete Sudbury	Cabinet Member for Climate Change Delivery & Environment
Tim Bearder	Cabinet Member for Adult Social Care
Duncan Enright	Cabinet Member for Travel & Development Strategy
Calum Miller	Cabinet Member for Finance
Jenny Hannaby	Cabinet Member for Community Services and Safety
Mark Lygo	Cabinet Member for Public Health & Equality
Andrew Gant	Cabinet Member for Highway Management

*The Agenda is attached. Decisions taken at the meeting will become effective at the end of the working day on unless called in by that date for review by the appropriate Scrutiny Committee. Copies of this Notice, Agenda and supporting papers are circulated to all Members of the County Council.*

*Date of next meeting: 20 December 2022*

## Declarations of Interest

### The duty to declare.....

Under the Localism Act 2011 it is a criminal offence to

- (a) fail to register a disclosable pecuniary interest within 28 days of election or co-option (or re-election or re-appointment), or
- (b) provide false or misleading information on registration, or
- (c) participate in discussion or voting in a meeting on a matter in which the member or co-opted member has a disclosable pecuniary interest.

### Whose Interests must be included?

The Act provides that the interests which must be notified are those of a member or co-opted member of the authority, **or**

- those of a spouse or civil partner of the member or co-opted member;
- those of a person with whom the member or co-opted member is living as husband/wife
- those of a person with whom the member or co-opted member is living as if they were civil partners.

(in each case where the member or co-opted member is aware that the other person has the interest).

### What if I remember that I have a Disclosable Pecuniary Interest during the Meeting?.

The Code requires that, at a meeting, where a member or co-opted member has a disclosable interest (of which they are aware) in any matter being considered, they disclose that interest to the meeting. The Council will continue to include an appropriate item on agendas for all meetings, to facilitate this.

Although not explicitly required by the legislation or by the code, it is recommended that in the interests of transparency and for the benefit of all in attendance at the meeting (including members of the public) the nature as well as the existence of the interest is disclosed.

A member or co-opted member who has disclosed a pecuniary interest at a meeting must not participate (or participate further) in any discussion of the matter; and must not participate in any vote or further vote taken; and must withdraw from the room.

Members are asked to continue to pay regard to the following provisions in the code that *“You must serve only the public interest and must never improperly confer an advantage or disadvantage on any person including yourself”* or *“You must not place yourself in situations where your honesty and integrity may be questioned.....”*.

Please seek advice from the Monitoring Officer prior to the meeting should you have any doubt about your approach.

### List of Disclosable Pecuniary Interests:

**Employment** (includes *“any employment, office, trade, profession or vocation carried on for profit or gain”*.), **Sponsorship, Contracts, Land, Licences, Corporate Tenancies, Securities.**

For a full list of Disclosable Pecuniary Interests and further Guidance on this matter please see the Guide to the New Code of Conduct and Register of Interests at Members’ conduct guidelines. <http://intranet.oxfordshire.gov.uk/wps/wcm/connect/occ/Insite/Elected+members/> or email [democracy@oxfordshire.gov.uk](mailto:democracy@oxfordshire.gov.uk) for a hard copy of the document.

**If you have any special requirements (such as a large print version of these papers or special access facilities) please contact the officer named on the front page, but please give as much notice as possible before the meeting.**

# AGENDA

## 1. Apologies for Absence

## 2. Declarations of Interest

- guidance note opposite

## 3. Petitions and Public Address

*Members of the public who wish to speak at this meeting can attend the meeting in person or 'virtually' through an online connection.*

*To facilitate 'hybrid' meetings we are asking that requests to speak are submitted by no later than 9am four working days before the meeting i.e., 9am on Wednesday 23 November. Requests to speak should be sent to [colm.ocaomhanaigh@oxfordshire.gov.uk](mailto:colm.ocaomhanaigh@oxfordshire.gov.uk)*

*If you are speaking 'virtually', you may submit a written statement of your presentation to ensure that if the technology fails, then your views can still be taken into account. A written copy of your statement can be provided no later than 9am 2 working days before the meeting. Written submissions should be no longer than 1 A4 sheet.*

## 4. Reports from Scrutiny Committees (To Follow)

Reports from the Place Overview & Scrutiny Committee on:

- Central Oxfordshire Travel Plan
- Traffic Filters

## 5. Central Oxfordshire Travel Plan (Pages 1 - 180)

*Cabinet Member: Travel & Development Strategy*

*Forward Plan Ref: 2022/158*

*Contact: Joanne Fellows, Growth Manager (Central), 07990368897*

Report by Corporate Director Environment & Place (**CA5**).

To seek approval of the content of the Central Oxfordshire Travel Plan.

**The Cabinet is RECOMMENDED to:**

- Approve the Central Oxfordshire Travel Plan including recommended changes listed in this report.**
- Delegate the decision on the final Central Oxfordshire Travel Plan document, including graphical format, to the Corporate Director for Environment and Place in consultation with the Cabinet Member for Travel and Development Strategy.**

## **6. Core Schemes - Traffic Filters ETRO Approach (Pages 181 - 402)**

*Cabinet Members: Climate Change Delivery & Environment, Highway Management and Travel & Development Strategy*

*Forward Plan Ref: 2022/139*

*Contact: Mehdi Zegmou, Senior Project Manager (Oxford City)*

*Email: [mehdi.zegmou@oxfordshire.gov.uk](mailto:mehdi.zegmou@oxfordshire.gov.uk)*

Report by Corporate Director Environment & Place (**CA6**).

Seek Approval for the implementation Traffic Filters ETRO.

**Cabinet is RECOMMENDED to:**

- (a) approve the making of an Experimental Traffic Regulation Order (or Orders) introducing six traffic filters in Oxford as described in Annex 8, subject to further minor changes to allow the scheme to operate as intended without affecting the scheme outcomes;**
- (b) authorise delegation to the Corporate Director for Environment and Place to make and implement the necessary Experimental Traffic Regulation Order(s) and make and implement any relevant adjustments to the scheme once it is in force;**
- (c) noting that an Experimental Traffic Regulation Order allows the council to adjust the scheme once it is in force, authorise the Corporate Director for Environment and Place (in consultation with the Director for Law and Governance and the Cabinet Member for Travel and Development Strategy) to make changes to the experimental scheme before it comes into force, provided that these changes do not materially alter the scheme's impacts, particularly in relation to bus journey time savings and**
- (d) approve the development and implementation of the infrastructure and supporting systems required for the traffic filters, at an estimated cost of £6.458m.**

## **7. HIF2 Update (Pages 403 - 408)**

*Cabinet Member: Highway Management*

*Forward Plan Ref: 2022/216*

*Contact: Olu Solola, Programme Lead, [olu.solola@oxfordshire.gov.uk](mailto:olu.solola@oxfordshire.gov.uk)*

Report by Director of Transport & Infrastructure (**CA7**).

To review the programme phasing.

**The Cabinet is RECOMMENDED to:**



- a) **Approve Officers recommendations that The Oxfordshire County Council (Highways Infrastructure - A40 HIF2 Smart Corridor (Hill Farm to Dukes Cut)) Compulsory Purchase Order 2022 (“the CPO”) and The Oxfordshire County Council (Highways Infrastructure - A40 HIF2 Smart Corridor (Hill Farm to Dukes Cut)) (Side Roads) Order 2022 (“the SRO”) must be withdrawn from the ongoing statutory process to allow time to further review the scheme.**
- b) **Authorise the Director of Law & Governance to write to the Secretary of State for Transport to formally withdraw The Oxfordshire County Council (Highways Infrastructure – A40 HIF2 Smart Corridor (Hill Farm to Dukes Cut)) (Side Roads) Order 2022 (“the SRO”) and The Oxfordshire County Council (Highways Infrastructure - A40 HIF2 Smart Corridor (Hill Farm to Dukes Cut)) Compulsory Purchase Order 2022 (“the CPO”) (including the related Order Maps, Plans, Schedules and Joint Statement of Reasons) and noting that this will result in a formal non-confirmation decision from the Secretary of State;**
- c) **To authorise the Director of Law and Governance to include in the letter to the Secretary of State that it is not considered that any objections to the current Orders can carry to any fresh orders as the timescale for fresh orders is imprecise at this stage, and because it is unclear whether the amended proposal in fresh orders might attract those same objections, and to authorise the settlement of any professional fees that may have been incurred by objectors to the Orders in relation to the production of such objections.**
- d) **As soon as the CPO and the SRO have received a non-confirmation decision from the Secretary of State, to authorise the Director of Law & Governance to comply with all associated requirements in respect of personal, site and press notices of non-confirmation and to take all other relevant actions required thereon to ensure the withdrawal of the CPO and the SRO.**

## **8. Appointments (Pages 409 - 410)**

*Cabinet Member:* Leader

*Forward Plan Ref:* 2022/192

*Contact:* Colm Ó Caomhánaigh, Committee Officer, 07393 001096

Report by Director of Law & Governance.

Appointment of governors with NHS Foundation Trusts.

**Cabinet is RECOMMENDED to**

- a) **designate Oxford Health NHS Foundation Trust and Oxford University Hospitals NHS Foundation Trust as Strategic Outside Bodies;**
- b) **appoint governors to both bodies as listed in the Annex.**

(Annex to follow)

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## **Divisions Affected – All**

**CABINET – 29 NOVEMBER 2022**

## **CENTRAL OXFORDSHIRE TRAVEL PLAN**

**Report by Corporate Director for Environment and Place**

### **RECOMMENDATION**

1. The Cabinet is **RECOMMENDED** to;
  - a) **Approve the Central Oxfordshire Travel Plan including recommended changes listed in this report.**
  - b) **Delegate the decision on the final Central Oxfordshire Travel Plan document, including graphical format, to the Corporate Director for Environment and Place in consultation with the Cabinet Member for Travel and Development Strategy.**

### **Executive Summary**

2. Oxfordshire County Council's (OCC) Local Transport and Connectivity Plan (LTCP), adopted July 2022, outlines a vision and a set of policies to deliver a net-zero Oxfordshire transport and travel system by 2040. This document formed Part 1 of the LTCP process. Part 2 of the LTCP sets out how the Part 1 policies will be implemented in specific areas (area travel plans) and along specific transport corridors (corridor travel plans).
3. The Central Oxfordshire Travel Plan (COTP) is the first of these area travel plans to have been produced, (see annex 1). This report sets out the results of a public consultation on the draft COTP document and recommends the plan is approved. In recommending approval this report also sets out a number of recommended amendments to be made to the plan following public consultation. Approval of the document would allow OCC officers and partners to develop and implement the actions outlined in the COTP.

### **Background**

4. Since 2015, transport strategy across the wider Oxford area has been guided by the Oxford Transport Strategy (OTS). This strategy formed part of the county council's previous Local Transport Plan 4 (LTP4). The replacement of LTP4 with the new LTCP and its associated new targets requires a review and replacement of the OTS.

## Summary of COTP

5. Building on the policies of the adopted LTCP, the COTP sets out the transport strategy for the central Oxfordshire area (Oxford, Kidlington, Eynsham, Botley, Cumnor and Wheatley) from 2023 to 2040.
6. Working to a travel hierarchy that prioritises sustainable travel modes, the draft COTP sets out the following desired outcomes;
  - A flagship comprehensive zero emission bus network, able to travel at the speed limit 24 hours a day, 7 days a week.
  - A comprehensive, safe, inclusive cycle network, to rival the best in Europe.
  - Beautifully designed streets and public spaces, with clean air.
  - A reduced impact of private vehicles, where roads are congestion-free for residents, visitors, and businesses to make essential journeys in zero emission vehicles.
  - Carbon neutral transport for a carbon neutral city. Prioritising measures and approaches that utilise minimal resources.
  - A travel hierarchy prioritising sustainable travel and promoting 20-minute neighbourhoods, where everything people need for their daily lives can be found within a 20-minute walk.
  - Improved safety realised through a Vision Zero approach to transport safety across the area.
  - An inclusive transport network that improves accessibility for all of our residents.
7. To deliver on these outcomes, the plan proposes an integrated package of 22 actions that are consistent with LTCP targets.

## COTP Consultation Approach

8. Public consultation on the adopted Part 1 of the LTCP was undertaken between January and March 2022. A total of 1,078 responses were received through that process, which helped inform amendments to the LTCP.
9. Public consultation on the draft COTP (Part 2) commenced on 22 August 2022. The consultation ran for 8 weeks closing on 13 October 2022 and featured on the council's Let's Talk Oxfordshire webpage alongside a survey.
10. To ensure that all residents could take part in the consultation, an option was offered to request a hard copy of any documentation, for surveys to be returned by post or comments to be given over the phone by contacting the council's helpline. Written responses were also received by post, and via a dedicated email address.
11. A range of activities were undertaken to help promote the consultation, a summary of which is provided in annex 2.

12. The county council established a thorough and diverse stakeholder list of individuals and groups to notify of the consultation. This included all county, district and city councillors across Oxfordshire; accessibility groups, environment groups, transport groups, business groups and resident groups.
13. The following activities were conducted for local councillors:
  - Presentation to the Oxford Locality County Councillor Group on 7 September.
  - All member briefings undertaken alongside a briefing on the Oxford traffic filters proposals undertaken on 30 August and 1 September.

## **Consultation Feedback**

14. The full COTP consultation report can be found in annex 2. In total 2,329 responses to the consultation were received.
15. 2,035 responses were received via the consultation survey (online and via post), whilst 294 responses were received by e-mail.
16. Beyond the formal responses received, the consultation was successful in raising awareness about the COTP. In total 43,000 people were reached using social media. There were also 17,300 visits to the consultation webpage. Of those 12,000 were classified as “aware” of the draft COTP as they viewed at least one page of the survey. Of the 17,300 visits to the consultation webpage, 7,700 were classified as “informed”, as they took an action such as viewing a video or downloading a document or reading the FAQs
17. There were responses from all age groups although there was a noticeable under representation from the under 16 age category.
18. Responses to the consultation were generally supportive of what was proposed in COTP however concerns were raised particularly in relation to vehicle demand management and car parking measures. Key comments received during the consultation are summarised below (in no particular order) along with a brief officer response.
  - **Support for the overall travel plan**
    - A significant number of e-mail responses were received stating overall support for the plan.
  - **Public transport needs to be cheaper, more frequent and more accessible**
    - The draft plan states an outcome for delivering an attractive public transport offer that combines all these features.
  - **Low Traffic Neighbourhoods (LTNs) have negatively affected accessibility and created severance in areas**
    - A number of LTN schemes have been implemented either as permanent or as an experimental trial in east Oxford. There is a separate live consultation, on those LTN’s that are in a trial phase.

- The travel plan does not propose additional LTN's for the central Oxfordshire area. It does propose that complementary traffic measures (for example traffic calming, local traffic filters, active travel infrastructure enhancements) could be implemented as part of a wider 20-minute neighbourhood initiative.
- **The plan would compromise accessibility to essential locations and create severance between communities**
  - These concerns were raised frequently in relation to proposed traffic filter and zero emission zone measures.
  - Current traffic congestion levels mean accessibility to key destinations (hospitals, schools, employment etc) are severely compromised, especially during peak hours. Left unchecked, accessibility would further deteriorate. The plan proposes an integrated set of measures that could improve journey times and accessibility to key locations, whilst also allowing opportunities to reallocate road space for other means including community focused measures (i.e seating/ parklets).
  - COTP proposals would not result in vehicle access being removed from any part of the plan area. For some vehicle journeys, alternative routes may be required.
- **There should be greater content and priority to support walking**
  - This is accepted. The travel plan proposes that walking is at the top of the transport user hierarchy. The recommendations section of this report sets out further details on this.
- **Particular amenities (i.e schools, hospitals) should be exempted from particular schemes (i.e WPL)**
  - Exemptions from particular schemes will be considered as those schemes are developed. It is not appropriate for COTP to determine this.
- **The plan should commit to greater restrictions on large vehicles and HGV's in Oxford**
  - The plan proposes development of a safer lorry scheme similar to that implemented by TfL in London.
  - Whilst a request for restrictions on larger vehicles is understood, practical measures to deliver the servicing these vehicles currently provide needs to be carefully considered. This will include;
    - Delivering a freight transfer / consolidation feasibility study and first / last mile delivery pilot.
    - Improving accessibility to all of the wider city area for e-cargo bike use
  - Measures considering the functioning of the city's important scheduled coaches, will be considered as part of a separate City Centre Access and Movement Framework.
- **Cycling/ public transport are not viable options for all**

- The plan's 'avoid, shift and improve' approach makes clear that a 'shift' to sustainable travel is only part of the package of measures. Whilst a step reduction in overall car use is sought, it is recognised that the use of private cars will remain vitally important in certain circumstances. The plan promotes measures (i.e. car share/ car clubs/ wider-spread EV charging) which can ensure that those who require a car can do so whilst also delivering on the plan's targets.
- **The plan is too city focussed and is not clear on the benefits for those outside of the Oxford city area**
  - The COTP is the first of a number of area travel plans and corridor travel plans that will come forward across the county. Some of these plans will overlap with the COTP area, providing a separate level of detail on planned measures. The COTP will be updated to reflect any additional measures.
  - Oxford is the only authority area in Oxfordshire where the levels of people commuting into the area are higher than those commuting out of the area. Transport measures within the city could be expected to have a benefit for those travelling to/ through the city as well as those who live within the immediate proximity.
- **Proposals are unworkable and not realistic**
  - Domestically and internationally, integrated transport measures similar to those proposed within the plan have already been implemented in other settings. As mentioned within the draft plan, implementation of experimental trials can also be considered where it is deemed beneficial to carefully monitor the impact of any proposed measure prior to a decision on permanent implementation.
- **Measures would not be beneficial for local businesses**
  - It is recognised measures proposed in the plan could require adjustments to existing business practises for some. Exact details would be determined at an individual scheme level.
  - Delivery of enhanced public space, for example through a reallocation of highway space could also attract greater footfall and subsequent spending within certain areas.
- **The plan should set some clear goals and ambitions for the city centre**
  - There is significant opportunity to enhance the city centre consistent with the plans stated targets and outcomes. It will however be the role of a City Centre Access and Movement Strategy, developed in partnership with others, to set out specific goals and objectives for this area.

## **Recommended changes to COTP**



19. Based on the feedback received from the consultation and developments since the original publication of the draft plan, a number of changes to the plan are proposed. The most significant of these are listed below;

- **Further detail on how the plan will support walking and wheeling**
  - That aspirations and measures for walking and wheeling will be reviewed to reflect its prominence in the transport user hierarchy.
  - That this could include measures such as;
    - greater commitment to grade separation measures across heavy trafficked routes/ greater pedestrian crossing time/ priority at junctions/ crossings.
    - Identifying a requirement to upgrade pavements across the area in-line with the DfT's inclusive mobility guidance.
    - Prioritising pedestrian infrastructure on approach to/ in proximity of bus stops.
- **Amend details on the delivery of a zero emission bus fleets**
  - The draft plan set out an action to deliver a fully zero emission bus fleet by 2030. It is recognised that whilst desirable current technology does not support this timescale, particularly for buses which operate on longer, inter-urban services. It is recommended that the COTP action is therefore amended to;
    - *"Alongside partners, deliver a zero emission local bus fleet across the Oxford Smartzone area by 2024/25 and seek delivery of a fully zero emission bus fleet by 2035\*\*",  
\*acknowledging that fuel technology may require this date to be brought forward or put further back*
- **More ambitious aspirations for public transport and transport hubs including improving the affordability of public transport**
  - That the updated plan will include;
    - Latest content from the county council's emerging transport hub strategy.
    - Working with bus operators, the content and commitments to public transport will be reviewed and levelled up to ensure it is consistent in aspiration to what is proposed for active travel, whilst acknowledging that the county council's bus strategy is still in development.
- **Greater appreciation that for some use of a private car will continue to remain important**
  - Terminology will be reviewed and content to be added where necessary, including within the foreword of the plan in recognition of this point
- **Greater recognition that a balanced approach to transport provision is needed**
  - That a recognition is needed in the plan that the transport user hierarchy is a simplification and that different modes will be more appropriate in certain contexts. That implementing measures

requires a considered balance which considers all users and appropriately responds to a context where certain features (i.e trees/ utilities/ special designations) require compromise to be found.

- **Wider commitment to/ a better balance on 20mph speed limits**

- Consultation feedback requested greater commitment to lower speed limits, especially within urban areas. It was however also noted that widespread speed reduction could have a disbenefit on other provisions i.e. public transport and that a considered balance in policy approach was therefore needed.
- Insertion of the following text into COTP is therefore recommended;

*“20mph limits may be introduced on any 30mph roads within the Central Oxfordshire area, following local assessments, stakeholder engagement, consultation and local parish/town council support. Any introduction of 20mph limits on sections of the highway network that form part of the strategic bus network (and/or support bus infrastructure) will be carefully considered to take into account impact on bus journey times or service provision that may result”*

*20 mph limits may be introduced on A and B roads in both urban and rural areas (such as town, village and district centres) or on narrow sections of road in rural & built-up areas, where opportunities for segregated cycling provision/vulnerable road users are limited. Each scheme/road will be assessed on case by case basis to assess/minimise the impact on the local transport services and infrastructure whilst delivering the additional road safety that lower speeds afford local communities”*

- **Further detail on how the plan will support disability and accessibility groups, the elderly and younger generations**
- **Further detail on how the plan will support taxis and private hire**
- **Greater commitment to measures to enhance resident cycle parking provision**
  - The plan will be updated to set out opportunities for the delivery of measures including on-street cycle hanger storage. Complementary documents like the LCWIP, Oxfordshire Cycle Design Guidance and council’s Street Design Guide are expected to provide more specific details on measures like this
- **Minor factual, presentational amends and greater clarification on terminology throughout the document**
  - Numerous minor suggestions were made. These are considered to extensive to individually list.

- These will include clarifying details around enforcement and management of schemes – for example a public hire e-scooter scheme.
- **Greater detail and commitment on designing for and integrating significant planned development on the edge of existing urban areas**
  - Content and commitments in the draft plan will be enhanced to ensure that planned developments – particularly those on the edge of Oxford – are connected to high-quality walking, cycling, and public transport networks.

## **Corporate Policies and Priorities**

20. The County Council's strategic plan, 2022-25, sets out a vision to lead positive change by working in partnership to make Oxfordshire a greener, fairer and healthier county. The COTP will help to deliver all aspects of this vision.
21. Consistent with Part 1 of the LTCP, COTP is grounded in the strategic priorities set out in the County Council's strategic plan, 2022-25. There is specific relevance to delivering on the following four priority areas:
  1. Put action to address the climate emergency at the heart of our work
  2. Tackle inequalities in Oxfordshire
  3. Prioritise the health and wellbeing of residents
  4. Invest in an inclusive, integrated and sustainable transport network.
22. The COTP will help to make central Oxfordshire greener, fairer and healthier due the relationship between transport, quality of life, health and the environment. Set within the wider LTCP framework, the COTP seeks to reduce carbon emissions and aims for a net-zero transport system by 2040. It also has a strong focus on healthy place shaping and encouraging active lives. This will help to improve health and wellbeing by providing safer walking and cycling routes to schools and improving air quality.
23. The COTP will also help to tackle inequalities and improve health and wellbeing because transport can play a significant role in enabling older and disabled people to live independently. The COTP seeks to improve connectivity for all residents and there are policies that will specifically help to achieve this.
24. The COTP aims to reduce private car use and encourage modal shift to walking, cycling, public and shared transport. This will be central to addressing the climate emergency and improving health and wellbeing.

## **Financial Implications**

25. The COTP would provide the basis of a strategic case for any future funding bids or future transport investment made across the central Oxfordshire area. Implementing the measures outlined within the COTP would be expected to require further resource and incur financial implications.

26. The COTP has been produced by staff from across the council's Environment and Place directorate. It has been financially resourced by staffing budgets within this area. In addition, the following revenue costs were attributed to the production and consultation of the document;
- *External marketing and graphic design costs – £9,783.50.*
  - *External video animation - £2,500.*
  - *External data research and analysis - £17,043.*
  - *Consultation event - £2,370.60*

Comments checked by: Rob Finlayson,  
Finance Business Partner,  
rob.finlayson@oxfordshire.gov.uk

## **Legal Implications**

27. The COTP will form part of the county's Local Transport and Connectivity Plan which itself is a statutory document.
28. Whilst there is a statutory requirement for the county's local transport plan to be consulted upon, there is no such requirement for the subsequent area plans to be consulted upon.
29. It should be noted that the consultation on this framework policy document is not intended to constitute the statutory or other necessary consultation that is required or is otherwise carried out at time that any of the actions in this report actions are proposed to be implemented.

Comments checked by: Jennifer Crouch  
Principal Solicitor (Environment Team) (Legal Services)  
Law & Governance Jennifer.Crouch@Oxfordshire.gov.uk

## **Staff Implications**

30. Development of the COTP has been undertaken by officer resource from within the Environment and Place teams, with input from officers across the Environment and Place and Public Health directorates.
31. Once adopted, delivery of the COTP will be undertaken by officers from across the Environment and Place directorate, as well as indirectly through external stakeholders such as the city and district councils. Officers from the central locality team will oversee coordination of this process. Implementing the measures outlined within the COTP would be expected to require further resource and incur financial implications.

## Equality & Inclusion Implications

32. To ensure that we have assessed equalities implications in a fair and thorough manner an Equalities Impact Assessment was conducted (see annex 3). This has ensured that any equality matters have been identified and acted upon during development of the COTP.

## Sustainability Implications

33. A Climate Impact Assessment has been undertaken (see annex 4) to ensure that matters with climate implications are identified and where required acted upon during development of the COTP.
34. Transport produces the majority of emissions in the county. Both COTP and the broader LTCP recognises this and sets out the target for a net-zero transport network by 2040. The COTP outlines the policies which will help to achieve this, focusing on reducing the need to travel, reducing journeys by car and the promotion of walking, cycling, public and shared transport.
35. The COTP also recognises the need to improve biodiversity and protect the natural environment. Policies in the COTP will help contribute to this, by seeking to reduce private car use.

## Risk Management

36. A comprehensive risk register has been kept as part of the COTP project. Key risks associated with the COTP moving forward are summarised below.

Risk - That the COTP does not deliver on its targets or intended outcomes

*Mitigation* – That the COTP should be monitored on an annual basis as part of a wider LTCP monitoring programme and that it should be reviewed within 5 years of approval (as a minimum) to ensure that the plan is fit for purpose.

Risk - That subsequent strategies and/or area plans will lead to minor amendment of the details of COTP

*Mitigation* - Work is ongoing to develop a programme for developing other area travel plans including an understanding of resource requirements. Once overlapping area and supporting strategies have been prepared and approved it is expected that COTP will be updated as necessary to reflect any updated context.

Risk – That upon further development and engagement on individual key components of the plan, measures are either delayed or cancelled.

*Mitigation* - That there should be early engagement with key stakeholders and partners on components of the plan. That a review of the plan within its first 5

years of approval (as a minimum), should be undertaken to ensure that proposed measures remain relevant and suitably move towards addressing plan targets.

## **Consultations**

### **Public consultation**

37. Public consultation on the draft COTP was undertaken between August and October 2022. The outcomes from this process have directly informed this report.

### **County councillor engagement**

38. Engagement activities conducted during the COTP consultation are outlined in paragraph 13 of this report.
39. The draft plan was considered by the Place Overview and Scrutiny Committee on 16 November.

### **Bill Cotton, Corporate Director for Environment and Place**

Annex 1 – Draft Central Oxfordshire Travel Plan  
Annex 2 – Consultation Analysis Report  
Annex 3 – Equalities Impact Assessment  
Annex 4 – Climate Impact Assessment

Background papers: Nil

Contact Officer: Joanne Fellows, November 2022

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# Central Oxfordshire Travel Plan

AUGUST 2022 CONSULTATION DRAFT

# Contents

<b>Foreword .....</b>	<b>3</b>
<b>About this Plan .....</b>	<b>4</b>
<b>Priorities and the Case for Change .....</b>	<b>7</b>
<b>Vision and Targets.....</b>	<b>10</b>
<b>Outcomes and Actions.....</b>	<b>11</b>
<b>Theme One: An efficient connected zero emission city .....</b>	<b>15</b>
<i>Managing travel demand to reduce emissions and congestion.....</i>	<i>16</i>
<i>Making space for, and improving priority and safety of sustainable modes.....</i>	<i>23</i>
<i>Delivering efficient movement of goods and services .....</i>	<i>37</i>
<b>Theme Two: Healthy, fair, and liveable communities .....</b>	<b>39</b>
<i>Living locally.....</i>	<i>39</i>
<b>Theme Three: A dynamic and innovative place .....</b>	<b>42</b>
<i>A people focussed plan for Oxford city centre .....</i>	<i>42</i>
<i>Emerging Innovations.....</i>	<i>45</i>
<b>Funding, Implementation and Monitoring .....</b>	<b>48</b>
<i>Funding .....</i>	<i>48</i>
<i>Implementation.....</i>	<i>49</i>
<i>Phasing and Delivery .....</i>	<i>49</i>
<i>How we will measure success.....</i>	<i>51</i>
<i>Working in Partnership.....</i>	<i>53</i>
<b>Updating the Central Oxfordshire Travel Plan .....</b>	<b>53</b>
<b>Glossary .....</b>	<b>54</b>



# Foreword

We share a clear vision in Oxfordshire to deliver a net-zero transport system that enables the county to thrive, protects the environment and makes the county a better place to live for all residents.

To achieve this bold vision, the council recently published a Local Transport and Connectivity Plan (LTCP). This provides a set of key transport targets including the development of area travel plans to cover all aspects of travel from private car journeys, cycling, freight, bus, and rail journeys.

The LTCP includes ambitious targets, such as reducing car trips by a quarter by 2030, delivering a net-zero transport network by 2040 and having zero, or as close as possible, road fatalities or life-changing injuries by 2050.

To achieve this, we are now developing area travel plans across Oxfordshire. The first to be developed is the Central Oxfordshire Travel Plan covering the urban area of Oxford, the immediate movement and connectivity corridors to and from the city, as well as the villages that lie on these corridors (i.e., Kidlington, Eynsham, Botley, Cumnor, Kennington and Wheatley).

The draft Central Oxfordshire Travel Plan sets out our vision to develop a world-leading, innovative, inclusive and carbon neutral transport system with a focus on how people move quickly and safely around the area.

In particular, we need to look at options that re-allocate the limited road space we have to create a place where buses are fast, affordable, and reliable; where people can walk and cycle in pleasant and safe environments; and where high polluting, unnecessary, individual car journeys take a back seat.

We have set out 22 actions to help achieve a sustainable and reliable transport system providing the people of central Oxfordshire with:

- A flagship, zero-emission bus network with new and improved routes, able to travel at the speed limit 24 hours a day, 7 days a week
- A comprehensive and safe cycle and footpath network for pedestrians and cyclists.
- A significant reduction in congestion on our roads, to enable those who need to make essential trips by car or van to do so.
- Beautifully designed streets and public spaces, with clean air.
- 20-minute neighbourhoods: well-connected and compact areas around the city of Oxford where everything people need for their daily lives can be found within a 20-minute walk.

The draft plan also outlines three major transport proposals for Oxford: traffic filters, a workplace parking levy, and an expanded zero emission zone, all of which will be consulted on in more detail and separately to this area travel plan.

We have provided the vision; we now want your feedback to help shape the final travel plan for central Oxfordshire.

Let's start the conversation. Help us create a cleaner, greener, safer central Oxfordshire in which everyone can thrive.

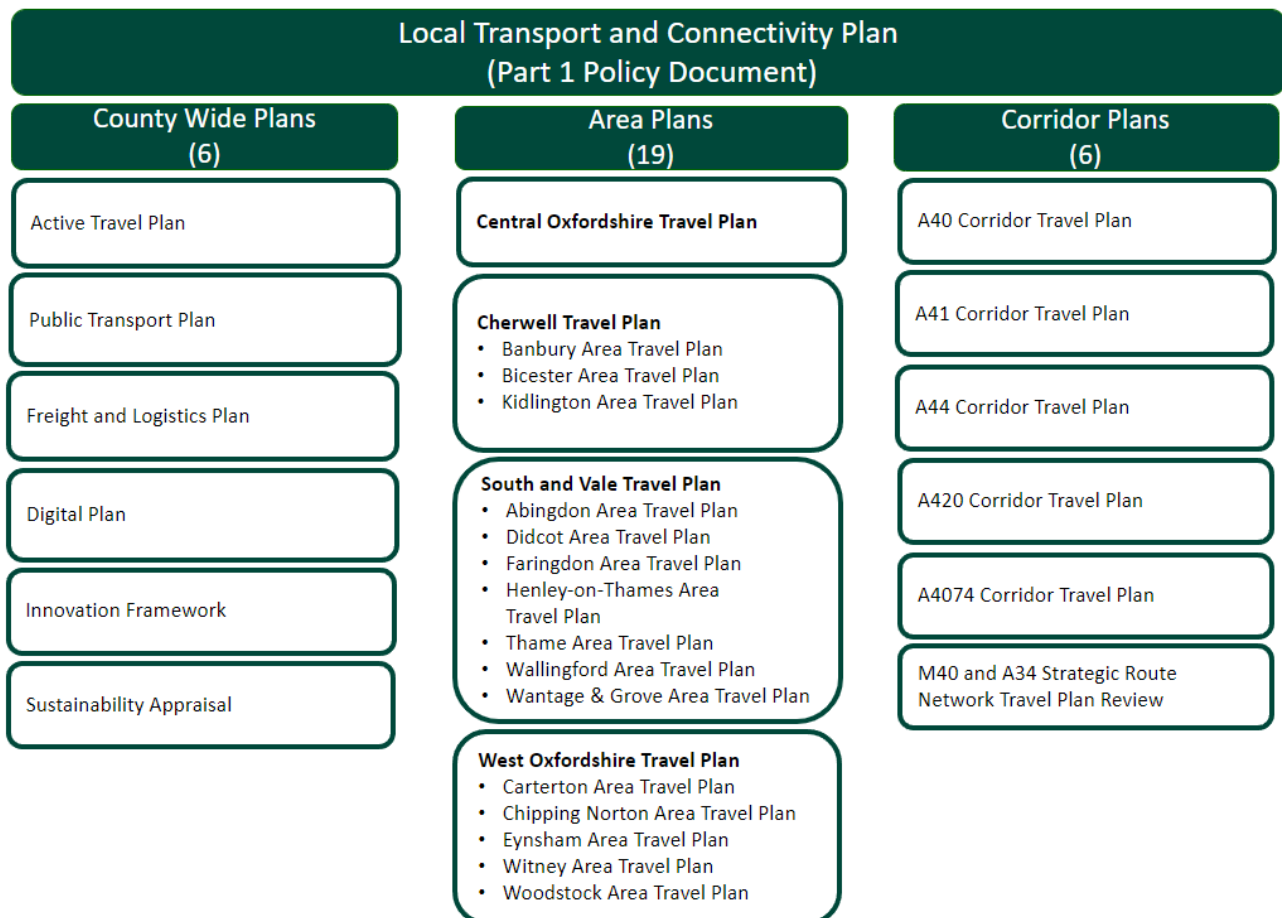
**Councillor Duncan Enright**  
**Cabinet Member for Travel and Development Strategy**



# About this Plan

The Central Oxfordshire Travel Plan (COTP) sets out the transport strategy for the central Oxfordshire area from 2023 to 2040, with a focus over the period to 2032. It is part of a suite documents that sit under the Local Transport and Connectivity Plan (LTCP), which was adopted by Oxfordshire County Council in July 2022. COTP builds upon and replaces the current Oxford Transport Strategy (OTS), adopted in 2015.

## Overview of Local Transport and Connectivity Plan documents



The plan identifies a series of actions to address current and future transport challenges facing the central Oxfordshire area, whilst developing a world-leading, innovative, inclusive and carbon neutral transport system.

The central Oxfordshire area covers the urban area of Oxford, the immediate movement and connectivity corridors to and from the city, as well as the villages that lie on these corridors (i.e., Kidlington, Eynsham, Botley, Cumnor, Kennington and Wheatley).



Central Oxfordshire Travel Plan geographic area



Plan Areas	
	COTP
	Urban
	Corridor
	Cherwell
	Oxford City
	South Oxfordshire
	Vale of White Horse
	West Oxfordshire



## Implications of COVID-19 pandemic

The way we travel changed during the COVID-19 pandemic. Whether these changes are temporary or permanent is still uncertain and the full evidenced picture remains unclear. Where there is a sustained change, we will adjust our travel plan accordingly through regular review points.

Travel data indicates that motorised traffic flows have only recently (in 2022), returned to pre-pandemic levels in Oxfordshire overall.<sup>1</sup> However, traffic flow in Oxford City does not reflect this, with motorised traffic levels remaining approximately 10% below pre-pandemic levels.<sup>2</sup> Bus patronage in the area is also currently at around 80% of pre-covid levels.

The COVID-19 pandemic has presented opportunities to encourage use of a broader range of transport modes than before, and importantly to reduce the overall need to travel as many people continue to work from home more regularly. Reducing the need to travel and more vitally changing how we travel, will allow us to accelerate progress towards achieving our net-zero carbon goals. This will also support our wider goals, including public health ambitions to reduce obesity and improve the health of our local population.

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<sup>1</sup> Oxfordshire County Council Traffic Monitoring team, average data between 2020-2022

<sup>2</sup> Oxfordshire County Council Traffic Monitoring team, average 5-day (Monday-Friday) flows from 5 Oxford City inner cordon counters between 2020-2022










# Priorities and the Case for Change

Oxfordshire County Council's nine corporate priorities set the guiding objectives of the strategy.



COTP indirectly addresses all the priority areas, with a strong direct alignment to five priority areas:

-  Tackling the climate emergency through rapid decarbonisation, proper accounting of carbon emissions and ambitious targets, as well as supporting climate resilience
-  Tackling inequalities and providing opportunities for everyone in Oxfordshire to achieve their full potential
-  Increasing investment in an inclusive, integrated, county-wide active, and sustainable travel network fit for the 21st century to improve choice and reduce car journeys across the county
-  Improving access to nature and green spaces for all communities, and landscape-scale nature recovery across the county
-  Responding to the needs of young people who have identified 'investing in an inclusive, integrated, and sustainable transport network' as their number one priority.<sup>3</sup>

<sup>3</sup> Outcome from OCC engagement during development of the Oxfordshire Strategic Plan 2022-2025.





These priorities reflect a number of the wider key challenges facing the COTP area including:



**Climate and emissions:** Exceedance of legal emission levels and the need to rapidly reduce carbon emissions from all transport related activities.



**Housing, jobs, and regeneration:** Over the period 2011 to 2031, 100,000 new homes will be built in Oxfordshire, with at least 15,000 required to meet Oxford City's unmet housing need.<sup>4,5</sup> Whilst population growth within Oxford itself over the period 2020-2030 is expected to be modest (+8%), areas on the city's immediate periphery are expected to see significant growth.<sup>6</sup>



**Sustainable travel:** Levels of congestion across the COTP area cause unreliable journey times for many people. Based on current trends, increased demand for movement in the area will exacerbate congestion in future years. This has a significant detrimental effect on quality of life for residents and the attractiveness as a place to live and work. Space efficient travel options like public transport and active travel, can help significantly towards addressing this challenge. Currently, sustainable travel modes in the area face issues including:

- **Time and reliability** - Average bus speeds in Oxford have been declining on key routes to and from the city centre and employment sites, with only 8mph achieved between the JR hospital and city centre via Cowley Centre during weekday peaks.<sup>7</sup>
- **Safety** – The Oxfordshire Cycle Survey 2019 identified 'Traffic Safety' as the single biggest issue for people cycling in Oxford.<sup>8</sup>



**Equality:** The COTP area includes some of the most deprived areas in the county. Inequalities in life expectancy at birth from least to most deprived across Oxford are estimated at 13.8 years for men, and 11.2 years for women.<sup>9</sup>



**Health:** Whilst the Oxford area has one of the lowest percentages of overweight or obese adults compared to nationally (49% vs 62%), physical inactivity and obesity remains one of the area's most significant and growing health issues.<sup>10</sup>

<sup>4</sup> GL Hearn Limited, *Oxfordshire Strategic Housing Market Assessment*, 2014

<sup>5</sup> Oxfordshire Growth Board, *Oxfordshire Growth Board Post SHMA Strategic Work Programme*, 2016

<sup>6</sup> Oxfordshire County Council, *Oxfordshire Housing-led Projections 2020-2030 interactive dashboard*, 2022

<sup>7</sup> Oxfordshire County Council, *Oxfordshire Bus Service Improvement Plan*, 2021, [Bus Service Improvement Plan | Oxfordshire County Council](#)

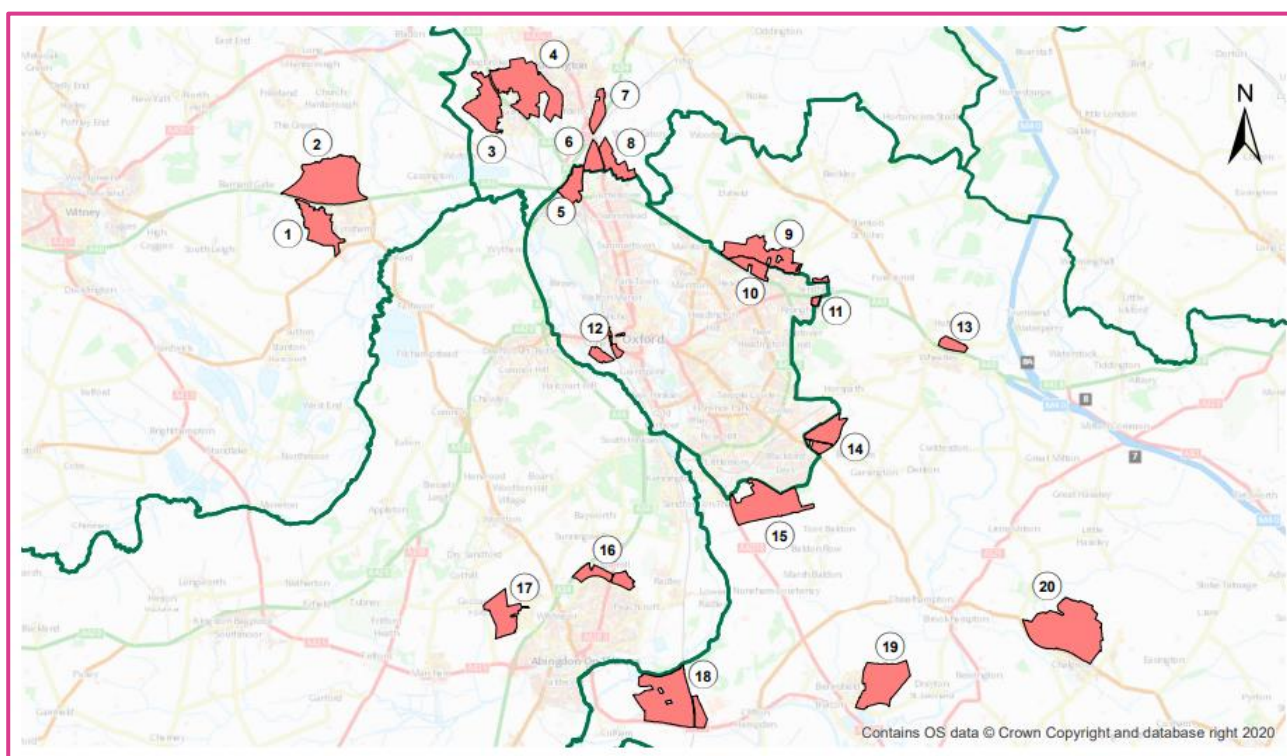
<sup>8</sup> Oxfordshire County Council, *Oxfordshire Cycle Survey 2019 Summary Report*, 2019, [Oxfordshire CYCLE SURVEY SUMMARY REPORT](#)

<sup>9</sup> Oxford City Council, *Indicators of health and well-being*, Public Health England, 2020, [https://www.oxford.gov.uk/info/20127/health/457/oxfords\\_health#:~:text=Overall%2C%20adults%20in%20Oxford%20are,\(49%25%20vs%2062%25\)](https://www.oxford.gov.uk/info/20127/health/457/oxfords_health#:~:text=Overall%2C%20adults%20in%20Oxford%20are,(49%25%20vs%2062%25))

<sup>10</sup> Oxford City Council, *Indicators of health and well-being*, Public Health England, 2020



## Identified strategic development sites across central Oxfordshire



### Legend

1. West Eynsham, 1,000
2. Oxfordshire Cotswolds Garden Village. 2,200
3. Land West of Yarnton (PR9), 540
4. Land East of the A44 (PR8), 1,950
5. Oxford North, 500
6. Land West of Oxford Road (PR6b), 670
7. Land South East of Kidlington (PR7a), 430
8. Land East of Oxford Road (PR6a), 690
9. Land North of Bayswater Brook, 1,100

10. Barton Park, 885
11. Thornhill Park, 534
12. West End and Osney Mead, 981
13. Land at Wheatley Campus, 500
14. Land at Northfield, 1,800
15. Land South of Grenoble Road, 3,000
16. North Abingdon-on-Thames, 800
17. Dalton Barracks, 1,200
18. Land adj to Culham Science Centre, 3,500
19. Berinsfield Garden Village, 1,700
20. Land at Chalgrove Airfield, 3,000

1:150,000

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# Vision and Targets

The adopted Oxfordshire Local Transport and Connectivity Plan (LTCP) sets the vision and targets for Oxfordshire, including the central Oxfordshire area

## Local Transport and Connectivity Plan – Vision

*“Our Local Transport and Connectivity Plan vision is for an inclusive and safe net-zero Oxfordshire transport system that enables all parts of the county to thrive.*

*It will tackle inequality and be better for health, wellbeing, and social inclusivity and have zero road fatalities or life-changing injuries. It will also enhance our natural and historic environment and enable the county to be one of the world’s leading innovation economies.*

*Our plan sets out to achieve this by reducing the need to travel and private car use through making walking, cycling, public and shared transport the natural first choice.”*

## Local Transport and Connectivity Plan – Headline targets

By 2030 our target is to:

- Replace or remove 1 out of every 4 current car trips in Oxfordshire
- Increase the number of cycle trips in Oxfordshire from 600,000 to 1 million cycle trips per week.
- Reduce road fatalities or life changing injuries by 50%.

By 2040 our targets are to:

- Deliver a net-zero transport network.
- Replace or remove an additional 1 out of 3 car trips in Oxfordshire.

By 2050 our targets are to:

- Deliver a transport network that contributes to a climate positive future.
- Have zero, or as close as possible, road fatalities or life-changing injuries



# Outcomes and Actions

This strategy is shaped by a number of defined outcomes. These outcomes represent a set of guiding transport and movement principles, which inform and run throughout the strategy.

The outcomes are:

- A flagship comprehensive zero emission **bus network**, able to travel at the speed limit 24 hours a day, 7 days a week.
- A comprehensive, safe, inclusive **cycle network**, to rival the best in Europe.
- Beautifully designed **streets and public spaces**, with clean air.
- A reduced impact of private vehicles, where roads are congestion-free for residents, visitors, and businesses to make **essential journeys** in zero emission vehicles.
- **Carbon neutral transport** for a carbon neutral city. Prioritising measures and approaches that utilise minimal resources.
- A travel hierarchy prioritising sustainable travel and promoting **20-minute neighbourhoods**, where everything people need for their daily lives can be found within a 20-minute walk.
- Improved **safety** realised through a Vision Zero approach to transport safety across the area.
- An **inclusive transport network** that improves accessibility for all of our residents.

To deliver these outcomes, we need to make transport movements more efficient and achieving target ambitions for a net-zero transport network, requires us to:

- Look at ways to **avoid** unnecessary travel. For example, through supporting working at home using the internet and through embracing other and new technologies.
- **Shift** travel use towards shorter sustainable travel trip options (i.e., through active travel and public transport) and supporting freight consolidation.
- **Improve** our travel network. For example, through providing infrastructure to support a switch to electric technology; embed inclusivity into the development and design process of transport schemes.



There are a number of reasons we are proposing this approach:

- Transport emissions have left parts of Oxford with high levels of air pollution, which is shortening people's lives. Urgent action is also needed to reduce our carbon emissions to help tackle climate change.
- Many cyclists don't feel safe using the city's roads and we want to prevent accidents.
- Roads are clogged with traffic, which means buses are slow, unreliable and cannot adequately serve all parts of the city. Without action, more bus services will be scaled back or disappear.
- Chronic congestion in the city costs individuals and businesses time and money.
- Pedestrians are too often squeezed into narrow, cluttered pavements.

Traffic noise blights some of the city's communities and streets. A set of 22 actions set out the measures we will take to achieve the plan outcomes and support the achievement of LTCP targets. The table below shows how the COTP actions relate back to the LTCP policies. The plan identifies the measurements we will use and the data we will collect, to establish a baseline and report on how well we are delivering against our targets.

LTCP policy	Supporting COTP actions
Policy 1 – Transport user hierarchy	<b>Action 19</b> - Alongside partners, deliver a City Centre Movement Framework for Oxford
Policy 2 – Cycle and walking networks	Action 9 – Deliver a wayfinding scheme across central Oxfordshire's active travel network  <b>Action 10</b> - Deliver junction improvements to support active travel users where there is: a) a poor safety record for those who are walking or cycling b) significant severance for those walking and cycling
Policy 3 – Local Cycling and Walking Infrastructure Plans	<b>Action 8</b> – Deliver a central Oxfordshire cycle network, consistent with the Oxfordshire Strategic Active Travel Network and the latest LCWIP plans
Policy 8 – Healthy streets approach	<b>Action 18</b> - Develop and support implementation of a local toolkit of transport interventions that support the 20-minute neighbourhood approach and work to the principles of the healthy streets approach
Policy 13 – 20-minute neighbourhoods	<b>Action 18</b> - Develop and support implementation of a local toolkit of transport interventions that support the 20-minute neighbourhood approach and work to the principles of the healthy streets approach
Policy 15 – Vision Zero	<b>Action 10</b> – To help meet Vision Zero, deliver junction improvements to support active travel users where there is:





LTCP policy	Supporting COTP actions
	<ul style="list-style-type: none"> <li>a) insufficient dedicated infrastructure for those walking or cycling</li> <li>b) a poor safety record for those who are walking or cycling</li> <li>b) significant severance for those walking and cycling</li> </ul>
Policy 18 – Bus strategy	<p><b>Action 12</b> – Deliver bus priority measures along key inter-urban bus routes and on key orbital routes in the Oxford area.</p> <p><b>Action 13</b> – Alongside partners, deliver a zero emission local bus fleet across Oxford by 2024/25 and a fully zero emission bus fleet by 2030</p>
Policy 21 – Rail strategy	<p><b>Action 14</b> – Alongside partners, deliver:</p> <ul style="list-style-type: none"> <li>a) Oxford Station enhancements</li> <li>b) a passenger rail service and two new passenger stations on the Cowley Branch Line</li> <li>c) local rail capacity and service frequency enhancements</li> </ul>
Policy 23 – Mobility hubs	<p><b>Action 15</b> – Deliver a transport hub strategy for a network of transport hubs across Oxfordshire</p>
Policy 29 – Zero emission vehicles	<p><b>Action 22</b> - Deliver publicly accessible electric vehicle charging points across central Oxfordshire</p>
Policy 33 – Parking management	<p><b>Action 4</b> – Develop proposals for further Controlled Parking Zones (CPZ) across the city and to review eligibility and quantity of permits in existing CPZ areas</p> <p><b>Action 5</b> – Support a case-by-case review of public parking provision across the area and a consolidation and/ or a reduction in public parking provision where appropriate</p> <p><b>Action 6</b> – Remove on-street public parking where necessary on corridors identified in the strategy as either being active travel Primary Routes (Quickways) or situated on core bus routes</p> <p><b>Action 7</b> - Regularly review parking pricing to favour sustainable travel</p> <p><b>Action 11</b> – Deliver:</p> <ul style="list-style-type: none"> <li>a) increased cycle parking at key destinations including for non-standard bikes</li> </ul>



LTCP policy	Supporting COTP actions
	<p>b) a public hire cycle scheme including e-bikes, and which could also include e-scooter provision</p> <p><b>Action 20</b> - Deliver attractive tourist coach drop off and pick up facilities in the city centre and convenient lay over facilities, consistent with proposals in a City Centre Movement Framework</p>
Policy 35 – Demand management	<p><b>Action 1</b> – Expanding upon the pilot scheme, develop proposals for a Zero Emission Zone (ZEZ) for Oxford city centre</p> <p><b>Action 2</b> – Develop proposals for a set of strategic traffic filters for locations across Oxford</p> <p><b>Action 3</b> – A Workplace Parking Levy to cover businesses with 11 or more staff parking spaces in Oxford City Council’s administrative area, within the Oxford ring road</p>
Policy 38 – Passenger micromobility	<p><b>Action 11</b> – Deliver:</p> <ul style="list-style-type: none"> <li>a) increased cycle parking at key destinations</li> <li>b) a public hire cycle scheme including e-bikes, and which could also include e-scooter provision</li> </ul> <p><b>Action 21</b> – Deliver an e-scooter hire scheme across central Oxfordshire, subject to ongoing trial performance and national legislation</p>
Policy 49 – Local movement	<b>Action 17</b> – Deliver a safer lorry scheme pilot across central Oxfordshire
Policy 50 – Last mile movement	<b>Action 16</b> - Deliver a freight transfer / consolidation feasibility study and first / last mile delivery pilot





# Theme One: An efficient connected zero emission city

Oxford is the only local authority area in the county where the number of inbound commutes is greater than outbound.<sup>11</sup> The significant level of traffic that travels into and through Oxford and the central Oxfordshire area daily for employment and other purposes, is a notable contributor to congestion throughout the area.

Two thirds of commuters travel into Oxford by car (66.8%).<sup>12</sup> As a space inefficient mode of travel, heavy dependence on the car means that across the area the transport network can often be at, or above, capacity during peak hours. Left unchecked, increases in housing and jobs across the area will exacerbate this issue.

As well as taking up more space per person on our already congested road network, car travel also represents a significant source of emissions. In Oxford, transport emissions account for 17% of greenhouse gas emissions.<sup>13</sup> In addition, the city regularly exceeds legal air pollution limits with poor air quality hotspots across the city concentrated around key transit corridors and key junctions on the city's ring road.<sup>14</sup> Poor air quality has a detrimental impact on human health. By contrast, active travel (walking, cycling, scooting etc) and public transport journey options are typically much more space efficient and have a much lower emissions output.

An integrated approach is therefore required to readdress a balance in favour of space efficient, low emission transport modes across the area. We will implement a strategic package of measures focused on:

- 1. Managing travel demand to reduce emissions and congestion.** This will involve implementing measures to improve the accessibility and convenience of sustainable travel modes over private vehicle use. This approach recognises that for some, alternatives to driving may be unrealistic for some journeys.
- 2. Making space for and improving priority and safety of sustainable modes.**
- 3. Delivering efficient movement of goods and services.**

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<sup>11</sup> Oxfordshire County Council Research and Intelligence Team, The District Data Analysis Service and Oxford City Council, *Travelling to work: Commuting patterns in Oxfordshire*, 2011 Census, 2014

<sup>12</sup> Oxfordshire County Council Research and Intelligence Team, The District Data Analysis Service and Oxford City Council; *Commuting by mode of travel*, 2011; 2011 Census; 2014

<sup>13</sup> Oxfordshire County Council, *Councils announce ambitious updated proposals to support a zero carbon transport network*, 2022, <https://news.oxfordshire.gov.uk/councils-announce-ambitious-updated-proposals-to-support-a-zero-carbon-transport-network/>

<sup>14</sup> Oxford City Council, *2020 Air Quality Annual Status Report (ASR)*, 2021, page ix

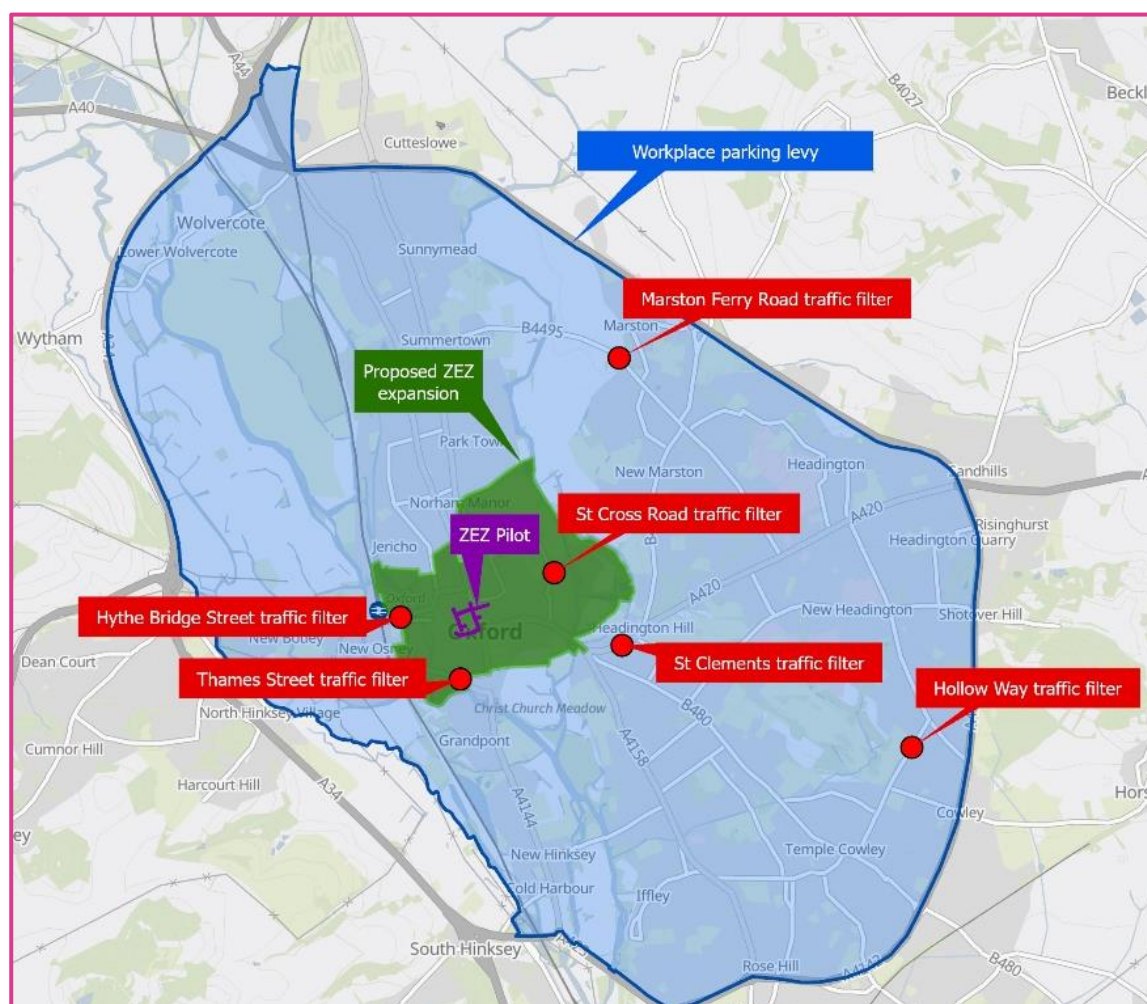


## Managing travel demand to reduce emissions and congestion

Managing travel demand is not a new approach for Oxford and has been developed across the city over many years, for example, through implementation of the High Street traffic restrictions and bus only 'gate' measures in 1999. Notwithstanding steps already taken, it is estimated that 32% of internal commuting trips within Oxford are still by private car.<sup>15</sup> This is despite the city being relatively compact, with no two points within the ring road being more than 11km apart.

Working with local authority partners, we propose a package of complementary measures to manage the demand of vehicles on the transport network. The details and delivery of these measures will be developed through wider public consultation and in some cases subject to external approval, for example from the Department for Transport.

### Proposed Travel Demand Management Measures



<sup>15</sup>Oxfordshire County Council Research and Intelligence Team, the District Data Analysis Service and Oxford City Council; *Commuting by mode of travel 2011*; Census 2011; 2014



## Implement a Zero Emission Zone

1

### **Action 1 – Expanding upon the pilot scheme, develop proposals for a Zero Emission Zone for Oxford city centre.**

Oxford is subject to poor air quality particularly in areas with high levels of road traffic. The entire Oxford City area has been designated an Air Quality Management Area (AQMA) due to exceedances of nitrogen dioxide (NO<sub>2</sub>) since 2010. The transport sector continues to be, by far, the largest contributor at 68% to total emissions of nitrogen oxides (NO<sub>x</sub>) across Oxford.<sup>16</sup> Pollution hotspots are typically located where congestion and a dense urban form exists.

To address these local challenges, the county council in partnership with Oxford City Council proposes a Zero Emission Zone (ZEZ). Through a charging-based system, the zone will incentivise the use of low emission vehicles over higher polluting vehicle types. Implementation of an expanded ZEZ will build on the findings and learnings of a pilot ZEZ, which was implemented on a select number of city centre streets in February 2022. The ZEZ pilot itself builds upon a bus based Low Emission Zone (LEZ) that has been in place in central Oxford since 2014.

The expanded Zero Emission Zone will focus on Oxford city centre, where there is a concentration of continued exceedances of air quality legal limits.

Delivering a ZEZ is anticipated to improve air quality within areas implemented; however, to reduce congestion and emissions across the wider COTP area, a review of access and parking arrangements is also proposed.

## Implement a set of strategic city-wide traffic filters

2

### **Action 2 – Develop proposals for a set of strategic traffic filters for locations across Oxford.**

We need to change and revive our streets, to make journeys by walking, cycling and bus, safe, direct, and with attractive journey times compared to car use.

To readdress the balance of directness and journey times in favour of sustainable travel, a review of existing access arrangements for car use is proposed. This will be realised through a set of strategic traffic filters. Traffic filters are points on roads through which only certain types of vehicles (e.g., buses, taxis, and cycles) may pass. Traffic filters would in principle operate similar to the existing bus gate on Oxford High Street.

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<sup>16</sup> Oxford City Council, *Oxford City Council Air Quality Action Plan 2021-2025*, 2021



Traffic filters will reduce traffic and congestion, which will make bus journeys quicker and more reliable. They will also make cycling and walking much more attractive options for people making journeys within the city.

Car access will still be possible to all areas; however, journeys by car may take longer and be less direct. Internal car trips within the city will likely be required to use the Oxford ring road. By contrast, journeys by active travel and public transport will be able to move directly between areas passing through the traffic filters.

In total six traffic filters across the city are proposed to help realise this approach. Three of these are proposed in the city centre on:

- St Cross Road
- Thames Street
- Hythe Bridge Street.

The remaining three filters are proposed for:

- St Clements
- Marston Ferry Road
- Hollow Way.

The locations have been strategically chosen to reduce traffic in certain parts of Oxford. Some of the filters are on roads with relatively few people cycling and buses, but the filters will work together as a system to reduce traffic on roads that do have high volumes of buses and people cycling.

The location of traffic filters will be finalised following further engagement, public consultation, and detailed work. As part of this process, additional traffic filters may be proposed.

A number of Low Traffic Neighbourhoods (LTN's) have also been implemented across Oxford. The LTN's in Cowley have been made permanent (July 2022), with some modifications, whilst other LTN's across other parts of East Oxford are currently being trialled through Experimental Traffic Regulation Orders (ETRO). The strategic traffic filters proposed in this plan have been designed to work with the East Oxford LTN traffic filters at Divinity Road, Southfield Road, Rectory Road, and Princes Street in place. If these four LTN filters are not made permanent following the ETRO LTN trial, the traffic filter proposals would need to be amended to include them to prevent wider unacceptable traffic increases on these four roads.



## Implement a Workplace Parking Levy and Localised Parking Measures

3

**Action 3 – A Workplace Parking Levy to cover businesses with 11 or more staff parking spaces in Oxford City Council’s administrative area, within the Oxford ring road.**

4

**Action 4 – Develop proposals for further Controlled Parking Zones (CPZ) across the city and to review eligibility and quantity of permits in existing CPZ areas.**

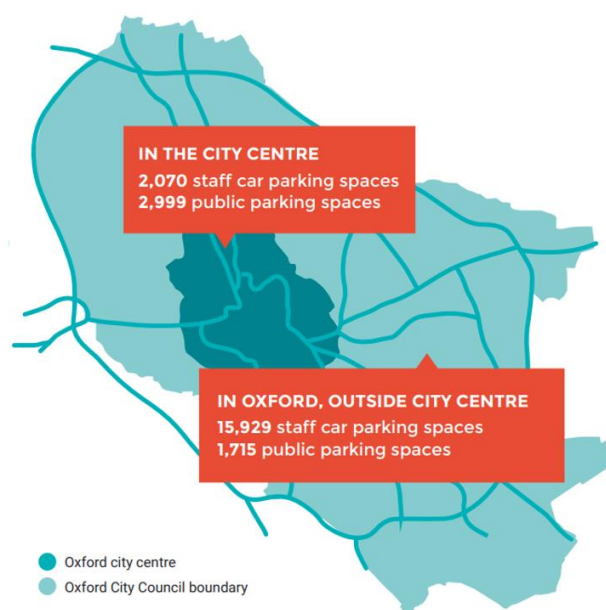
### Workplace parking

There are approximately 18,000 workplace parking spaces (measured pre-covid) across the city, the majority of which (88%) lie outside of the city centre. The abundance of this provision – the majority of which is free, makes driving to work in the Oxford area very attractive.





## Car Parking Provision in Oxford\*



\*Data collected pre-Covid

A Workplace Parking Levy (WPL) would be an annual charge to businesses for staff parking spaces at their premises.

It would have a number of distinct benefits including:

- An encouragement for employers to reduce the supply of workplace parking. In Nottingham immediately following implementation of a WPL, the number of liable spaces dropped by 6% from 26,916 (2012/13 baseline) to 25,840 (2019/20 Covid-19).<sup>17</sup>
- By law, the funds generated by the WPL must be used to improve transport in and around the city.
- A WPL will encourage commuters to use an alternative, less polluting means to get to work, rather than travelling in private cars. This could include walking, cycling or the use of public transport.
- A WPL can help reduce traffic and generate funds to improve alternatives to car travel, including more bus services and better cycle lanes.

To ensure that commuter parking is not displaced locally, further Controlled Parking Zones (CPZ) across the COTP area may be required. Where implemented, CPZs have been extremely successful in managing on-street parking and removing commuter parking. Currently there are 43 CPZs across Oxford, four of which are part time and are specific to activity related to the Kassam stadium. The county council plans to implement a further 13 CPZs, including a re-designating of the four part time CPZs. We also propose a review of eligibility and quantity of permits issued per property to ensure parking pressure is effectively managed.

<sup>17</sup> Leicester City Council, *Leicester Workplace Parking Levy Business Case*, 2021, page 28, [Leicester Workplace Parking Levy – Business Case](#)



## Public Parking

**5 Action 5 – Support a case-by-case review of public parking provision across the area and a consolidation and/or a reduction in public parking provision where appropriate.**

**6 Action 6 – Remove on-street public parking where necessary on corridors identified in the strategy as either being active travel Primary Routes (Quickways) or situated on core bus routes.**

**7 Action 7 – Regularly review parking pricing to favour sustainable travel.**

In comparison to other cities, Oxford's level of public parking provision is low. Across the city (pre-covid), there were an estimated 4,714 public parking spaces, the majority of these located within the city centre area (3,000). The demand to access parking contributes significantly to increasing congestion across the City, especially on main public transport and cycling routes.

A significant proportion of public parking is off-street parking provision, which is typically owned and managed by other local authorities or public/private bodies. We will work with others to reduce the impact of this parking and encourage other ways to travel.

In Oxford city centre, a number of the off-street public car parks are identified for closure or a significant reduction in spaces, including Gloucester Green (105 spaces), Worcester Street (200 spaces), Oxpens (179 spaces) and Oxford Station (556 spaces).<sup>18</sup> An increase in parking provision will in general not be supported. For existing public parking provision across central Oxfordshire, we will support a case-by-case review of provision. In some instances, it may be that there is a negligible congestion or emissions impact related to a particular public parking site. In other instances, there may be significant congestion and/or emissions related challenges for a particular site. In some cases, we may support an alternative land use for a particular site. In reviewing public parking provision, we recognise that across district centres and town/village centres, parking can play a locally important role in supporting local vitality and is essential for access for Blue Badge Holders/disabled parking permit holders.

An attractive public parking offer, embedded as part of a network of transport hubs across the area and combined with effective sustainable travel links, represents an important component for reducing parking demand, particularly in the city centre.

We will support independent public car park operators across the area in a review of their parking charging rates to ensure that where sustainable travel options are available, these represent the most cost-effective mode of travel.

<sup>18</sup> Oxford City Council, *City Centre Car Parks*,  
[https://www.oxford.gov.uk/directory/8/car\\_parks\\_in\\_oxford/category/53/categoryInfo/10](https://www.oxford.gov.uk/directory/8/car_parks_in_oxford/category/53/categoryInfo/10)



On-street public parking across the COTP area is typically the responsibility of the county council. On-street parking can often be a source of delay and restrict opportunities to reallocate road space in favour of sustainable travel. On those routes identified as either being on active travel Primary Routes (Quickways) or on a core bus route (see 'Proposed central Oxfordshire active travel network' and 'Proposed central Oxfordshire public transport and transport hub network' figures) across the area, the council will review and remove on-street parking provision where it compromises the functioning of these streets. Motorcycle parking will also be considered. A shift to electric motorcycles contributes to our targets and in some locations, it may be appropriate to increase space for motorcycle parking, such as at transport hubs. Where this is appropriate, facilities such as electric motorcycle charging and ground anchor points will be considered.

We will regularly review the pricing of on-street parking across the area based upon a zonal charging system, to ensure that where sustainable travel options are available, these represent the most cost-effective mode of travel.

Collectively the travel demand management measures of zero emission zone, traffic filters, workplace parking levy, and parking management represent a significant step towards achieving our targets for reducing car use and delivering a net-zero transport network. Across the COTP area, we will regularly monitor levels of congestion, car use and air quality against strategy targets. This will help to determine whether further travel demand management measures are necessary across the area.



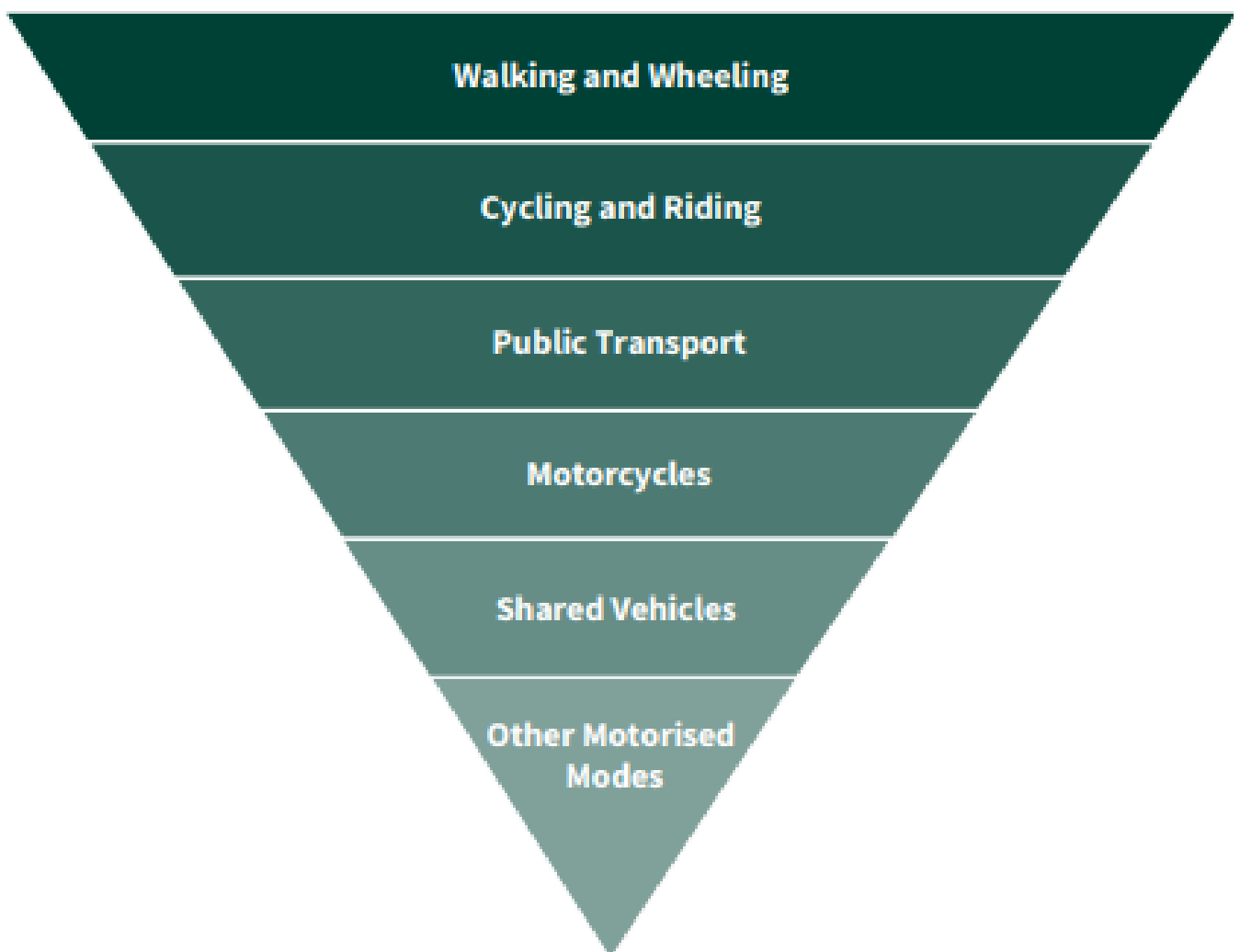


## Making space for, and improving priority and safety of sustainable modes

Reducing the attractiveness of driving, through implementing travel demand management measures, requires that we also invest in improving the sustainable transport offer to simultaneously provide choice and make this more attractive. This would improve the quality and extent of the public transport and active travel offer across central Oxfordshire.

Our plan implements a travel hierarchy that prioritises sustainable travel with walking at the top. Our plan also delivers a comprehensive, quick, reliable, zero emission, high quality public transport offer, that safely moves large volumes of people around the transport network in a safe and efficient manner.

### Transport user hierarchy



## Active Travel

The central Oxfordshire area is internationally renowned for its high levels of active travel. A compact urban city, Oxford has the second highest rate of cycle use in the UK after Cambridge, whilst the city also has the fourth highest level of walking (at least once a week) of all UK local authorities.<sup>19 20</sup> However, a strong and growing active travel base in the area is in spite of conditions, provision and routes that often have very poor outcomes for users. Strong and growing active travel use is not universal across the central Oxfordshire area.<sup>21</sup> In the Oxford area, 91% of cycle trips are made by people who frequently cycle.<sup>22</sup> Most of the city's adult population - around 60% - do not cycling at all.<sup>23</sup> More remote locations across the area and residential areas located outside of the city's ring road typically have lower levels of active travel. These are locations where there are often fewer local services and where roads and railways create severance, obstructing access to amenities.

With a significant number of new homes planned for delivery outside the city's ring road, where active travel proportions are historically lower, improving active travel provision and increasing the number of active travel users is essential to meet our target for a reduction in car use of one third by 2040.

The county council's adopted Local Cycling and Walking Infrastructure Plans (LCWIPs) for Oxford and Kidlington, together with the Oxfordshire Strategic Active Travel Network, provide the basis for the active travel improvements that are planned across the central Oxfordshire area.<sup>24</sup>

## Central Oxfordshire Cycle Network

8

### Action 8 – Deliver a central Oxfordshire cycle network, consistent with the Oxfordshire Strategic Active Travel Network and the latest LCWIP plans

A comprehensive network of cycle routes linking residential and employment areas is proposed. The routes comprise a mixture of Primary Routes (Quickways), Secondary Routes (Quietways), and Connector Routes. Together these form a network of over 70 routes across central Oxfordshire.

<sup>19</sup>Department for Transport, *Walking and Cycling Statistics, England: 2019; 2020*; [https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/906698/walking-and-cycling-statistics-england-2019.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/906698/walking-and-cycling-statistics-england-2019.pdf)

<sup>20</sup> Department for Transport, *Walking and cycling statistics, 2021*, <https://www.gov.uk/government/statistical-data-sets/walking-and-cycling-statistics-cw>

<sup>21</sup> Environmental Change Institute University of Oxford & Bioregional, *Pathways to a zero carbon Oxfordshire*, 2021, <https://www.eci.ox.ac.uk/publications/downloads/PazCo-final.pdf>

<sup>22</sup> ALS 2015-17

<sup>23</sup> ALS 2015-17

<sup>24</sup> Oxfordshire County Council, *LTP4 – Active and healthy travel – Approved LCWIPs*, <https://www.oxfordshire.gov.uk/residents/roads-and-transport/connecting-oxfordshire/active-and-healthy-travel>



## Active Travel Route Classification

Intervention	Detail
Primary Routes (Quickways)	Form the core of the network and extend along main radial/ arterial transit corridors
Secondary Routes (Quietways)	Routes which offer a lower trafficked alternative route choice between key trip attractors and residential areas
Connector Routes	Shorter distance cycle routes that connect urban edges

The prioritisation of active travel routes where improvements will be delivered will be based on:

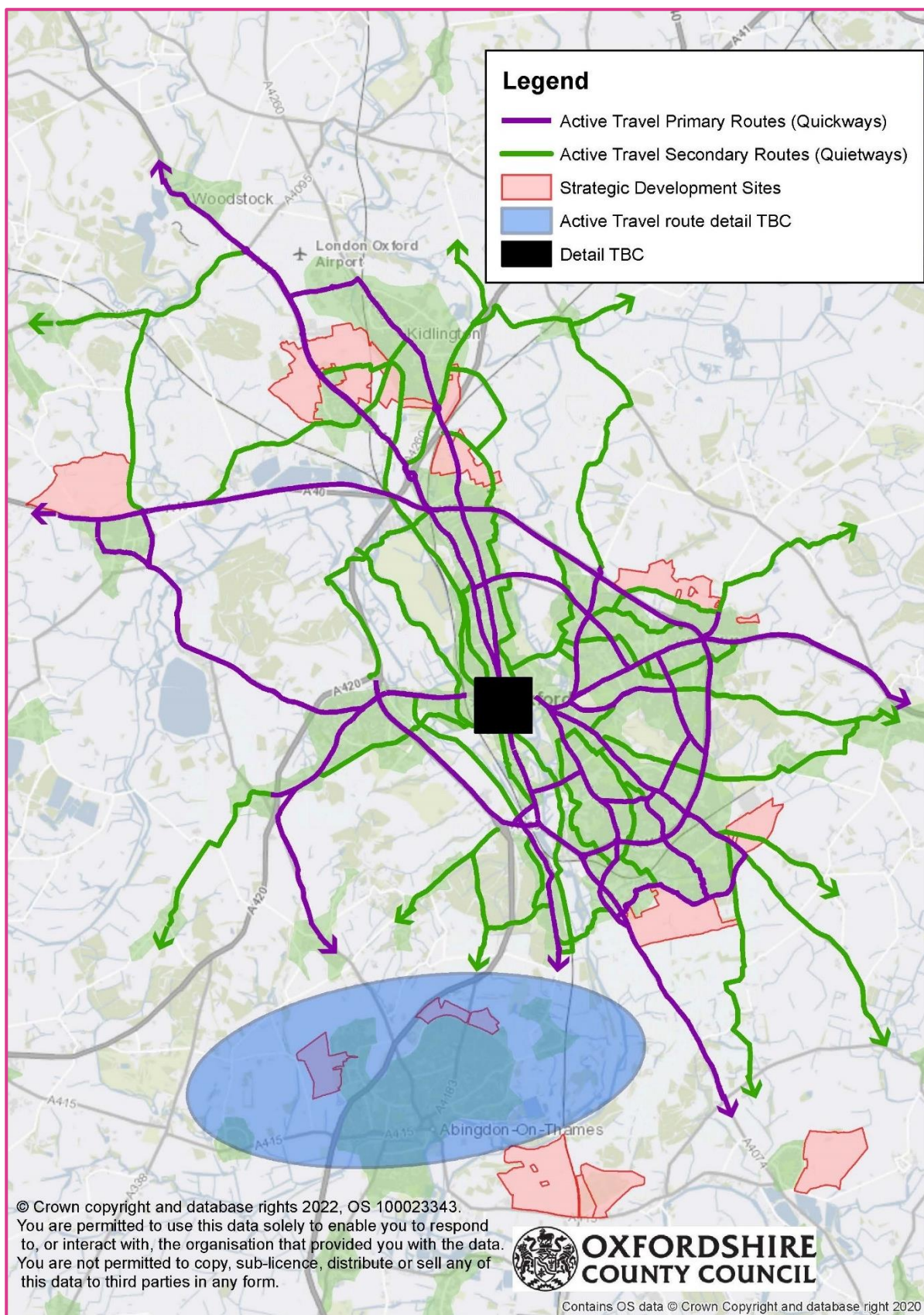
- Routes which provide connectivity between planned large growth sites and local amenities.
- Routes with the greatest propensity to see increases in cycling (including radial routes and routes linking to/from the city centre).
- Routes required to complement wider traffic measures, for example orbital routes across east Oxford.
- Routes highlighted with poor or no provision, for example B4044 Botley – Eynsham route.

Where dedicated cycle priority is delivered, every effort will be made to deliver consistency and continuity in route treatment, whilst acknowledging that street widths, mature trees and street furniture can often be constraining factors. Ensuring cycle infrastructure can be used by all types of cycles (adapted bikes, recumbent bikes, trikes, tandems, cargo bikes etc) will be part of the design process to ensure an inclusive active travel network is developed. we will work to the design standards for cycle provision set out in the LCWIP and national design guidance notes like LTN 1/20.<sup>25</sup>

<sup>25</sup> Department for Transport, *Cycle Infrastructure Design Local Transport Note 1/20*, 2020, [https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/951074/cycle-infrastructure-design-ltn-1-20.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/951074/cycle-infrastructure-design-ltn-1-20.pdf)



## Proposed central Oxfordshire active travel network





## Signage and wayfinding

9

### **Action 9 – Deliver a wayfinding scheme across central Oxfordshire’s active travel network**

Clear and comprehensive wayfinding directional signage is beneficial for all active travel users. It has several functions:

- Helps residents and users understand and interpret the local geography based on active travel routes rather than conventional road numbering
- Helps people find their way along a cycle or walking route
- Helps people interpret maps or apps on the ground
- Reassures people of the destination and time needed to reach the destination
- Legitimising the use of the road by people cycling, both to people cycling and private vehicle users
- Altering driver behaviour to recognise people cycling’s use of roads
- Increasing safety and comfort by guiding people cycling through junctions

Provision of wayfinding signage is currently inconsistent across central Oxfordshire.

## A focus on junctions

10

### **Action 10 – To help meet Vision Zero, deliver junction improvements for active travel users where there:**

- a) is a poor road safety record for those who are walking or cycling**
- b) is insufficient dedicated infrastructure for those walking or cycling**
- c) is significant severance for those walking and cycling**

Collisions at junctions make up 65% of all reported incidents across the central Oxfordshire area. Of those who were either seriously or fatally injured, people cycling and walking comprise a large proportion (62%).<sup>26</sup>

Addressing junction design is critical to increasing active travel use across the area by making it safer to walk and cycle and changing the perception around the safety of walking and cycling.

Funding will be prioritised into junctions with a poor road safety record for those walking and cycling, junctions where there is insufficient dedicated infrastructure for those walking or cycling, and junctions that are used by people to cross roads that are causing severance (such as the Oxford ring road, A34, A40 and A44). Proposed measures could include:

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<sup>26</sup> Oxfordshire County Council analysis of traffic collision data



- Active travel crossings, provided both at street-level and/or via bridges/underpasses
- Shorter waiting times, for example at signal crossings, for people walking and cycling to cross busy roads.
- Reducing the speed limit on the Oxford ring road to 50mph throughout. A number of stretches of the route are currently already 50mph including through Botley (A34) and along the eastern bypass.

In addition, a focus on localised junctions and side roads is equally important for improving safety, reinforcing hierarchy of user priority, and reinforcing the continuity of active travel routes. We will continue to deliver side road entry treatments, continuous footway design treatments (Copenhagen Crossings) and raised tables across central Oxfordshire.

## Cycle parking and cycle hire

11

### Action 11 – Deliver:

- increased cycle parking at key destinations including for non-standard bikes**
- a public hire cycle scheme including e-bikes, and which could also include e-scooter provision**

Secure cycle parking is essential to increasing cycling by ensuring people can safely park their bike close to their destination. A key issue is where the demand for cycle parking, such as in the city centre and district centres, exceeds the formal provision.

The opportunity to redesign key transport interchanges, such as Oxford Station, Gloucester Green Bus and Coach Station, and the Park and Ride sites, as transport hubs presents an opportunity to significantly expand the quality and quantity of cycle parking facilities available.

The design and layout of cycle parking will be inclusive to accommodate a wider range of bike types. Existing cycle parking usually accommodates only a standard design of bike. To meet our targets to increase cycling, safe, secure, and accessible cycle parking to accommodate a wider range of bikes (longtails, bikes with trailers, adapted bikes, recumbent bikes, trikes, tandems, cargo bikes etc) will be provided.

Transport hubs and interchange facilities present an opportunity to have a public cycle hire scheme. Public hire cycle schemes have previously and in some cases continue to operate across the central Oxfordshire area. With a high transient population of students and tourists, a scalable cycle hire scheme has significant potential, and is likely to attract interest from a number of operators.

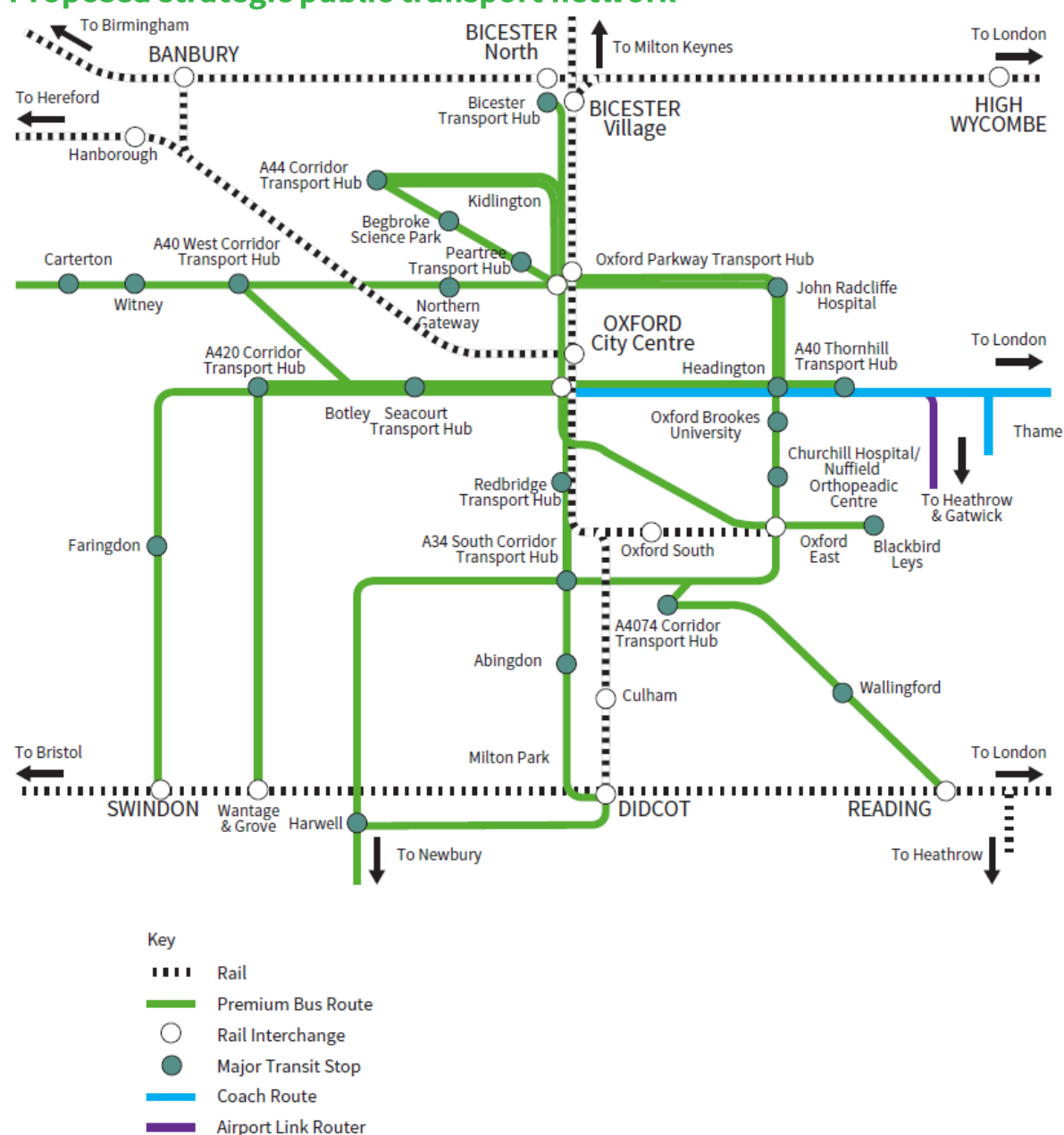


## Public Transport

The public transport network across central Oxfordshire combines high frequency inter-urban bus corridors, with local rail connections on main lines.

We propose a strategic public transport network for the central Oxfordshire area (see Proposed strategic public transport network, below), which continues to operate with Oxford as the area's central hub. The wider network shows how enhanced and attractive inter-urban bus routes will continue to play a vital part of the public transport network, by connecting both existing areas and those where development is planned. The bus network will sit alongside an expanded local rail network, which complements and provides strategic interchange between the two.

### Proposed strategic public transport network



## Bus

Central Oxfordshire's bus network has traditionally been very successful, with exceptionally high levels of demand and frequency. As a consequence, there are more than 20 buses per hour on some radial routes in Oxford with early and late-night services. Complementing local urban services are an established network of inter-urban bus services radiating from Oxford and extending out to market towns including Abingdon, Banbury, Bicester, Thame, Wallingford, and Witney. These inter-urban routes are a distinctive feature of Oxfordshire's bus network. Their levels of service are arguably not matched anywhere else in the UK.

Projecting forward, significant planned growth means that the role of public transport across the central Oxfordshire area will become increasingly important as a facilitator in moving large numbers of people efficiently around the transport network.

Despite a potential strong future basis for bus patronage, over the years leading up to the COVID-19 pandemic, bus patronage had been falling across Oxfordshire. This has been due to increasing levels of traffic congestion, delays to bus services and poor journey reliability. Across the wider county in 2019, 82% of bus passengers indicated that they were satisfied with 'on-bus journey times'.<sup>27</sup> This level of satisfaction is below levels of many other transport authority areas, with 'congestion/ traffic jams', the most frequently cited reason affecting journey times.

In addition, the COVID-19 pandemic resulted in a significant further fall in bus patronage. This was felt particularly strongly across the central Oxfordshire area. As a result, bus patronage in the Oxford area is currently (June 2022) at around 75% of equivalent pre-COVID-19 pandemic levels.<sup>28</sup>

Promptly reversing the downward trend in bus patronage is essential to meeting our targets of reducing car travel and delivering a zero emission transport network. Achieving this requires a co-ordinated package across Oxfordshire, as outlined in the Oxfordshire Bus Service Improvement Plan <sup>29</sup>. Through the Enhanced Partnership (EP) with local bus operators, we propose the following measures within central Oxfordshire:

- Invest in bus priority measures including traffic filters, priority at signals and bus lanes
- Invest in environmentally friendly vehicles, initially through the Zero Emission Bus Regional Areas (ZEBRA) grant.

Delivering these measures will make it possible to restore and increase bus frequencies on existing routes as well as restore and create new direct bus routes across central Oxfordshire for example, between the county towns and Oxford's eastern arc area. Over time, investment in newer bus fleets and improved user experience are also likely.

<sup>27</sup> Transport Focus, *Bus passenger survey Autumn 2019, 2020*, [Bus-passenger-survey-autumn-2019-main-report.pdf \(d3cez36w5wymxj.cloudfront.net\)](https://d3cez36w5wymxj.cloudfront.net/Bus-passenger-survey-autumn-2019-main-report.pdf)

<sup>28</sup> Oxfordshire County Council Bus patronage data

<sup>29</sup> [Oxfordshire Bus Service Improvement Plan](#)





## Investing in bus priority measures

12

### **Action 12 – Deliver bus priority measures along key inter-urban bus routes and on key orbital routes in the Oxford area.**

Within Oxford, delivery of the proposed travel demand management measures represents the single most impactful measure to improve and provide for bus priority.

Whilst traffic filters provide bus journey time improvements within the city ring road, it is equally important improvements to bus journey times relative to the car are made both on the ring road and along key inter-urban bus routes. Significant existing commuting into Oxford largely by car, combined with planned development sites on the edge of the area, increases the need for further bus priority measures on these corridors.

A number of bus priority measures on the Oxford ring road or along inter-urban routes are already committed, including:

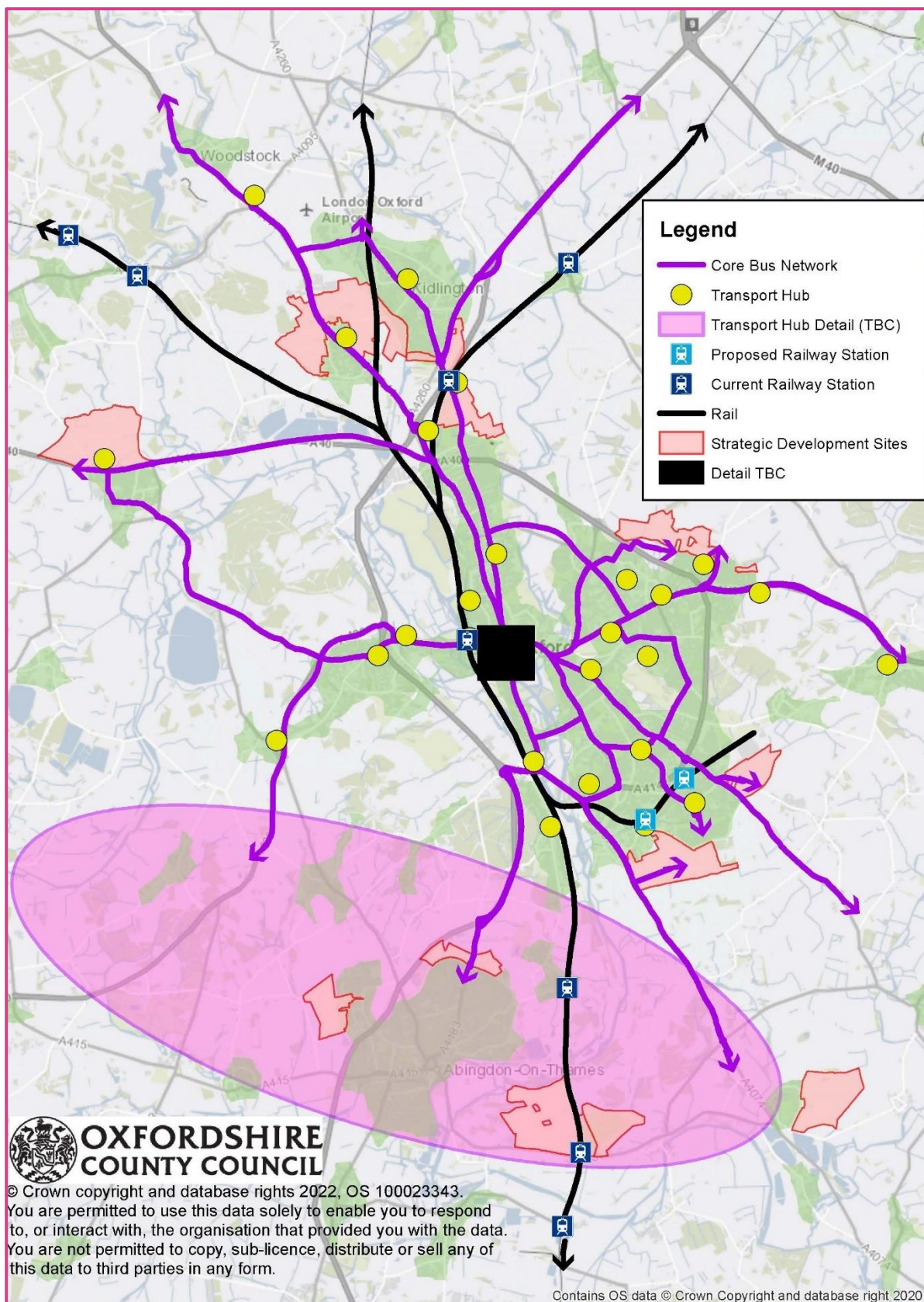
- A40 - eastbound bus lane between Eynsham park and ride and A40/A44 Wolvercote roundabout. To be delivered by 2025.
- A40 - westbound bus lane between A40 Dukes Cut and Eynsham park and ride. To be delivered by 2025.
- A44 - southbound bus lane between Cassington Road and Peartree Interchange – to be delivered by 2024.

These committed bus priority measures are likely to lead to further bus priority being considered on other key bus corridors such as the A34, B480, A420, A4074 and the Oxford Eastern bypass. Together these form the basis of a core bus network across the central Oxfordshire area. Features of a core bus network are:

- a regular frequency of service (at least every 10-15 minutes) throughout the day and week
- high levels of dedicated bus priority throughout their routes
- strict kerbside controls
- link directly between and across the areas network of transport hubs.



## Proposed central Oxfordshire public transport and transport hub network



## Investing in environmentally friendly vehicles

13

**Action 13 – Alongside partners, deliver a zero emission local bus fleet across Oxford by 2024/25 and a fully zero emission bus fleet by 2030.**

A significant proportion of the central Oxfordshire area, including the whole of Oxford, is covered by an Air Quality Management Area where the annual mean nitrogen dioxide (NO<sub>2</sub>) threshold levels are regularly exceeded. Road transport is the main source of emissions (68% in Oxford) causing air quality exceedance. Up to 70% of emissions accountable to transport come directly from buses in locations like St Clements Street / The Plain where there are high bus flows.<sup>30 31</sup>

Working with local bus operators, we will roll out a fleet of zero emission buses across the area. Funding awarded through the Zero Emission Bus Regional Areas (ZEBRA) scheme together with council and bus operator funding, will see the first phase of this ambition realised through the delivery of 159 electric local buses. Covering a large proportion of the COTP area, these buses will be used on routes in Oxford by 2024.

Using alternative fuel sources on longer inter-urban bus routes represents a bigger challenge; however, there are aspirations that hydrogen fuelled vehicles may play a role, to ensure that the local bus fleet of urban and inter-urban services will be zero emission by 2030.

### Demand Responsive Travel

In addition to conventional fixed route bus services, we remain open to options for Demand Responsive Travel (DRT) bus services where they may fulfil a role in meeting local transport need. This could include a service to areas which are traditionally challenging to serve through conventional fixed bus services. The 'Pick Me Up' service run by Oxford Bus Company across the Oxford area in 2018 represented an example of how such a service could be formed, although operating conditions would need to be radically improved to enable commercial operation.

<sup>30</sup> Ricardo, *Oxford Source Apportionment Study*, 2020, page 30, [https://www.oxford.gov.uk/downloads/file/7320/oxford\\_source\\_apportionment\\_study](https://www.oxford.gov.uk/downloads/file/7320/oxford_source_apportionment_study)

<sup>31</sup> Oxford City Council, *Air Quality Annual Status Report*, 2021, page iv, [https://www.oxford.gov.uk/downloads/file/8003/air\\_quality\\_annual\\_status\\_report\\_2021](https://www.oxford.gov.uk/downloads/file/8003/air_quality_annual_status_report_2021)



## Rail

14

### **Action 14 – Alongside partners, deliver:**

- a) Oxford Station enhancements**
- b) a passenger rail service and two new passenger stations on the Cowley Branch Line**
- c) local rail capacity and service frequency enhancements**

As set out in the Oxfordshire Rail Corridor Study<sup>32</sup>, across the central Oxfordshire area there are opportunities to increase the frequency and capacity of local rail services at locations of planned significant growth such as Culham, Cowley, Hanborough and Oxford Parkway. An enhanced local rail offer, complementing the bus network, provides greater opportunity for sustainable local travel.

A subsequent rail strategy for the county will set out the county council's wider aspirations and details for rail improvements across the county.

Developing the local rail network across the COTP area requires delivery on a number of key interventions, most notably Oxford Station enhancements and Cowley branch line. Other rail investment priorities for the central Oxfordshire area include:

- Didcot-Oxford capacity enhancements – requirement for additional track capacity to accommodate demand, enable new/extended services and fully realise rail potential as an alternative to the A34 corridor
- Increased connectivity and frequency of services between:
  - Bicester and Didcot
  - Oxford and Hanborough
  - Oxford and Culham

### **Oxford Station Enhancements**

Rail infrastructure at Oxford Station is close to full capacity and requires capacity enhancements to accommodate an increase in services planned for 2024. Delivering capacity enhancements for passengers and trains at Oxford station is therefore a fundamental first step to delivering wider rail improvements in the area.

Delivery of a new western entrance and additional line capacity at the station to be delivered by Network Rail has already been approved. These works will be completed by 2024 and will include a widening of A420 Botley Road under the railway bridge. This will provide wider pavements for people walking and segregated cycle lanes.

Working alongside Oxford City Council and Network Rail, we support the proposal for an updated Oxford Station masterplan reflecting the requirements for:

- major rail capacity and passenger improvements including accommodation of East-West rail services
- significantly enhanced sustainable transport interchange facilities i.e., bus and taxi provision

<sup>32</sup> [Oxfordshire Rail Corridor Study \(networkrail.co.uk\)](https://www.networkrail.co.uk/oxfordshire-rail-corridor-study)





- significantly enhanced and accessible cycle parking facilities and pedestrian focussed environment.

Joint work on the Oxford Station masterplan is expected to commence in later in 2022.

### Cowley Branch Line

It is proposed the existing rail line, currently used for freight to and from BMW Group Plant Oxford in Cowley, is reopened for passenger services for the first time since 1963. Two new stations are proposed on the route:

1. Oxford East - At Blackbird Leys servicing the local community, Oxford Business Park and the strategic housing site at Northfield
2. Oxford South –At Littlemore servicing the local community, Oxford Science Park and the strategic housing site at Grenoble Road

Active travel and public transport links will be prioritised for connections to and from the new stations.

Upgraded rail services are expected to act as an extension of the London Marylebone services in the first instance, with up to two passenger services an hour, in addition to freight services. Subject to funding being secured, the earliest a service is considered deliverable is 2026.

The route will be delivered by Network Rail and will need significant line upgrades. Subject to funding being secured, the earliest a service is considered deliverable is 2026.

## Transport hubs

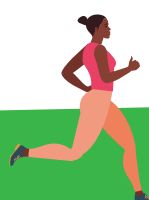
15

### Action 15 – Deliver a transport hub strategy for a network of transport hubs across Oxfordshire

We are focusing on the transport hub concept (also known as mobility hub) as a way to create new and improve existing transport interchanges. A transport hub is a recognisable place where people can interchange between modes of transport and access a range of shared and public transport services for part or all of their journey. Transport hubs can also include additional facilities such as shops or kiosks and provide up to date travel information to both attract and benefit users.<sup>33</sup> For example, transport hubs may combine shared bikes (including electric bike or motorcycle), shared cars, parcel delivery lockers and bus stops in one location. Oxfordshire's existing park and ride sites are already versions of the transport hub concept.

Transport hubs are critical to reaching our targets to replace or remove a quarter of current car trips in Oxfordshire and deliver a net-zero transport network by providing places that people can access public transport, shared transport, and bike hire.

<sup>33</sup> CoMoUK, *Transport hubs Guidance*, [What - CoMoUK](#)

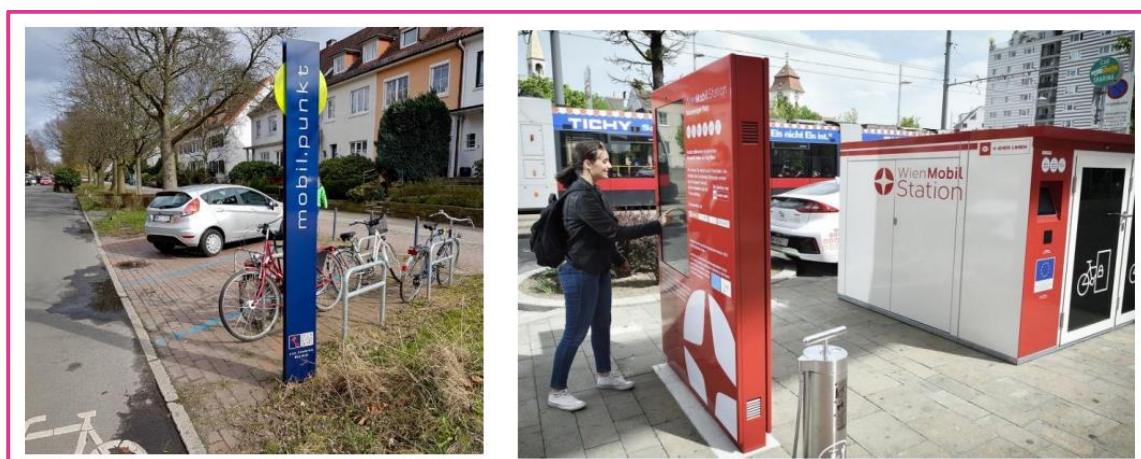


Further studies will bring forward the concept of transport hubs across Oxfordshire and look at existing facilities and how to adapt and expand them where necessary. As plans develop, a focus on how to improve interchange for disabled people at transport hub sites will be essential to ensuring practical access for all to our transport networks.

To date, the Park & Ride sites have fulfilled some of the roles transport hubs could offer. Traditionally, they have been very successful at reducing congestion and supporting a shift to sustainable travel modes. Since the COVID-19 pandemic; however, these sites have become underutilised as travel habits and patterns have shifted.

Intercepting car journeys closer to source where attractive sustainable travel options are available is a desired principle. It might therefore be the case that on some transit corridors, multiple transport hubs of varying scales are an appropriate response.

### Examples of transport hubs in Bremen<sup>34</sup> (left) and Vienna (right)<sup>35</sup>



## Taxis and Private Hire

Taxis and private hire vehicles will continue to be an important part of a balanced central Oxfordshire travel network. We will work to ensure a high level of accessibility for taxis and private hire services is afforded at transport hubs and transport interchanges across the COTP area.

Consistent with the council's proposals to deliver an expanded ZEZ in Oxford, we will work with taxi and private hire operators to encourage an investment in electric vehicles for their fleets.

<sup>34</sup> [https://commons.wikimedia.org/wiki/File:Mobil.punkt\\_in\\_Bremen.jpg](https://commons.wikimedia.org/wiki/File:Mobil.punkt_in_Bremen.jpg)

<sup>35</sup> <https://www.bildstrecke.at/picture.php?/22964>



## Delivering efficient movement of goods and services

16

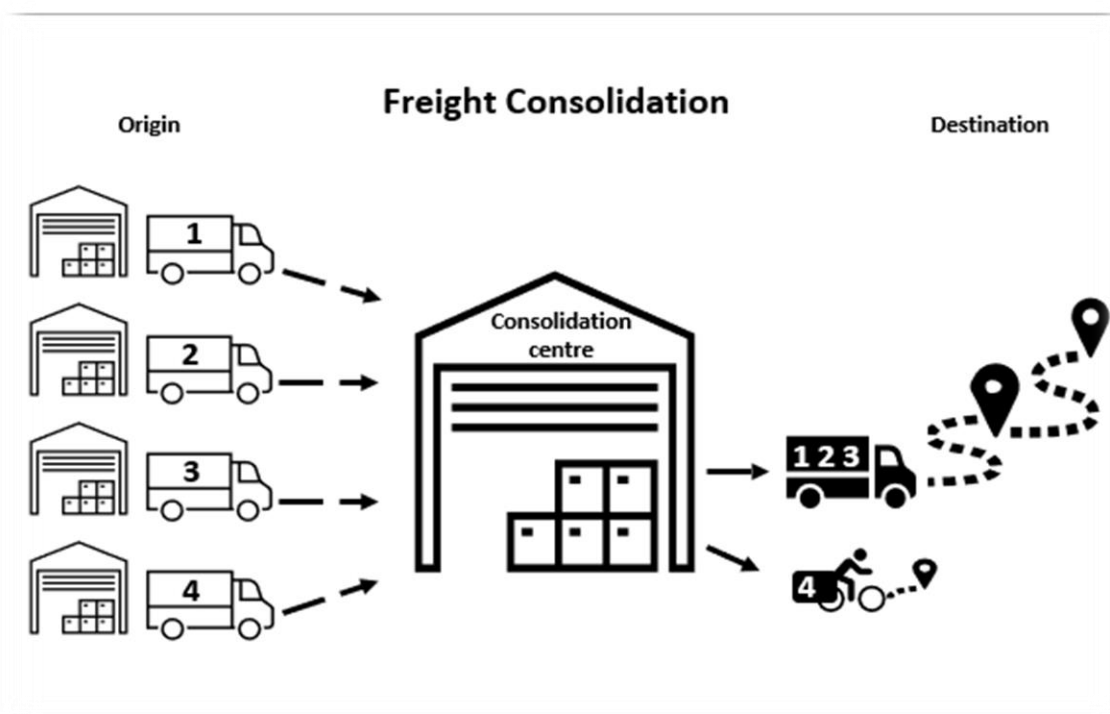
### Action 16 - Deliver a freight consolidation feasibility study and first / last mile delivery pilot.

Deliveries and servicing are an essential part of a thriving economy. Delivering a net-zero transport network by 2040 cannot be achieved without considering how freight operates.

The amount of goods being moved has been steadily increasing over the last 10 years (2009-2019).<sup>36</sup> As trends in how goods are moved and received and customer expectations change, it is necessary to review freight and delivery processes, to ensure that they are being undertaken in a manner which is efficient for the transit network and works towards our targets to reduce vehicle use, emissions and improve road safety.

Reducing the number of freight vehicles on the network could be achieved through a transfer and consolidation of freight and delivery activity, through establishing freight transfer and consolidation centres. Further studies are required to fully explore practicalities, networks and how this could operate across the central Oxfordshire area. A study will also need to consider how an additional stage of micro-consolidation sites, which for example could promote onward freight movements by e-van and cargo bike for first/last mile deliveries, could work in combination with larger strategic consolidation sites. Geographically the study will consider if there is benefit in consolidation centres being co-located with transport hubs.

### How freight consolidation works



<sup>36</sup> Department for Transport, *Domestic road freight statistics 2019, 2020*, [domestic-road-freight-statistics-2019.pdf](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/681119/domestic-road-freight-statistics-2019.pdf) ([publishing.service.gov.uk](https://publishing.service.gov.uk))



Whilst cycling first/last mile freight options can complement road freight it will not replace it entirely. Measures like the ZEZ are therefore key interventions to encouraging the uptake of electric vehicles for freight delivery where larger vehicles are needed.

## Reducing Heavy Goods Vehicle (HGV) movements

17

### Action 17 – Deliver a safer lorry scheme pilot across central Oxfordshire.

Whilst Oxford has an extensive 7.5 tonne weight restriction, many heavy goods vehicles (HGVs) still enter the city in order to service businesses, properties, and development sites. Their presence on local streets is often a significant safety concern for those who might consider active travel options like cycling or walking.<sup>37</sup>

Where HGVs and larger vehicles require access to the city's streets, it is important that they operate safely. The council has adopted a county Vision Zero approach, which seeks to eliminate all fatalities and severe injuries on Oxfordshire's roads and streets. As part of this wider county initiative, we will investigate the implementation of a Safer Lorry Scheme.

An example of a Safer Lorry Scheme is operated by Transport for London where vehicles over 3.5 tonnes are required to meet specific safety requirements such as:

- Be fitted with Class V and Class VI mirrors giving the driver a better view of cyclists and pedestrians around their vehicles
- Be fitted with side guards to protect cyclists from being dragged under the wheels in the event of a collision.

It is proposed that a safer lorry scheme pilot be run in all or part of central Oxfordshire before being rolled out across the whole of Oxfordshire.

<sup>37</sup> Oxfordshire County Council, *Oxfordshire Cycle Survey 2019 Summary Report*, [Oxfordshire CYCLE SURVEY SUMMARY REPORT](#)





## Theme Two: Healthy, fair, and liveable communities

Enabling and encouraging people to 'live local' is essential to meeting our targets to reduce car trips, increase cycle trips, and deliver a net-zero transport network. Living locally is about people having the range of amenities, facilities, and services they need for everyday life available within their neighbourhood. Having what we need local to us reduces travel demand and increases the opportunity to travel by walking, cycling or public transport instead of using the car. This in turn has a range of positive physical health, mental health, and social inclusion benefits.

Demand for travel is generated by a number of different factors. National data shows that leisure related trips (26%) represent the most common trip purpose.<sup>38</sup>

### Trip Purpose Data<sup>39</sup>

Trip purpose	% of Trips	Average Distance	Travel Mode
Leisure	26%	10.9 miles	70% car, 16% walk, 2% cycle
Shopping	19%	3.9 miles	65% car, 25% walk, 1% cycle
Commuting	15%	9.1 miles	61% car, 12% walk, 4% cycle

There is significant opportunity for more trips to be made locally within distances that are easily walkable or cyclable for a significant proportion of the population. In urban environments, for distances less than 3-5 miles cycling is typically the quickest form of travel; walking is also the most time efficient travel mode for very local trips.

Enabling people to feel confident about walking and cycling for local trips is central to our Vision Zero approach, which seeks to eliminate all fatalities and severe injuries on Oxfordshire's roads and streets. To realise this vision; however, requires a change of approach from the current situation where at a national level people walking are 17% more likely to be killed or seriously injured on minor roads for every mile a vehicle travels than on major roads.<sup>40</sup>

### Living locally

The *20-minute neighbourhood* concept encapsulates the living local principle and is based on enabling everyday facilities to be within a short return walk or cycle trip from home.

Large proportions of the area's urban population are already within a short walking distance of a range of everyday facilities; however, this accessibility is not universal across the area.

<sup>38</sup> Department for Transport, *National Travel Survey: England 2019, 2020*, [https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/906276/national-travel-survey-2019.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/906276/national-travel-survey-2019.pdf)

<sup>39</sup> Department for Transport, *National Travel Survey: England 2019, 2020*, [https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/906276/national-travel-survey-2019.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/906276/national-travel-survey-2019.pdf)

<sup>40</sup> <https://www.icevirtuallibrary.com/doi/full/10.1680/jmuen.16.00068>



With significant housing growth planned for the urban edge of Oxford, it is essential that improvements to the existing transport networks, including walking and cycling routes, based on the existing or proposed location of facilities, services and amenities, and living locally principles are embedded as part of new developments. Key to this is providing walking, cycling and public transport routes to and through district centres, and co-locating core facilities in close proximity.

## Toolkit of transport measures for liveable streets

18

**Action 18 - Develop and support implementation of a local toolkit of transport interventions that support the 20-minute neighbourhood approach and work to the principles of the healthy streets approach.**

Developing liveable communities across the COTP area is embedded with wider planning and land use decisions. This will require close working with Local Planning Authority partners and with local communities to understand their needs.

In developing district centres and liveable communities, the county council has a role to play in providing safe streets and attractive active travel options. We will work with local communities to develop and deliver a toolkit of potential transport interventions. These will collectively work towards creating attractive, inclusive, liveable, safe streets for communities. Transport interventions in the toolkit could include:

- A package of co-ordinated local traffic filters and/or vehicle movement restrictions
- Timed vehicle restriction measures around schools and on neighbourhood streets to encourage child play and active travel
- Traffic calming measures. (i.e., reduced speed limits to 20mph, speed cushions/chicanes, raised tables etc)
- Local active travel infrastructure (i.e., crossings, bridges, cycle parking, cycle hangers etc)
- Public realm measures such as parklets where on-street car parking space is repurposed as a social space with seating and planting
- Community activation – measures to ensure that those with greatest need benefit from these improvements e.g., Ready Set Go by Oxford Hub<sup>41</sup>; You Move.<sup>42</sup>

<sup>41</sup> Oxford Hub, *Ready Set Go*, [Ready Set Go — Oxford Hub](#)

<sup>42</sup> GO Active, *You Move*, [You Move | GO Active \(getoxfordshireactive.org\)](#)



## Artist's impression of urban centre healthy place shaping principles<sup>43</sup>



Within local communities and district centres, there is also an opportunity to develop the services and facilities local transport hubs may be able to offer beyond those of transit and interchange. This could include facilities for virtual working and enhanced broadband connectivity, or other health, education, and leisure services.

<sup>43</sup>England's Economic Heartland



## Theme Three: A dynamic and innovative place

We want the central Oxfordshire area to be recognised as a vibrant, sustainable, inclusive, world leading economy, driven by innovation, enterprise, and research excellence.<sup>44</sup> Transport and connectivity will play a significant role in helping achieve this aim, which will be guided by a strategy focussed on delivering places that put people first.

### A people focussed plan for Oxford city centre

19

#### **Action 19 – Alongside partners, deliver a City Centre Movement Framework for Oxford.**

Oxford city centre and the development sites at Oxpens and Osney Mead are significant areas of focus for existing and future innovation. The city centre and West End have the county's largest concentration of retail, cultural and social assets and on a daily basis cater for a significant number of people and their travel movements, including approximately 7 million tourists visit per year.<sup>45</sup> Pre-COVID-19 pandemic, on average 150,000 people journeyed into and out of the centre each day.<sup>46</sup>

The city's historic core and narrow medieval streets create competition between uses. To move people more efficiently in this context requires a reallocation of existing road space from cars to public transport, walking and cycling. Currently, areas like St Giles and Broad Street disproportionately provide large sections of streetscape to motorised vehicles, compared to the significantly greater number of active travel users in these areas who comparatively have very limited formal space.

The proposed travel demand management measures, including traffic filters and a ZEZ, are expected to play a significant role in helping to improve the priority for people focussed place in the city centre.

Locations like St Giles and Broad Street have significant potential to become active civic spaces and places for people to spend time. At the moment, opportunities for markets and other regular organised activities in the city centre are broadly limited to Bonn Square, Gloucester Green and Leiden Square in the Westgate. Measures like those implemented at Frideswide Square and through the Broad Meadow trial at Broad Street give an example of what could be achievable across these large civic spaces.

<sup>44</sup> Oxfordshire's Strategic Economic Plan, 2016

<sup>45</sup> Oxford City Council, *Quick facts*, [https://www.oxford.gov.uk/info/20124/economy/454/economic\\_statistics](https://www.oxford.gov.uk/info/20124/economy/454/economic_statistics)

<sup>46</sup> Oxfordshire County Council, *Oxford LCWIP*, 2020





## Artist's impression of potential reallocated space at St Giles and Oxford High Street



### Case Study – Broad Meadow, Broad Street, Oxford

In 2021, the western part of Broad Street in Oxford was transformed into "Broad Meadow" – a temporary outdoor space containing wildflower meadows, lawns and seating on land normally occupied by car parking and road space. During its installation, the space was used for a range of civic activities including café seating, street performers and market stalls. Following the success of the scheme, further proposals to alter the layout of Broad Street are being progressed by the county council for implementation in later 2022.



The COVID-19 pandemic also provided an opportunity to reimagine how spaces across the city centre could be transformed to a more people focussed environment. With support of the city council more than 50 city centre businesses were provided with support for outside tables and chairs, including the part-pedestrianisation of St Michael's Street and George Street (temporarily).<sup>47</sup> As the city develops to support more housing provision, night-time and leisure uses as part of a successful, 24-hour city centre offering, it will be increasingly important to readdress this balance to develop a human scale, people focussed city centre, we plan to do this through developing, with partners, a City Centre Movement Framework.

We will seek to balance a people focused city centre which provides:

- attractive cross city connectivity and interchange facilities for people using cycles and public transport
- access for people with disabilities
- access for deliveries.

## Tourist Coaches in the City Centre

20

**Action 20 - Deliver attractive tourist coach drop off and pick up facilities in the city centre and convenient lay over facilities, consistent with proposals in a City Centre Movement Framework**

Each year circa £1 billion is generated by Oxford's visitor economy. Tourist coaches dropping visitors in the city centre are often an efficient and sustainable way of transporting people in and out of the centre. The aim is therefore not to prevent coaches coming into the city centre, rather it is to prevent them from parking for long periods in unsuitable places.

Developing a plan for tourist coaches needs to be embedded as part the City Centre Movement Framework noting a desirability to:

- Look for tourist coach drop off / pick up facilities proximal to Westgate/New Road/Castle Street/Thames Street/Speedwell Street/southern St Aldates.
- Identify convenient layover facilities for tourist coaches outside of the city centre.

<sup>47</sup> Oxford City Council, *Oxford City Centre Action Plan 2021-2030*, 2021, [HYPERLINK https://consultation.oxford.gov.uk/regeneration-economy/oxford-city-centre-action-plan/supporting\\_documents/211115\\_Oxford\\_CCAP\\_Report\\_FINAL\\_CONSULTATION%20DRAFT\\_LR.pdf](https://consultation.oxford.gov.uk/regeneration-economy/oxford-city-centre-action-plan/supporting_documents/211115_Oxford_CCAP_Report_FINAL_CONSULTATION%20DRAFT_LR.pdf) *Oxford City Centre Action Plan 2021 - 2030: Consultation Draft*



## Emerging Innovations

Carefully managed, innovative, and emerging technologies present opportunities to shape transport links and develop people focused places. Across central Oxfordshire we will prioritise new technology that supports the strategic transport directions of this strategy. We will be technology-neutral in our approach to achieving our transport outcomes by seeking the best available solution to a given problem.

### E-scooters /E-Bikes

21

#### **Action 21 – Deliver an e-scooter hire scheme across central Oxfordshire, subject to ongoing trial performance and national legislation**

Over recent years, central Oxfordshire has hosted trials of a number of micromobility initiatives. These have included the privately operated dockless bike hire schemes and more recently, the county council has overseen an e-scooter public hire trial operated by Voi.

Alongside a developed active travel and public transport offer, a high-quality micromobility offering can play a significant role in improving connectivity and accessibility. The county council will carefully review where this is proposed to ensure that such service provision does not undermine public transport offerings or active travel benefits.

Initial learnings from the e-scooter trials indicate that a regulated approach to matters including parking is highly desirable, for example to prevent footpath obstruction.

Where initiatives are legislated for and supported by Central Government, we will look at opportunities to trial schemes across central Oxfordshire. This could include phased expansion of the Oxford e-scooter trial beyond the immediate Oxford city area.

#### **Case Study – Oxford E-scooter trial**

As part of a wider government led initiative, a public hire e-scooter trial was launched in Oxford in February 2021 in partnership with Swedish e-scooter operator Voi Technology.

A mixture of over 750 on-street hire e-scooters, together with a long-term rental offer are made available as part of the ongoing trial which is due to conclude in November 2022. As of June 2022, over 300,000 rides have been completed as part of the trial by over 30,000 different individuals



## Increasing the use of Car Share

Car share schemes reduce car ownership whilst recognising that car travel will continue to be necessary for some trips. Car sharing enables people to walk, cycle and use public transport for the bulk of their trips while having access to a car for infrequent trips where that is the most suitable mode.

In the Oxford area, there is already an established commercial car share market. One of the challenges for car share providers is securing dedicated parking space.

We will support:

- measures to accelerate growth of the car share fleet
- providing more on-street parking for car share vehicles
- opportunities to leverage supply of off-street parking for car share.

### Case Study – ShareOurCars

Launched in September 2021 in east Oxford as a collaboration between Hiyacar and Oxford-based ShareOurCars, the initiative allows those that wish to share or borrow cars on their street between themselves. Only those that are a part of the trial can search for and book the cars available in their closed loop through the Hiyacar app.

There are currently 8 cars and 20 users as part of the initial trial closed loop in east Oxford, with plans for at least another 10 groups across Oxfordshire including across the central Oxfordshire areas of Woodstock, Cumnor, Kennington, Oatlands, Hinksey and North Oxford.

## Electric vehicle charging and alternative fuel sources

22

### Action 22 - Deliver publicly accessible electric vehicle charging points across central Oxfordshire.

Our ambition is to reduce the number of trips made by car; however, we recognise that cars have a role to play for some journeys where realistic alternatives are not suitable. To manage the air quality impacts of car use and deliver a net-zero transport network by 2040, we will encourage the use of cleaner fuels, including electric vehicles (EV), noting the importance for energy sources to be from low or zero carbon sources. As a space inefficient mode of travel, electric cars continue to add to congestion. As such they sit in the lowest priority group of our Transport Users Hierarchy.

Across central Oxfordshire, a number EV charging facilities are being installed. In Oxford there are 50 on-street chargers as part of GULO and an Energy Superhub at Redbridge Park & Ride has 42 ultra-rapid EV charging points. However, more locations are needed to meet the strategy targets. Future electric vehicle charging infrastructure should also consider a mix of charging provision, e.g. at Transport Hubs and motorcycle parking requirements such as the need for a secure ground anchor.





Locations for new charging facilities will be identified through engagement with local communities and alongside local authority partners. This includes a target to reach or exceed converting 7.5% of local authority managed public car park spaces to fast EV charging by 2025. Increasing on-street EV charging facilities on often narrow historic urban streets; however, is not without challenge.

Consistent with the Oxfordshire Electric Vehicle Infrastructure strategy (OEVIS), we will prioritise investment in EV charging in off-street locations. Provision of publicly accessible EV charging facilities will be especially important for areas within the proposed Zero Emission Zone and across North Oxford, which is anticipated to have the largest proportion of EV take up across COTP area. <sup>48</sup>

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<sup>48</sup> Oxfordshire County Council, *Oxfordshire Electric Vehicle Infrastructure Strategy*, 2020, [https://mycouncil.oxfordshire.gov.uk/\(S\(0qslfpunjtwzla330vlllet55\)\)/documents/s55283/CA\\_MAR1621R11%20Annex%203%20-%20DRAFT%20Oxfordshire%20Electric%20Vehicle%20Infrastructure%20Strategy%2020210225.pdf](https://mycouncil.oxfordshire.gov.uk/(S(0qslfpunjtwzla330vlllet55))/documents/s55283/CA_MAR1621R11%20Annex%203%20-%20DRAFT%20Oxfordshire%20Electric%20Vehicle%20Infrastructure%20Strategy%2020210225.pdf)



# Funding, Implementation and Monitoring

The Central Oxfordshire Travel Plan covers the period up to 2040. There are measures that can be funded and implemented in the short term and others that will require longer term planning. It can sometimes be the case that the most effective measures towards achieving an aim, can also be the cheapest to implement. The introduction of CPZs across Oxford in restraining some commuter flows within the city represent one example of this. We will look to prioritise the implementation of those measures which represent the best value for money in delivering against the plan's targets.

## Funding

Scheme funding comes from a range of sources including:

- Major scheme bids to the Department for Transport (DfT) and other national bidding opportunities
- Council resources including parking income
- Bids for grants from Local Enterprise Partnership such as Revolving Infrastructure Fund and Local Growth Fund
- Community Infrastructure Levy and s106 developer funding contributions
- Devolution gain share
- Other bids and funding sources such as innovation funding such as Horizon Europe and Innovate UK.
- Private investment

We will work to identify funding sources to enable delivery of the LTCP. Key potential funding sources are outlined below:

### Developer contributions

Developers either contribute towards improvements to mitigate their transport impacts through direct legal agreements or carry out works themselves under S278 Agreements with the council. In some situations, a Community Infrastructure Levy is also payable to the district or city council, and the county council may be able to agree with the relevant authority to use some of those funds for transport schemes. National policy regarding developer contributions is being reviewed and this strategy will take account of any changes to the ways funding can be sought.

### Travel Demand Management Measures

The COTP proposes the travel demand management measures of:

- A Workplace Parking Levy (WPL) to cover areas of Oxford inside the city ring-road.
- A Zero Emission Zone (ZEZ) to cover Oxford City Centre.

As well as a potential to reduce car trips, both a WPL and ZEZ has the potential to generate ringfenced funding which can be directly re-invested into transport measures



within the COTP area. A WPL alone is estimated to generate £40 million funding over a 10-year period.<sup>49</sup>

## Funding bids

From time to time, there are opportunities to submit bids to specific grant funding or borrowing opportunities. These come from a range of sources including central government, the Department for Transport and Active Travel England.

## Implementation

Whilst delivering change to our streets can take time, responses to the COVID-19 pandemic showed how temporary and experimental measures could be used to quickly deliver fundamental changes to our streets and allow people to begin enjoying the benefits of change as we work towards full delivery.

Where appropriate, we will use temporary interventions to 'live trial' major change, allowing proposals to be tested and, where necessary, refined. This is already being implemented on schemes like the Zero Emission Zone trial in Oxford city centre. Where improvement or maintenance schemes are likely to cause significant impact to the transport network, this can also provide an opportunity to trial initiatives to ensure their outcomes are consistent with the strategy. We will consult on any changes made to our streets in this way prior to any trials becoming permanent. We will also work closely with other local authorities to ensure the impacts of our trials are understood both within and beyond the central Oxfordshire area. This approach will allow people to better understand the nature of proposed changes and provide feedback based on real experience

## Phasing and Delivery

The major projects and programmes that will be delivered by the Central Oxfordshire Travel Plan are summarised below. Across the plan period, there are expected to be a number of other schemes which emerge across our transit networks, including developer led schemes which are not identified. The delivery and timing of this programme will be subject to further consultation for individual projects and programmes. It will need to also consider project interdependencies and wider network co-ordination of works.

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<sup>49</sup> Oxfordshire County Council, *Workplace parking levy*, <https://www.oxfordshire.gov.uk/residents/roads-and-transport/connecting-oxfordshire/workplace-parking-levy>



## COTP key projects and indicative programmes



## How we will measure success

The strategy has set out the actions we intend to deliver, in order to meet the targets and aspirations of the Central Oxfordshire Travel Plan and the wider Oxfordshire Local Transport and Connectivity Plan.

We will need to establish a baseline from which to begin measuring our success. This will be within the first year of adoption of the strategy. From then on, monitoring of the Central Oxfordshire Travel Plan will be reported on a regular basis. We will work closely with colleagues in academic institutions and other relevant organisations to identify methods to measure success for those interventions that do not have clear data sources.

Progress on delivering the strategy will be undertaken through the monitoring of a set of key performance indicators (KPIs) which will take into account the impacts of population growth.

We have not identified specific targets for all of the KPIs. Instead, all policies and schemes are working towards delivery of our headline targets. The KPIs will help to provide more detail and identify potential areas for further work. As part of the review process, we will assess the effectiveness of the KPIs and look at other ways of monitoring progress.



## Key Performance Indicators

Focus area	KPI
Transport emissions	Road transport emissions (Mt CO2)
Walking and cycling	Percentage of residents walking / cycling
	Number of walking / cycling trips
Physical activity	Percentage of adults / children meeting physical activity recommendations
Healthy Place Shaping	Healthy Streets score improvements
	20-minute neighbourhood index improvements
Road safety	Total number of KSI
	Number of KSI per mode
Public transport	Number of bus passenger journeys
	Bus journey times
	Number of rail passenger journeys (rail station entries and exits)
	Number of park and ride passenger journeys
Digital connectivity	Percentage of premises with superfast broadband
	Percentage of premises with full fibre broadband
Air quality	Transport emissions in Oxfordshire
	Years of healthy life lost due to air pollution
Private car	Car vehicle miles in Oxfordshire
	Number of car trips
	Number of registered battery electric vehicles
	Car ownership
Road highways maintenance condition	Percentage of roads in good/fair/poor condition
	Percentage of pavements and cycleways in good/fair/poor condition.



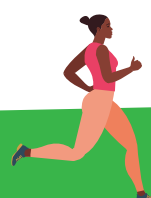
## Working in Partnership

We recognise that we cannot deliver this strategy on our own and will work with a range of partners to achieve the vision, aims and actions for central Oxfordshire. This will include working in partnership with:

- City residents and residents' associations
- City businesses and institutions
- City and District authorities and local councils
- Local public transport operators
- Emergency Services
- Property developers and the construction industry
- Transport industry and representative bodies
- Campaign organisations and special interest groups
- Developers of new transport technologies

## Updating the Central Oxfordshire Travel Plan

This plan is a living document and will be reviewed and updated within 5 years of adoption. This process will ensure the plan is responsive to a changing context including developments in transport technology, that it is on track to deliver on identified targets and that it reflects the priorities of the local population. Updates will be informed by in depth engagement and analysis of economic, social and transport trends, and will be subject to engagement prior to adoption.





## Glossary

**Active travel:** ‘making journeys in physically active ways – like walking, wheeling (using a wheelchair or mobility aid), cycling, or scooting’.<sup>50</sup>

**Air Quality Management Area (AQMA):** areas where air pollution levels exceed the accepted national air quality objectives.

**Blue Badge Holders:** Permit issued to those meeting specific health criteria to allow them to park in a disabled bay or on double yellow lines.

**Bus priority measures:** interventions that give priority to buses on roads, with the aim of reducing bus journey time and increasing service reliability. These measures can include segregation and traffic signal control in favour of buses.

**Car sharing:** a type of car rental from a central pool of cars.

**Carbon accounting:** a process organisations engage in to quantify their greenhouse gas emissions and consequently identify steps to limit these emissions and thus reduce their climate impact.

**Climate emergency:** the serious consequences of changes in the world’s weather and the urgent action required to reduce or prevent these impacts of climate change.

**Community activation:** methods to engage and empower the community to facilitate change.

**Connector route:** cycle routes that cover shorter distances and connect urban edges.

**Controlled Parking Zone (CPZ):** ‘an area where parking is only permitted in designated parking bays and for specified times’.<sup>51</sup>

**Copenhagen crossing** – crossings that give priority to people walking who wish to cross side roads.

**Demand responsive transport (DRT):** a flexible mode of transportation that adapts to the demands of its user groups.

**Enhanced Partnership:** Formal partnership between bus operators and local authority to plan the future provision of bus services and wider matters impacting bus service provision.

**Equality:** providing everyone with the same opportunities.

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<sup>50</sup> Paths for all, *About Active Travel*, <https://www.pathsforall.org.uk/about-active-travel>

<sup>51</sup> Oxfordshire County Council, *Controlled parking zones (CPZs)*, <https://www.oxfordshire.gov.uk/residents/roads-and-transport/parking/parking-permits/controlled-parking-zones>



**Freight consolidation:** where several deliveries from different sources that have the same destination are collected at a specified location and sent by a single mode of transport to the destination.

**Key performance indicator (KPI):** a quantifiable measure of performance over time for a specific objective.

**Living locally** – people having the range of amenities, facilities, and services they need for everyday life available within their neighbourhood. This then reduces the need to travel and increases the opportunity to travel by walking, cycling or public transport instead of using the car.

**Local Cycling and Walking Infrastructure Plan (LCWIP):** strategic policy document that identifies improvements to active travel infrastructure at the local level.

**Local Transport and Connectivity Plan (LTCP):** Oxfordshire County Council's new Local Transport Plan.

**Micromobility:** small, lightweight vehicles that operate below 16mph and include people propelled and electric modes such as bicycles, e-bikes, shared scooters, e-scooters, skateboards that take people short distances.

**Net-zero:** 'the balance between the amount of greenhouse gas (e.g., carbon dioxide) produced and the amount removed from the atmosphere. Net-zero is reached when the amount of greenhouse gas added is no more than the amount taken away'.<sup>52</sup> Different methods can be used to achieve this, including not releasing emissions to begin with and removing emissions from the atmosphere.

**Placemaking:** multi-faceted approach to creating public places that support health, well-being and happiness and increase people's connection to the place, thereby maximising the shared value of public places.

**Public realm:** any space that is open to everyone and free.

**Primary Routes (Quickways):** cycle routes that form the core of the cycle network and extend along main radial/ arterial transit routes

**Secondary Routes (Quietways):** cycle routes which offer a lower trafficked alternative route choice between key trip attractors and residential areas

**Segregated cycle lanes:** a lane solely for people cycling that is separate from people walking and motor vehicles. Segregation can be provided in many forms, including road markings, raised kerbs and bollards.

**Severance:** the lack of connectivity between two places that makes accessibility challenging; this can be caused by a busy road for example separating an origin and destination.

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<sup>52</sup> National Grid, *What is net zero?* <https://www.nationalgrid.com/stories/energy-explained/what-is-net-zero>



**Technology-neutral approach:** choosing the most appropriate technology to meet needs rather than being influenced by pre-determined requirements.

**Traffic filters:** points on roads through which only certain vehicles may pass.

**Transport hub:** a recognisable place where there is a range of different shared and public transport modes. They also include additional facilities and information features to both attract and benefit transport users.

**Travel demand management:** strategies and policies designed to reduce the need to travel or change travel patterns e.g., away from peak times.

**Vision Zero (road safety):** no death or injury on roads is accepted and an approach to road safety is taken to ensure this.

**Wayfinding:** directional signage for people walking and cycling. This can show distance and time to key destinations.

**Workplace Parking Levy (WPL):** an annual charge to businesses for staff parking spaces at their premises'.<sup>53</sup>

**Zero Emission Vehicles (ZEV):** A vehicle which emits 0g of carbon dioxide from the tailpipe per kilometre travelled.

**Zero Emission Zone (ZEZ):** An area where all vehicles except those with zero tailpipe emissions are restricted from entering or charged to enter.

**20-Minute Neighbourhood:** the creation of liveable neighbourhoods where everyday facilities and amenities are within a short walk or cycle trip from home; thus, neighbourhoods should be compact and connected places.

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<sup>53</sup> Oxfordshire County council, *Workplace parking levy*, <https://www.oxfordshire.gov.uk/residents/roads-and-transport/connecting-oxfordshire/workplace-parking-levy>





Prepared for:



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# Consultation report: Central Oxfordshire Travel Plan

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# Contents

**Executive summary ..... 3**

**Introduction ..... 6**

**Comments on outcomes ..... 17**

**Avoid/shift/improve approach ..... 34**

**Understanding of the Central Oxfordshire Travel Plan ..... 62**

**Stakeholder feedback ..... 64**

**Email feedback ..... 67**

**Summary points ..... 69**

**Appendix A ..... 71**

# Executive summary

Here we summarise the findings from a public consultation to gather feedback from residents and stakeholders on the Central Oxfordshire Travel Plan (COTP).

## Background

The Central Oxfordshire Travel Plan has been developed by Oxfordshire County Council as part of its countywide Local Transport and Connectivity Plan (LTCP).

The draft Central Oxfordshire Travel Plan sets out to develop an innovative, inclusive and carbon neutral transport system with a focus on how people can move quickly and safely around the area. The COTP proposes a set of 22 actions and 8 outcomes to help achieve a sustainable and reliable transport system across the Central Oxfordshire area.

## The Central Oxfordshire Travel Plan

The COTP sets out the pathway to deliver a net-zero transport system which aims to protect the environment and make the county a better place to live for all residents. The plan covers the urban area of Oxford and looks to improve the connectivity to and from the city, including the main villages on the connection path (Kidlington, Eynsham, Botley, Cumnor, Kennington and Wheatley).

## Overall comments on the proposed plan

Throughout the feedback process, it was consistently made clear that reliable public transport is the most important consideration for the Central Oxfordshire Travel Plan. From the rating scale to open comments, respondents consistently share their support for an improved public transport network. This includes more affordable bus fares, bus routes to cover more rural areas, more frequent bus schedules, later running buses, more accessibility for prams/wheelchairs, better variety, and connectivity of different modes of public transport, and improved safety (i.e., well-lit bus stops).

The top three rated outcomes from the plan were;

- An inclusive transport network that improves accessibility for all of our residents,
- A comprehensive, safe, inclusive cycle network, to rival the best in Europe, and
- A flagship comprehensive zero emission bus network, able to travel at the speed limit 24 hours a day, 7 days a week.

The lowest rated outcome for importance was; *A reduced impact of private vehicles, where roads are congestion-free for residents, visitors, and businesses to make essential journeys in zero emission vehicles.* Concerns for this outcome were voiced for residents with young families, people with disabilities, people commuting out of the city, and residents who stated a need for private vehicles for work. Respondents liked the idea of having personal zero emissions vehicles, however some feared this may cause a class division as low emission vehicles are perceived by some to be expensive.



Improved cycle infrastructure was discussed by respondents throughout; respondents would like to see a solid cycle network with a focus on safety for cyclists, pedestrians, and other road users. Some were concerned about the feasibility of introducing such a network as current Oxfordshire roads may not be suitable. Better parking facilities for bikes is a suggestion to aid the support for this outcome.

Respondents were in favour of improving the air quality and decreasing pollution in Oxfordshire; however, concerns were raised about the means proposed to achieve this. The actions and outcomes in principle were supported to a degree, however, many respondents raised concerns, for example, Low Traffic Neighbourhoods (LTNs) received a lot of discussion with some respondents suggesting that these will cause more traffic and more air pollution (although LTNs are not a proposal for the COTP).

## **Areas of support**

In general, respondents reported agreement with the majority of the proposals. Specific support was noted in relation to the need for affordable and safe transportation to be accessible for all (with a particular inclusion of elderly and disabled respondents).

Respondents tended to agree that public transport needs to be improved across central Oxfordshire with a focus on reducing pollution and working towards cleaner air in the county. A recurring theme was the need for more pedestrian-friendly and cycle-friendly spaces throughout urban areas to improve access. Many respondents gave support to introducing transport hubs that could connect different modes of transport and improve connections to/from Oxford's rail and bus stations.

Respondents would like fewer cars on the road and a cleaner environment. Thoughts on how best to achieve this included;

- accommodating better/more bus routes and safer access for cyclists,
- maintaining strong accessibility for commuters, hospitals, and shopping centres

Respondents also expressed some support for reducing the number of HGVs in Oxfordshire and would like to know more about the delivery of a freight transfer and consolidation feasibility study and potential pilot.

## **Areas of concern**

Many respondents were concerned about the cost of the proposed outcomes, with most outcomes being described as unrealistic or having the potential to cause more problems. Another concern was that of the disparity between lower and higher income families. It was suggested that low emission private vehicles are expensive and less accessible for low-income families. Furthermore, the affordability of public transport was a cause for concern as many respondents considered public transport to be expensive and inaccessible for some.

Concerns were expressed for people with disabilities, families with young children and elderly people, as it was considered by some respondents that many of the COTP proposals would not be suitable for them. For example, concerns were raised with the 20-minute neighbourhood proposal as although it was considered by some to be a good idea in principle, there were concerns that it may restrict people's accessibility to drive in order to access essential locations such as hospitals and schools. Comments were also received about cycling and other modes of transport not being suitable for elderly or disabled people.

Other concerns relate to the practicality of reducing traffic as private vehicles were considered by some respondents to be more convenient. Although most agreed with the plans, some respondents thought parts of the proposals were unrealistic and may be an unnecessary cost or may not be actioned correctly. Many concerns highlighted by





respondents suggested they would prefer the council to prioritise improving the road infrastructure, public transport, parking, and access for cyclists/pedestrians.

A recurring concern expressed by some respondents is disagreement with Low Traffic Neighbourhoods (LTN's); numerous respondents do not approve with introducing such schemes, citing concerns that they could negatively impact areas by causing more congestion and more pollution. Respondents also described Oxford as being difficult to access at present. It should be noted that LTN's are not a proposed measure within COTP.



# Introduction

In this section we provide details of the background, objectives, and methodology used in the consultation.

## Background to the consultation

Residents and local stakeholders were encouraged to provide feedback on the proposals via a survey which was accessible on the Oxfordshire County Council website from 22<sup>nd</sup> August until 13<sup>th</sup> October 2022.

This included a 10-day extension to the consultation to account for a period of mourning following the passing of Queen Elizabeth II.

The results of the consultation reflect the thoughts and opinions of residents and stakeholders. A number of different consultation approaches were used which focussed on a survey that was administered online, with hard copies also made available. It received 2035 online respondents, who provided 21,103 verbatim comments. Additionally, there were 294 separate email responses to the consultation which included 32 stakeholder responses. A full profile (by respondent type and demographics) of who responded to the survey is provided on page 9-11.

- The link to the online feedback survey can be found on:  
[letstalk.oxfordshire.gov.uk/central-oxfordshire-travel-plan](http://letstalk.oxfordshire.gov.uk/central-oxfordshire-travel-plan)
- Further information on the proposals can be found on the Oxfordshire County Council website: [www.oxfordshire.gov.uk](http://www.oxfordshire.gov.uk)

## Communications and engagement

A variety of methods were used to engage with people about the draft Central Oxfordshire Travel Plan (COTP).

Information, including a short video animation (with sub-titles), an executive summary of the draft plan, the full draft plan, frequently asked questions and a survey were published on the Let's Talk Oxfordshire website page. The consultation page had 17.3k visitors. Of those 12k were classified as "aware" of the draft COTP as they viewed at least one page of the survey. A further 7.7k were classified as "informed", as they took an action such as viewing a video or downloading a document or reading the FAQs. A total of 2,035 people completed the survey, making them "engaged" visitors as they provided valuable feedback to shaping the final COTP document.

To meet accessibility needs, offline copies of the survey were also made available, along with options for alternative formats (for example Easy Read, large text, audio, Braille or a community language), in order for people to have their say.

A separate information page about the COTP was also published on the Oxfordshire County Council website page. This was viewed by 1,580 people, with 342 of those clicking through to the consultation page.

Social media posts across OCC's Facebook, Instagram, LinkedIn, Next Door and Twitter in August, September and October reached a combined audience of 43k. The posts included information on how people could have their say on the draft plan, along with information



about 20-minute neighbourhoods, accessible and inclusive travel, transforming travel, travel options and a date change to extend the survey closing date following the death of the Queen.

In addition, 139 stakeholder contacts were emailed in August 2022 to notify them of the consultation.

Two public engagement sessions (including a face-to-face panel discussion and an online question and answer session via YouTube) were held. These were undertaken alongside consultation on the Oxford traffic filters ETRO proposals. The events took place on 6 and 8 September, with the 8 September event rearranged to 4 October due to the passing of the Queen midway through the event.

The project team also had specific stakeholder presentations and discussions at meetings of:

- Oxford Inclusive Transport and Movement Focus Group (6 September)
- Cyclox (20 September)
- Active Travel Co-Production Group (8 September)

Further promotion of the survey included:

- Travel bulletin – sent to 4,300 subscribers.
- Oxfordshire County Council resident newsletter – ‘Your Oxfordshire’ sent to 36,000 residents.
- Press release published on 22 August which supported external coverage via BBC online, BBC television, BBC radio, JackFM, and Oxford Mail.
- Have your say information on available digital display screens in Oxford libraries.
- The county council worked closely with Oxford City Council on cross promoting both the Central Oxfordshire Travel Plan and separate traffic filter consultations.
- Numerous referrals for survey completions were also received via stakeholder promotion, including from the Oxford bus company; Cyclox and the Coalition for Healthy Streets and Active Travel.

## About the survey

Oxfordshire County Council administered a survey to its residents to understand their opinions and perceptions surrounding the proposed Central Oxfordshire Travel Plan. A series of questions including closed and open verbatim questions were asked to help provide a holistic view of how Oxford’s residents and stakeholders believe the travel plan will affect current transportation.

In total, 2329 responses were received overall. Of these, 2035 responses were received via the online survey and 294 responses were received via email (summarised on page 67) including 32 stakeholders (further details are provided on page 64). A list of responding stakeholders can also be found in Appendix A (page 71).

The survey results reflect the opinions of residents and stakeholders; highlighted in the summary report are the positive reactions expressed by respondents, along with possible concerns that residents and stakeholders believe may arise when implementing the travel plan.



## About this report

DJS Research, an independent market research company, was commissioned by the council to provide an independent analysis of the survey findings.

The survey introduced the proposals then asked respondents a series of questions including closed ('tick-box') questions, and open questions where respondents could type in comments.

In addition to analysing the closed questions, DJS Research carried out thematic analysis of the open comments from the online survey on a question-by-question basis, coding them into themes so that these could be quantified.

This document summarises the findings from the independent analysis.

The survey findings will inform the decisions about the draft plan as respondents express their support for proposals and offer feedback on how the outcomes can be successfully achieved. The survey findings also shed light on some of the concerns communicated by respondents and businesses.

**Important note:** Those who do **not** support the proposals or who are unsure of them were much more likely to make a comment than those who think they are a good idea.



## Respondent profile

In total, 2,035 responses to the survey were received. A profile of the respondents to the survey is provided below (tables 1 to 5).

**Table 1: Please say whether you are:**  
**OVERALL RESULTS** (all responses: n=1993).

Respondent type	No. responses	% responses
An Oxfordshire resident	1,841	92%
A member of the public living elsewhere who travels to Oxfordshire	49	2%
A parish meeting representative, parish councillor or town councillor	12	1%
A county council employee	10	1%
A county councillor	4	>1%
A district or city councillor	9	>1%
A representative of a group or organisation	19	1%
A representative of a business	32	2%
Other	17	1%

**Table 2: If you live in Oxfordshire which district do you live in?** (all responses: n=1994).

Respondent type	No. responses	% responses
Cherwell	145	7%
South Oxfordshire	171	9%
Vale of White Horse	269	13%
West Oxfordshire	111	6%
Oxford City	1,260	63%
I don't live in Oxfordshire	38	2%

**Table 3: Please say whether you are:** (all responses: n=2001).

Respondent type	No. responses	% responses
Under 16	2	>1%
16-24	34	2%
25-34	187	9%
35-44	400	20%
45-54	470	23%
55-64	440	22%
65-74	285	14%
75-84	84	4%
Over 85	6	>1%
Prefer not to say	93	5%

**Table 4: What is your sex...?** (all responses: n=1992).

Respondent type	No. responses	% responses
Male	865	43%
Female	938	47%
Other	10	1%
Prefer not to say/not answered	179	9%

**Table 5: What is your ethnic group?** (all responses: n=1988).

Respondent type	No. responses	% responses
Asian or Asian British (Indian, Pakistani, Bangladeshi, any other Asian background)	42	2%
Black or Black British (Caribbean, African, or any other Black background)	9	>1%
Chinese	12	1%
Mixed (White & Black Caribbean, White & Black African, White & Asian and any other Mixed background)	33	2%
White (British, Irish, any other white background)	1519	76%
Other	35	2%
Prefer not to say	338	17%





**Table 6: 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?** (all responses: n=1963).

Respondent type	No. responses	% responses
Yes – limited a lot	83	4%
Yes – limited a little	231	12%
No	1465	75%
Prefer not to say/not answered	184	9%
NET: Yes	314	16%

**Table 7: How did you find out about this consultation?** (all responses: n=1981).

Respondent type	No. responses	% responses
Local community group/organisation	495	25%
NET: Social Media	436	22%
Friend/relative	369	19%
Local news item (newspaper, online, radio, tv)	366	18%
Other	276	14%
Email from Oxfordshire county council	250	13%
Oxfordshire.gov.uk website	227	11%
Oxfordshire county councillor	72	4%
Parish or town council	36	2%



Respondents were asked to think about the challenges in delivering an efficient, reliable transport network in Central Oxfordshire and to rate in order of importance the issues they were most concerned about.

### Headline findings

Having reliable public transport is seen as a key issue.

Overall results for this question are summarised in figure 1, below.

**Figure 1: Can you rate in order of importance the issues you are most concerned about?** (all responses: n=2035).

	<b>1 – most important</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5 – least important</b>
Reducing congestion	18%	13%	20%	17%	<b>25%</b>
Improving air quality	11%	18%	18%	<b>25%</b>	19%
Safer options for walking & cycling	<b>26%</b>	15%	18%	14%	19%
Reliable public transport	24%	<b>26%</b>	20%	17%	5%
Affordable transport networks	15%	<b>21%</b>	16%	18%	<b>21%</b>

#### **Most important (net score) (n=2035)**

Reliable public transport	50%
Safer options for walking & cycling	41%
Affordable transport networks	36%
Reducing congestion	31%
Improving air quality	29%

#### **Least important (net score) (n=2035)**

Improving air quality	44%
Reducing congestion	42%
Affordable transport networks	39%
Safer options for walking & cycling	33%
Reliable public transport	22%

From Figure 1 above it can be seen that reliable public transport, safety for walking and cycling, and affordable transport are most important for residents and stakeholders. The least important issues were improving air quality and reducing congestion.



	<b>Average rating (most important to least)</b> (n=2035)
Reliable public transport	2.32
Safer options for walking and cycling	2.61
Affordable transport networks	2.85
Reducing congestion	2.95
Improving air quality	3

## Results by demographic group

### Average rating (most important to least)

	<b>Total</b> (n=2035)	<b>An Oxfordshire resident</b> (n=1841)	<b>Stakeholder</b> (n=86)
Reliable public transport	2.32	2.33	2.42
Safer options for walking and cycling	2.61	2.59	2.77
Affordable transport networks	2.85	2.87	3.13
Reducing congestion	2.95	2.99	2.91
Improving air quality	3	3.03	2.86

### An Oxfordshire resident (n=1841)

	<b>Most important</b>	<b>Least important</b>
Reducing congestion	31%	42%
Improving air quality	29%	46%
Safer options for walking & cycling	43%	33%
Reliable public transport	51%	22%
Affordable transport networks	37%	39%

### Stakeholder (n=86)

	<b>Most important</b>	<b>Least important</b>
Reducing congestion	35%	44%
Improving air quality	37%	33%
Safer options for walking & cycling	36%	35%
Reliable public transport	51%	25%
Affordable transport networks	30%	51%

The most important factor for both residents and stakeholders is reliable public transport. The least important factor for residents is improving air quality and the least important factor for stakeholders is affordable transport networks.



## Age band – Most important

	<b>Under 16*</b> (n=2)	<b>16-24</b> (n=34)	<b>25-34</b> (n=187)	<b>35-44</b> (n=400)	<b>45-54</b> (n=470)	<b>55-64</b> (n=440)	<b>65-74</b> (n=285)	<b>75-84</b> (n=84)	<b>Over 85</b> (n=6)
Reducing congestion	0%	32%	34%	33%	29%	29%	34%	33%	50%
Improving air quality	0%	21%	29%	33%	28%	30%	30%	27%	17%
Safer options for walking & cycling	100%	35%	51%	53%	43%	40%	31%	21%	0%
Reliable public transport	100%	71%	45%	42%	51%	52%	59%	61%	50%
Affordable transport networks	0%	41%	39%	32%	39%	37%	35%	38%	50%

\* Caution low base size

When looking at differences in terms of age, the most important factor to focus on for young adults (up to the age of 24) and for those aged 45+ is reliable public transport. Interestingly those aged 25-44 years of age found safer options for walking and cycling to be the most important factors.

## Age band – Least important

	<b>Under 16*</b> (n=2)	<b>16-24</b> (n=34)	<b>25-34</b> (n=187)	<b>35-44</b> (n=400)	<b>45-54</b> (n=470)	<b>55-64</b> (n=440)	<b>65-74</b> (n=285)	<b>75-84</b> (n=84)	<b>Over 85*</b> (n=6)
Reducing congestion	50%	50%	47%	43%	44%	42%	34%	32%	33%
Improving air quality	50%	59%	51%	44%	47%	45%	41%	33%	33%
Safer options for walking & cycling	0%	50%	26%	27%	30%	34%	41%	48%	50%
Reliable public transport	0%	18%	29%	26%	24%	21%	17%	18%	0%
Affordable transport networks	100%	24%	40%	47%	36%	40%	42%	36%	17%

\* Caution low base size

Differences could also be seen for the least important issues by age with those aged 75+ more likely than other age groups to feel that safer options for walking and cycling are least important to them perhaps reflecting that this age group are least likely to cycle.



## Gender – Most important

	<b>Male</b> (n=865)	<b>Female</b> (n=938)	<b>Other*</b> (n=10)
Reducing congestion	33%	30%	40%
Improving air quality	29%	30%	40%
Safer options for walking & cycling	46%	39%	40%
Reliable public transport	47%	54%	30%
Affordable transport networks	33%	39%	30%

\* Caution low base size

Males and females both rated reliable public transport as the most important challenge. However more males than females (46% cf. 39%) felt safer options for walking and cycling were most important.

## Gender – Least important

	<b>Male</b> (n=865)	<b>Female</b> (n=938)	<b>Other*</b> (n=10)
Reducing congestion	40%	43%	40%
Improving air quality	45%	45%	20%
Safer options for walking & cycling	30%	36%	20%
Reliable public transport	26%	20%	30%
Affordable transport networks	42%	40%	50%

\* Caution low base size

Improving air quality and affordable transport networks were the least important aspects to focus on.

## Ethnicity – Most important

	<b>Asian</b> (n=42)	<b>Black*</b> (n=9)	<b>Chinese*</b> (n=12)	<b>Mixed</b> (n=33)	<b>White</b> (n=1519)	<b>Other</b> (n=35)
Reducing congestion	21%	22%	42%	27%	32%	26%
Improving air quality	19%	11%	25%	33%	31%	40%
Safer options for walking & cycling	33%	22%	33%	48%	45%	29%
Reliable public transport	64%	67%	58%	52%	50%	54%
Affordable transport networks	43%	56%	42%	30%	34%	40%

\* Caution low base size

Reliable public transport is again the most important challenge to focus on for all ethnicities. However, it is worth noting that this is particularly important for people of non-white heritage. Having an affordable transport network was also a more important factor for Black heritage respondents in particular (56% black heritage respondents cf. 34% white heritage respondents although base sizes are very small).



## Ethnicity – Least important

	<b>Asian</b> (n=42)	<b>Black*</b> (n=9)	<b>Chinese*</b> (n=12)	<b>Mixed</b> (n=33)	<b>White</b> (n=1519)	<b>Other</b> (n=35)
Reducing congestion	57%	56%	50%	42%	42%	29%
Improving air quality	45%	33%	58%	42%	45%	46%
Safer options for walking & cycling	26%	44%	58%	30%	31%	54%
Reliable public transport	17%	22%	17%	21%	23%	26%
Affordable transport networks	24%	11%	17%	45%	44%	31%

\* Caution low base size



# Comments on outcomes

After indicating their levels of support for the proposals, respondents were asked to provide their agreement with all outcomes and discuss their reasoning.

This was a set of ranking questions followed by the option to give reasons for their answers; respondents were asked to rank on a scale of 1 to 8, where 1 is most important, and 8 is least important, how important each of the proposed outcomes are.

Below we therefore provide a summary of key themes broken down by the level of support for the proposals.

**Figure 2: Can you rank in order of importance the suggested outcomes of the draft Central Oxfordshire Travel Plan** (all responses: n=2035).

	Important	Not important
An inclusive transport network that improves accessibility for all of our residents	57%	30%
A comprehensive, safe cycle network, to rival the best in Europe	55%	29%
A flagship comprehensive zero emission bus network, able to travel at the speed limit 24 hours a day, 7 days a week	53%	31%
Beautifully designed streets and public spaces, with clean air	42%	42%
A travel hierarchy prioritising sustainable travel and promoting 20-minute neighbourhoods where everything people need for their daily lives can be found within a 20-minute walk	40%	44%
Carbon neutral transport for a carbon neutral city. Prioritising measures and approaches that utilise minimal resources	36%	47%
Improved safety realised through a Vision Zero approach to transport safety across the area	35%	47%
A reduced impact of private vehicles where roads are congestion-free for residents, visitors, and businesses to make essential journeys in zero emission vehicles	30%	54%

Respondents report the most important outcomes to be having an inclusive transport network, a zero-emissions bus network accessible 24/7, and a safe cycle network. The least important outcomes are a reduction of private vehicles, so roads are congestion free (30%), improved transport safety through a Vision Zero approach (35%) and carbon neutral transport (36%).



## Outcome A - A flagship comprehensive zero emission bus network, able to travel at the speed limit 24 hours a day, 7 days a week

**Figure 3: (Q03a)**

**To what extent do you agree or disagree with the outcome: a flagship comprehensive zero emission bus network, able to travel at the speed limit 24 hours a day, 7 days a week** (all responses: n=1995).

	No. responses	% responses
NET: Agree	1,343	67%
NET: Disagree	470	24%
Neither agree nor disagree	182	9%

### Feedback on the outcome (1,527 responses)

While most respondents agreed with this outcome that public transport should be improved, some barriers and concerns were noted such as the bus route only impacting people in the town centres and not in the rural areas, the practicality of putting all the focus on public transport, and the reliability of the network when commuting or travelling with children. Concerns about accessibility for everyday life and for elderly or disabled people was highlighted as some people were concerned about the cost implications if the outcome isn't successful. A number of respondents reported that private vehicles will still be a preferred method of transportation:

- Public transport needs to be more reliable/frequent/cheaper/affordable/free
- Speed of journey is a priority (e.g., bus speed, ticket purchase speed etc.)
- Want public transport to take precedent over cars
- Want to encourage more cycling
- Concerns that bus routes will only accommodate busy/central locations (town centres etc.) and not surrounding/rural areas and vital areas (i.e. hospitals and supermarkets)
- Concerns over disabled/elderly access/families with young children
- Speed isn't important/speed limit is dangerous
- LTNs have made road congested/polluted/unsafe/remove LTNs
- Do not think it will work/unrealistic



## Example comments

*"You're missing the wood for the trees and focussing on the wrong priorities. The #1 objective should be efficient and quick movement of people from A to B. You're too hung up on cycle lanes and zero emissions, forgetting people are going to be stranded in outlying areas without regular and affordable public transport."*

*"Low cost, efficient and comprehensive public transport is the only way to cut car use. Dreams of everyone cycling and walking are pie in the sky!"*

*"This is over ambitious, but I would strongly agree with a much more comprehensive, faster, and more reliable bus network than we have at present. I worry that nowhere is there a mention of affordability."*

*"This needs to be considered in the context of other appropriate emission free travel that provides flexibility e.g., for those individuals who are elderly and unable to carry their shopping to or on the bus."*

*"Reliable zero emission buses would be excellent but must also be reliable so as to not disadvantage bus users over other people."*

*"Buses in Oxford are far too expensive and do not go East to West. How can you get from Cowley/Iffley to Headington, for example? Only by going into the centre of the city and changing. The 'concept' is good, but the reality is the bus network is not fit for purpose and simply making it miserable for people to drive is not going to improve that!"*

*"This is totally unrealistic. Who will want to live in the city if you can't own a vehicle as can't get to/from your property in any sensible manner. We travel by bike to/from work but own a car to travel longer distances and would feel our children's life would be highly restricted by not being able to do this due to the traffic plan."*

*"This is essential as without this people will simply rely on their cars. Not everyone can jump on the bus - however affordability is an issue as is centralisation as at the moment there are too many different companies involved and it is far too confusing."*

*"I am strongly in favour of a zero emission bus network. The current stock of diesel buses running in Oxford are a major contributor to pollution. Even the Hybrid buses only run on electric for 2-3secs after pulling off, and the buses driving down Queen Street are regularly running on Diesel. Buses do not need to travel at the speed limit 24 hours a day. Buses are part of the transport solution, and whilst minimising the delays they incur it should not be to the exclusion of other forms of transport."*



## Outcome B - A comprehensive, safe cycle network, to rival the best in Europe

### Figure 4: (Q03b)

**To what extent do you agree or disagree with the outcome: A comprehensive, safe cycle network, to rival the best in Europe** (all responses: n=1981).

	No. responses	% responses
NET: Agree	1,279	65%
NET: Disagree	470	24%
Neither agree nor disagree	232	12%

### Feedback on the outcome (1,559 responses)

Despite a majority agreement with the proposal, fewer positive themes were identified when discussing Outcome B. Themes emerged such as questioning the safety and viability of cycling as an option in Oxford and trepidation around access for disabled/elderly respondents and general access for emergency services or work. Some stronger opinions captured from respondents included describing the outcome as impractical and unrealistic, believing it to be a waste of money and disagreeing with comparing the proposed plan to that of European infrastructures:

- Agree that cycling infrastructure should be improved (e.g. more/segregated cycle lanes, bike storage etc.)
- This is a priority
- Roads not big enough/suitable for cycle lanes/safe
- Cycling isn't a viable option for me/others
- Negative opinion of cyclists/cyclists should be held accountable
- Concerns over disabled/elderly access/essential location access (hospitals etc)
- Do not think it will work/unrealistic/impractical
- Shouldn't be trying to rival Europe (different geography, different infrastructure/layouts etc.)
- Cycling shouldn't be prioritised over cars or pedestrians
- Waste of money
- Cycling should not be a priority

Improved cycle networks are supported by the majority of respondents; however, relatively few comments of encouragement were provided to this question. Although the majority do support, there are concerns to be taken into consideration. The main concern being that current road infrastructure cannot support designated cycle lanes and that implementation could disrupt other road users. Secondly, many respondents felt that cycling is not considered a viable option for many respondents such as the elderly, nor is it appropriate for all journeys. It was therefore suggested that prioritising cycling is not always going to be appropriate.



## Example comments

*"The existing network needs to be properly maintained. Too much of it at present has poorly maintained surfaces, overhanging vegetation, etc. and is poorly designed. Relevant councillors and officers should regularly use the network for which they are responsible."*

*"As a cyclist in Oxford city centre myself, often the scariest part of cycling is trying not to get run over by BUSES, especially on the High Street or up Banbury/Woodstock Roads. How will you ensure that cycling on these roads is safe?"*

*"Yes to a safe cycle network but no to shared road space with buses, or pavement space with pedestrians, which is what we have on all cycle paths at the moment. We also need realistic routes - if commuters are cycling, they don't want a scenic route, they want to get to work as fast as possible. Enforcement of parking restrictions in bike lanes is essential, and currently not happening. Skips are often placed in bike lanes as well."*

*"This is really important - too many fatalities on Oxfords roads as far back as I can remember. We know some EU countries have better networks and lesser fatalities, so let's copy them."*

*"This goal should not be at the expense of other modes of transport; not everyone does, can or wishes to ride bicycles at any time of the day or for any purpose."*

*"The outcome will never be achieved because it will not be supported by sufficient investment. Messing about with the existing painted lines is not going to rival the best safe cycle network in Europe."*

*"Sounds good. But rather than start with the lofty ambition of setting up a network to "rival the best in Europe" I would ask that the condition of existing roads which can be used by cyclists be brought up to at least average European standards - as a cyclist the shoddy state of many major and minor roads and the countless potholes not only make every single journey less comfortable and wear down my bicycle, they are also a safety hazard."*

*"I am an avid and confident cyclist who commuted for 10 years in London by bike and I find oxford a difficult and often hostile place to cycle particularly at rush hour."*



## Outcome C - Beautifully designed streets and public spaces, with clean air

### Figure 5: (Q03c)

**To what extent do you agree or disagree with the outcome: Beautifully designed streets and public spaces, with clean air** (all responses: n=1981).

	No. responses	% responses
NET: Agree	1,324	67%
NET: Disagree	329	17%
Neither agree nor disagree	328	17%

### Feedback on the outcome (1,442 responses)

When asked about beautifully designed streets and public spaces, respondents expressed a level of support, with specific comments asking for the maintenance of these green spaces. However, the majority of positive comments relating to this outcome included calls for slightly different priorities. The concerns expressed by respondents related to the outcome being a waste of money and unrealistic. Potential barriers such as the road infrastructure and access for commuters were also highlighted. Opposition to the outcome discussed Oxford's past attempts to achieve more attractive public spaces, however, previous attempts were viewed by some as unsuccessful.

- Beautiful areas will need to be maintained/cleaned
- Build more green areas/plant trees etc.
- Prefer focus on clean air/reducing pollution/reducing cars on roads
- Prioritise safety
- There should be more pedestrianised areas/cycle-friendly areas
- Need better parking options
- Does not think it will work/unrealistic
- Waste of money/prefer budget to spent elsewhere/concerns over costs
- Concerns over commuting into the city (work, shops etc.)
- Road infrastructure will make any changes difficult
- Past attempts to improve city appearance have failed/don't agree with the council's view of beauty
- This is unnecessary/not a priority/prefer focus to be elsewhere
- LTNs have worsened air quality/congestion (opposed to LTNs)

This outcome received support from respondents; however, most positive comments were suggestions for the future. For example, while the outcome is supported, respondents would like to see public spaces being maintained and a focus on reducing pollution and creating safer spaces. Some comments suggested respondents do not trust the outcome will be realised fully as past attempts at such improvements are considered to have failed or have worsened conditions. Other comments include this outcome not being a necessity and it may be a waste of money which could be better spent elsewhere.





## Example comments

*"Unfortunately, in the past Oxford roads and streets have been so badly built and designed that I don't think there's anything the local government can do to undo the damage already done."*

*"This is an old city - making it beautifully designed is not possible without the demolition of many historic listed buildings. Clean air is worth pursuing - but then why exclude electric vehicles?"*

*"I'd already be happy for streets and pavements to be cleaned more regularly; they don't need to be beautifully designed. Keep playgrounds in good order, our children deserve that. Channel funds into where the biggest effects are to be expected."*

*"Pedestrianised, tree lined streets will make the city more attractive to everyone."*

*"It is easy to quarrel about aesthetics, but the routine privilege afforded to private car owners is creating an eye sore on our streets, displaces opportunities for neighbours to get together and for local stores and cafes to offer outside seating. Safety of cyclists and pedestrians, clean air that does not jeopardise our health, and carbon neutrality are all more important than aesthetics, but reducing private car-owner privilege furthers all these aims, including better looking public spaces."*

*"Sounds lovely but there are bigger priorities. Like allowing people to go about their business so that already difficult lives for working families are not made even more complicated."*

*"Streets and public spaces should reflect the location and public needs. Some will be beautifully designed clean air spaces, but many, by virtue of the requirements of that space will not."*

*"Our spaces matter. How we live and interact with beauty matters. These outcomes are complex because they require people to change their behaviours, attitudes, values, and even beliefs. But I believe it's a worthy cause to aim and move towards. May where we live be beautiful, safe, accessible, and physically engaging."*



## Outcome D - A reduced impact of private vehicles where roads are congestion-free for residents, visitors, and businesses to make essential journeys in zero emission vehicles

**Figure 6: (Q03d)**

**To what extent do you agree or disagree with the outcome: A reduced impact of private vehicles where roads are congestion-free for residents, visitors, and businesses to make essential journeys in zero emission vehicles** (all responses: n=1994).

	No. responses	% responses
NET: Agree	945	47%
NET: Disagree	861	43%
Neither agree nor disagree	188	9%

### Feedback on the outcome (1,536 responses)

Outcome D received the lowest level of agreement but still had slightly more respondents agreeing than disagreeing. Some respondents express support for the outcome and agree with wanting to reduce congestion. Others make suggestions of possible considerations to be made alongside this outcome, such as the cost of public transport and improving road infrastructures. With respondents very split on this outcome, several recurring comments were made about the expense of zero emission vehicles, concern for local businesses and perceived negative consequences of LTNs. Some respondents were concerned the outcome could create a class division. Respondents also agreed that the number of cars on the roads could be reduced, but it was suggested this should be done by improving public transport rather than through other means (i.e. traffic filters/ low traffic neighbourhoods).

- Want to reduce the number of cars on the road/reduce congestion
- Public transport needs to be cheaper/affordable/free
- Difficulty entering Oxford from rural areas (road closures, lacking public transport etc.)
- Road infrastructure needs improving (e.g., bus/cycle lanes, expanded roads etc.)
- Zero emission private vehicles are expensive/funding required
- Concerns over lack of access to essential locations (e.g., hospital, work, shopping etc.)
- Concerns for elderly/disabled/young children
- Zero emission/electric vehicles aren't eco-friendly
- Creating a class division between those who can afford electric vehicles and those who can't
- Private vehicles required for freedom/convenience of movement (e.g., further distances, not carrying large amounts onto buses etc.)
- Concerns for local businesses
- Do not think it will work/unrealistic
- Respondents should be able to move around freely

Whilst the overall percentage of those who agreed with the outcome was higher than those who disagreed, the proportion who agreed was the lowest out of all of the eight outcomes.



## Example comments

*"I strongly oppose this, as it will mean the installation of traffic filters which will force residents to drive much further to get around Oxford and will cause additional pollution and congestion. The proposal to introduce a 100 day access permit for residents is not acceptable, not least because we would no doubt be expected to pay for these permits. This will also put excellent businesses, such as Crescent Road Garage in Temple Cowley, completely out of business (already crippled by the ghastly LTNs nearby)."*

*"This is limiting freedom of movement for residents of Oxford; most people cannot afford electric vehicles. This would all be lovely in an ideal world but if you can't use a bike, the bus service is not regular or affordable and you have a busy life of caring, working and have health problems a car and access to Oxfordshire roads is essential."*

*"A lot of people need to redefine their definition of an essential car journey... but it's clear that moving more people to active transport and buses will make journeys much easier for disabled car users for example. I've driven to work from Oxford to Wallingford for most of the 20+ years I've worked there but have recently returned to taking the bus. It's much less hassle than I expected, it's cheaper and more enjoyable. More people could make these changes, but we get stuck in our habits... Fewer cars on the road is beneficial in so many ways."*

*"A lot of people need to redefine their definition of an essential car journey... but it's clear that moving more people to active transport and buses will make journeys much easier for disabled car users for example. I've driven to work from Oxford to Wallingford for most of the 20+ years I've worked there but have recently returned to taking the bus. It's much less hassle than I expected, it's cheaper and more enjoyable. More people could make these changes, but we get stuck in our habits... Fewer cars on the road is beneficial in so many ways."*

*"It sounds wonderful but not practical in theory. You are making residents drive miles out of their way just to get a short way. It would have been better in the LTNS to make the 'rat runs' one way to avoid everything going round the Plain. All this was dreamt up by people who don't actually live in the area, north Oxford and Wolvercote are not affected in any way. You are penalising people who live near the city but still need to have family visit etc.?"*

*"I agree with the sentiment of reducing private vehicles, but zero emission vehicles are VERY expensive and so you are just basically enabling those who can afford them, whilst excluding those that can't. On a separate but related point - I DO think that delivery vehicles should all be zero emission - I think that AMAZON can afford it."*

*"Yes, there needs to be a decrease in vehicles, and public transport should be accessible to all and not a profit heavy scheme."*



## Outcome E - Carbon neutral transport for a carbon neutral city. Prioritising measures and approaches that utilise minimal resources

**Figure 7: (Q03e)**

**To what extent do you agree or disagree with the outcome: Carbon neutral transport for a carbon neutral city. Prioritising measures and approaches that utilise minimal resources** (all responses: n=1962).

	No. responses	% responses
NET: Agree	1140	58%
NET: Disagree	480	24%
Neither agree nor disagree	342	17%

### Feedback on the outcome (1,337 responses)

This outcome received support and agreement that a carbon neutral city should be a priority. Respondents would like public transport to be improved in all areas such as affordability, range of transport, and being eco-friendly. Respondents were concerned about the effectiveness and expense of zero emission vehicles. There was also concern for the elderly, disabled people, or families with young children who were considered to be more dependent upon needing the use of a car. Further considerations included concern for local businesses, access for essential services/locations and the tourism in Oxford, which were also considered dependent upon use of a car. Respondents not in support think the outcome is unrealistic and isn't going to work:

- Cycling/pedestrian infrastructure needs improvement
- Improve general road infrastructure before implementing changes (e.g., wider, support EVs etc.)
- Improve range of public transport (e.g., trams, electric rail etc.)
- Need more information
- Public transport needs general improvement (affordable/cheaper/free/eco-friendly)
- Zero emission/electric vehicles aren't eco-friendly
- Zero emission private vehicles are expensive
- Concerns for elderly/(hidden)disabled/young children/those with illnesses
- Concerns for local businesses/tourism industry
- Concerns over lack of access to essential locations (e.g., hospital, work, shopping, schools etc.)
- Do not think it will work/unrealistic
- Disagree with restrictions on respondents/will cause stress/problems for respondents
- This is unnecessary/not a priority/prefer focus to be elsewhere



## Example comments

*"Carbon Neutral is great but not at the expense of working-class individuals and the most vulnerable who need access to their cars."*

*"A carbon neutral city is admirable goal. But Oxford must achieve this through gradual developments over time that do exclude or make daily life intolerably laborious for its residents. This is a city in which people live and work in diverse ways; it is also an expensive city, to which people have to commute because they will never be able to afford to live close by. Key workers (teachers, nurses, administrative staff, shop employees) may not have the privilege of living on a bus nor the budget to buy an EV. Please consider these constituents before imposing exclusionary regulations in the name of environmental sustainability: for the 'environment' also includes the very people who travel into a city to make it function on daily basis."*

*"I want to move to carbon neutral but want to see positive measures to encourage."*

*"Carbon neutrality is very important to me, but I am aware that there could be compromises to be made."*

*"It depends on what is meant by 'carbon neutral transport.' If transport is truly carbon neutral, there should be no place for electric cars. The carbon footprint of electric cars is slightly worse than that of conventional cars when the full production and use cycle is taken into account. The most important part of creating a carbon neutral city is re-designing the way cities are built and how they function. Currently Oxford's record on city planning leaves a lot to be desired. The city is encouraging more and more sprawl, and so are all of the smaller towns in Oxfordshire and adjacent counties. I will believe that government is serious about the environment when it puts an end to the ongoing mindless expansion of suburbs that cannot be served by any mode of transportation other than private automobiles."*

*"Again zero emission vehicles are only achievable if they are of a cost that is affordable to every household and doesn't put further impact on the cost of households who are already struggling with the cost of living."*

*"This can easily be achieved by encouraging more EV through accessible charging."*

*"I agree with this, but a ban on electric vehicles from travelling across the city makes a mockery of claims the bus gates are about climate change or action on carbon."*



## Outcome F - A travel hierarchy prioritising sustainable travel and promoting 20-minute neighbourhoods where everything people need for their daily lives can be found within a 20-minute walk

**Figure 8: (Q03f)**

**To what extent do you agree or disagree with the outcome: A travel hierarchy prioritising sustainable travel and promoting 20-minute neighbourhoods where everything people need for their daily lives can be found within a 20-minute walk** (all responses: n=1978).

	No. responses	% responses
NET: Agree	1038	52%
NET: Disagree	709	36%
Neither agree nor disagree	231	12%

### Feedback on the outcome (1,489 responses)

Positive responses to outcome F include agreeing with the need for better cycling and pedestrian routes, as well as public transport to be improved. Access to reach all parts of the city, including rural areas, was suggested necessary for the outcome to be a success. Those respondents hesitant about this outcome expressed concerns about needing cars for food shopping, access for business, essential travel access, and access for elderly/disabled people. Respondents were unsure whether the city could accommodate such a change and were concerned about certain areas being excluded. Respondents opposed to the outcome suggested it isn't necessary, and 20 minutes is still too far away to have to walk, therefore it may not have a positive impact. Some respondents were concerned that the council isn't listening to people's needs, and outcomes such as this will cause more problems for people and their families:

- Cycling/pedestrian infrastructure needs improvement
- Need more parking
- Public transport needs improving in rural areas
- Travel to other parts of the city will still be necessary/preferably/wanted
- Concerns for elderly/disabled/young children/those with illnesses
- Concerns for local businesses/rural areas
- Concerns over lack of access to essential locations (e.g., hospital, work, food shopping, schools etc.) and to SPECIFIC essential location (e.g., specific school for child, halal food vendors etc.)
- Cycling/walking isn't an option for everyone/not everybody can walk/ride for 20 minutes
- Not enough space to build/provide enough amenities for 20-minute walks
- 20 minutes is too long/far away
- Do not think it will work/unrealistic
- Will split up the city (negative)/segregation
- Would have to rearrange life to accommodate this structure (find a new job/school etc.)





## Example comments

*"For the young and fit this is desirable. I have spent the last 20 years caring for elderly people who can't walk for even 20 minutes let alone stand waiting at a bus stop. Cars and taxis have been the only way to keep them active, stimulated and still able to walk at all. And pushing the superstores inside the ring road doesn't seem likely so it will still be waiting for a bus, paying a lot for a taxi or going by car with some extremely patient relative with time to sit in slow moving traffic on the ring road, for those thousands of elderly folk who share our city."*

*"I disagree with this goal not because it is undesirable but because it is totally infeasible. I live in Kennington. The village has some amenities, but I frequently need to travel to Oxford, which is more than a 20-minute walk."*

*"A good idea but this should be a prerequisite to any traffic measures that impact people's ability to travel around rather than a bland aspiration with no specific actions. At present the vast majority of residents in Oxfordshire and in particular Oxford will not be covered by this aspiration. If the council really see this as a target rather than a vague aspiration it should make this the priority and abandon all other proposals until this is completely fulfilled."*

*"The connections between towns and villages need improving so I am all for this – will also mean local businesses see more customers."*

*"Oxford needs a huge investment in new local facilities to make this an option. This is not part of the proposal. The proposals severely hinder the elderly who need to travel by car but are not registered disabled – bus stops are not within meters of everyone's doors. I do not feel safe as a woman at night travelling alone. I do not see the buses as a safe option as I still need to walk along dark streets alone to my house. I do not see the Marston Ferry Road as a safe route at night for a woman along to walk or cycle along. People with young children or who are disabled struggle with buses, buses will take ONE person in that category. When I had a baby with a pram I was often turned away as there was 'not room'. When buses only run every half an hour on the routes, disabled and carers for young babies are impacted by not being able to use a car."*

*"Great to have more services. But I don't work within 20-minute walk and want to be able to choose to drive to work. Again, this totalitarian approach is not winning hearts and minds."*

*"I think it is very important to make sure to keep grocery shops etc in the local area so we do not end up like in the US where you need to have a car to get to the supermarket (because it is out of town and there are no buses)."*

*"Active travel should be prioritised for care-related and local journeys to key services. Investments in safe, quality active travel infrastructure are needed to enable safe local journeys to key services by walking or cycling. Physical infrastructure investments should be accompanied with investments in education, outreach and peer support schemes to promote cycling among underrepresented groups. Whilst the concept of a 20-minute city is attractive, it is important not to prioritise speed and efficiency over access and inclusion for marginalised groups."*





## Outcome G - Improved safety realised through a Vision Zero approach to transport safety across the area

### Figure 9: (Q03g)

To what extent do you agree or disagree with the outcome: Improved safety realised through a Vision Zero approach to transport safety across the area (all responses: n=1941).

	No. responses	% responses
NET: Agree	1,051	54%
NET: Disagree	405	21%
Neither agree nor disagree	485	28%

### Feedback on the outcome (1,333 responses)

This outcome received a lot of positive thoughts for the future and suggestions; respondents agreed to a reduction of cars on the road and improving the access for cyclists and pedestrians. Respondents preferred road safety to be a priority and agreed this should be implemented. This outcome saw fewer concerns, with most questioning how it will affect local businesses, cost implications, and how safety will actually be impacted. Respondents also questioned whether the outcome would work, and expressed concern about restrictions put on residents:

- Cars need to be separated from pedestrians/cyclists
- Cycling/pedestrian/road infrastructure needs improvement
- Road safety needs improving (e.g., speed checks/limits/fines/reduced cars etc.)
- This is not a priority/prefer focus to be elsewhere (pollution etc.)
- Accidents aren't always preventable
- Concerns for local businesses
- Concerns over costs
- Larger vehicles are a higher risk than private ones
- Need more information/unsure what "Vision Zero" means
- Disagree with restrictions on residents/will cause stress/problems for residents
- Does not think it will work/unrealistic
- Negative opinion of LTNS



## Example comments

*"Visions zero should have been in place decades ago. Too many cyclists and pedestrians have died from idiot drivers not paying attention in their ton+ boxes. We need save cycling and walking infrastructure- fully segregated from cars, and still prioritising quick routes that don't involve inclines like bridges or underpasses. Roads for cars should be made into tunnels to save both noise pollution and prioritise active travel."*

*"Most cycling accidents seem to be caused by lorries. Can we work towards limiting larger HGVs in the city centre."*

*"This is why we need a city wide 20 mph speed limits, and a 30mph limit on the A40 Eastern Bypass and the A4142."*

*"Improved safety for vulnerable users is essential. In addition, it is essential to address the fear that many people have of walking or cycling in a poorly designed and congested space. Choosing to walk or cycle must not be something that causes anxiety."*

*"Vision Zero needs to be tackled in more than one way. This has to be a multi aspect approach. Why we let a set of road users on the roads with absolutely no training and no requirement for any road sign, road marking or positioning knowledge at all is a complete mystery. All cyclists should have to pass a test before being allowed on any road in Oxford. Observance of the rules of the roads needs to be enforced for all (cycle wardens?) Increase the number of 20mph roads. More segregated cycle lanes. Less complicated cycle lanes, ones that actually flow safely. Work to remove potholes from cycle lanes. Requirement for high visibility jackets etc. to be worn by all cyclists. Lights, obviously, essential. I am a pedestrian 90% of my time. The biggest risk to my safety is cyclists racing along the pavement and electric scooters."*

*"Safety is always the most important thing. However, I do not know what is zero vision is, other than Nonsense dreamt up by consultants being paid to come up with this stuff. Why does it need a 'capitalised slogan' why don't you just explain what you mean. IN REAL WORDS. Whole idea that we are stupid enough to not understand what's happening and need the visualisation in terms of slogans is ridiculous."*



## Outcome H - An inclusive transport network that improves accessibility for all of our residents

### Figure 10: (Q03h)

To what extent do you agree or disagree with the outcome: An inclusive transport network that improves accessibility for all of our residents (all responses: n=1967).

	No. responses	% responses
NET: Agree	1,524	77%
NET: Disagree	261	13%
Neither agree nor disagree	182	9%

### Feedback on the outcome (1,386 responses)

Outcome H received the most positive feedback out of all outcomes. Over three-quarters (77%) of respondents agreed with the outcome, and this was backed up by the responses received. Encouragement for the proposal included agreement that public transport should be improved in all areas, improved safety for cycling and pedestrians, and reducing car use. Concerns are similar to those expressed for previous outcomes, with the main areas being concern for elderly/disabled access, concern for local business and the local economy, and the lack of access to essential locations or rural areas. Although the outcome received mainly positive feedback, there were opposing points to the proposal such as lack of confidence that the outcome will work, a strong opposition to restrictions being put on residents or concern for any future problems it may cause, and a fear that residents were not being listened to:

- Cycling/pedestrian/road infrastructure needs improvement
- Encourage cycling/walking/public transport
- Hope for "inclusive" to mean private vehicles (rather than only cycling/walking/public transport)
- Need more parking
- Public transport needs improving: better accessibility/cover more areas/cover rural areas/affordable/cheaper/free/more frequent/reliable
- Concerns for elderly/(hidden)disabled/young children/those with illnesses
- Concerns for local businesses/ tourism industry
- Concerns over costs
- Concerns over lack of access to essential locations (e.g., hospital, work, shopping etc.)
- Disagree with restrictions on residents/will cause stress/problems for residents
- Do not think it will work/unrealistic
- Don't believe consultation will have any impact on the outcome/listen to the voters
- Will create class division/scheme favours the rich over the poor



## Example comments

*"Inclusive should mean all forms of transport, not everyone can cycle, walk or carry bags full of shopping on a bus, measures should be inclusive of all forms of transport, not exclusively for cycles as Oxford seems to be to the detriment of those who have to use a vehicle for work purposes."*

*"All our residents needs to include those in wider Oxfordshire such that they can easily access Oxford by bus a train. Changes over the past few years have made public transport options from my direction of travel worse (and consequently less appealing). Direct trains from South Oxfordshire need re-instating (or at least the council pushing for this). Also to make it inclusive for everyone the cost needs looking at and ideally reducing for both bus and train options for travel within Oxfordshire."*

*"Yes, make sure all residences have some permits to access our city when the public transport system is not working. What about urgent access to the JR Hospital when ambulance wait times can be hours and we have been advised to make our own way to A&E. Last December I had to wait 1 hour in freezing temperatures for a bus, that is not the service I expect and is no substitute for private transport."*

*"Fully agree but it's important to distinguish between providing a shared baseline of accessibility and catering to all consumer preferences. The historic dominance of cars and roads in transport and urban planning means we are already starting from an unequal baseline which prevents children from safely accessing the public realm, and forces everyone who can afford a car to buy a car. Removing some of the rights that car users have enjoyed over the streets is likely to feel like an injustice, but it is necessary to bring about a more equal baseline accessibility for all."*

*"You're only going to achieve this with new infrastructure - build proper cycle paths, tram ways etc all off road - you are simply not going to do anything other than meddle and cause inconvenience, delay and economic damage by wasting money reallocating existing road space."*

*"So, buses will stop at people's houses all along the street and not just at designated stops? No? Just as I thought. So not really accessible for all. The disabled and elderly and parents with 5 kids ... really going to have accessible transport? Or the person wanting to take their 3 big Labradors? They going to be allowed on services? You telling me if a bus has two wheelchair users on they won't tell the third they have to catch the next bus? There is a reason people have cars and not just to drive around leisurely."*

*"It is really essential that changes introduced to traffic management within the city are implemented in a way that is equitable and does not disenfranchise any particular group."*

*"Really important. Also, to recognise that not all disabilities that affect use of transport are physical disabilities. I'm disabled but am physically fit. My disability affects my ability to understand timetables and to work out routes where I'd have to connect from one bus to another, for example. Planning a trip by public transport often causes me great anxiety when I can't easily find timetable information and route maps etc online beforehand."*

# Avoid/shift/improve approach

To deliver the above outcomes, transport needs to be more efficient and working towards a net-zero network. Question 4 aimed to understand residents' views of the Avoid/Shift/Improve approach as outlined by the draft Central Oxfordshire Travel Plan.

## **The travel plan requires Oxfordshire County Council to:**

- Look at ways to avoid unnecessary travel. For example, through supporting working at home using the internet and other technology or shorter trips.
- Shift travel use towards sustainable travel options (for example walking and cycling and using public transport) and support freight consolidation.
- Improve our travel network. For example, providing infrastructure to support a switch to electric technology.

## **Headline findings**

The avoid/shift/improve approach received a good balance of positive comments and constructive feedback. Overall, people are more likely to agree with the approach which was reflected in the comments. However, similar to feedback on the outcomes, some residents voiced concerns.

Support for the proposal included residents wanting;

- cycling infrastructure to be improved
- electric vehicles being encouraged (with the support from the council)
- agreement that the number of private vehicles should be reduced

Concerns related mainly to the expense of electric vehicles and how they may not always be the most appropriate solution. Some respondents were concerned that electric vehicles were being used as a blanket solution and proper research has not been conducted in finding the best economically and environmentally friendly approach.

Some respondents discuss throughout the survey that electric vehicles may not be the most effective means for ensuring a carbon neutral future as throughout the lifespan of an electric vehicle, they may cause just as much pollution as a regular car. Opposition to the proposal reflects respondents' disagreeing with the approach as they do not think it can be easily accommodated, nor will it have a positive impact.



## Figure 11: (Q04a)

**To what extent do you agree or disagree with the Avoid/Shift/Improve approach as outlined in the draft Central Oxfordshire Travel plan** (all responses: n=1993).

	No. responses	% responses
NET: Agree	1,197	60%
NET: Disagree	635	32%
Neither agree nor disagree	161	8%

(1,478 responses)

## Support for the proposal

- Agree with reducing car usage
- Cycling/pedestrian/public transport infrastructure needs improvement (e.g., more routes, safer etc.)
- Electric vehicle infrastructure needs improving (e.g., more charging points)
- Encourage cycling/walking/electric vehicle usage/public transport usage
- Improve Park & Ride (P&R) (e.g., cheaper/free, more of them, longer hours etc.)
- Need more local businesses (shops, banks etc.)

## Concerns:

- Car/travel is necessary for work
- Concerns for elderly/(hidden)disabled/young children/those with illnesses
- Concerns for local businesses/the economy
- Concerns over lack of access to essential locations (e.g., hospital, work, shopping etc.)
- Cycling/walking isn't for everyone
- Electric vehicles are expensive and are not environmentally friendly
- Leisure/personal time has not been considered
- Not everyone can work from home/not all employers allow WFH
- Public transport isn't for everyone
- Will require a culture change to implement/education
- Disagree with restrictions on residents/will cause stress/problems for residents
- Do not think it will work/unrealistic
- Doesn't accommodate a busy lifestyle
- Don't believe consultation will have any impact on the outcome/listen to the voters



## Example comments

*"These changes are only possible for people who actually live in Oxford. Not for people who live outside Oxford in the villages, who will feel the impact of pushing all traffic to the ring roads the most. Most of us have to travel to work in Oxford and can't work from home. We have poor bus services that don't run late and are expensive."*

*"If you want businesses in Oxford to survive, it is vital for customers and staff to be able to easily get into Oxford. To reduce cars in oxford you NEED to make the public transport cheaper and more accessible - as it is the prices are going up and the services are going down, and that is unacceptable."*

*"Most people cannot work from home you have taken pretty much all car access already with LTN and bigger cycle lanes what about the people that need to use their cars. They pay for their cars they pay for road tax but are unable to use them, but bus fare train fare is higher business are losing out and shutting down as people cannot get there and no passing trade and now people cannot park outside their houses."*

*"It is not the council's role to promote working from home. That is the responsibility of the employer. Any shift in travel should come in the form of grants to buy electric cars."*





# Feedback on actions

This was a section of open-ended question where respondents could provide their opinions and viewpoints on the 22 actions proposed by the COTP.

## **The 22 actions have been split as follows:**

- Congestion and air quality (Actions 1-2)
- Parking (Actions 3-7)
- Cycle and walking improvements (Actions 8-11)
- Bus and rail improvements (Actions 12-14)
- Transport connectivity (15-20)
- Innovation (Actions 21-22)

## **Congestion and air quality**

As part of the chapter on “An efficient and connected zero emission city” the draft plan outlines proposals for managing travel demand. These proposals include actions to improve the accessibility and convenience of sustainable travel modes over private vehicle use. This approach recognises that for some, alternatives to driving may be unrealistic for some journeys.

### **Action 1: A Zero Emission Zone for Oxford city centre (expanding upon the pilot scheme)**

**An area where all vehicles except those with zero tailpipe emissions are restricted from entering or are charged to enter. Through a charging-based system, the zone will incentivise the use of low emission vehicles over higher polluting vehicle types. Implementation of an expanded ZEZ will build on the findings and learnings of a pilot ZEZ, which was implemented on a select number of city centre streets in February 2022. (1,250 responses)**

### **Supporting comments/thoughts for the future**

- Electric vehicle infrastructure needs improving (e.g., more charging points)
- Improve P&R (e.g., cheaper/free)
- Road infrastructure needs improving (e.g., bus/cycle lanes, expanded roads etc.)
- Support reduction in cars/zero car zones
- ZEZ area should be expanded/larger

### **Concerns**

- Concerns for elderly/(hidden)disabled/young children/those with illnesses
- Concerns for local businesses/economy
- Concerns over lack of access to essential locations (e.g., hospital, work, shopping etc.)



- Concerns this will attract too many tourists
- Restrictions on residents/will cause stress/problems for residents
- Do not think it will work/unrealistic
- Electric vehicles are expensive and aren't environmentally friendly
- This is poorly timed with the recession/cost of living going up
- Will create class division/scheme favours the rich over the poor
- ZEZ area shouldn't be expanded/should be shrunk

### Example comments

*"Totally disagree with this, zero tailpipe emissions in town does little to achieve net zero, it only serves to make Oxford City Centre look like a trailblazer. Once the national infrastructure is capable of supporting this then this should be implemented, yes, we are nowhere near that."*

*"Complete nightmare for disabled people to get across town if they can't afford an electric vehicle."*

*"This is an excellent idea, the ZEZ should be extended as far as is reasonably possible. Ultimately, if we want to radically reduce carbon emissions and improve quality of life, it needs to be extended to the ring road."*



## Action 2: A set of strategic traffic filters for locations across Oxford

**Points on roads through which only certain vehicles (e.g., buses, taxis, and cycles) may pass. Traffic filters would in principle operate similar to the existing bus gate on Oxford High Street.** (1,323 responses)

### Supporting comments/thoughts for the future

- Cars should be reduced/banned
- Cycling/walking infrastructure needs improvement (e.g., more routes, safety etc.)
- Electric vehicles should be exempt
- Public transport needs general improvement: more frequent/reliable/cover more routes

### Concerns

- Cars are sometimes necessary (e.g., food shops, moving large items etc.)
- Concerns for elderly/(hidden)disabled/young children/those with illnesses
- Concerns for local businesses
- Concerns over lack of access to essential locations (e.g., hospital, work, shopping etc.)
- Restrictions on residents/will cause stress/problems for residents
- Do not think it will work/unrealistic/not properly thought out
- Don't believe consultation will have any impact on the outcome/listen to the voters
- Journeys will cost more, and journey times will be increased
- Negative opinions of LTNs
- No to traffic filters in specific locations
- Public transport isn't for everyone
- Residents don't want this/there is/will be opposition
- The traffic/pollution will move to other areas of the city/will increase congestion/pollution

Will split up the city (negative)/segregation

### Example comments

*"This would be an awful idea, forcing traffic onto an already overstretched ring road. To be clear, this would not deter people from using their cars, and would simply make life more miserable for those who have to use the ring road to access other parts of the city."*

*"Fully support, the traffic filters are the best way to put locals off making very short, repeated journeys during the day."*

*"Again, this strategy seeks to basically prevent people from driving around Oxford. Some people NEED to use cars - disabled/families/people transporting goods/pregnant women. They are an essential part of modern life!"*



## Parking

As part of the chapter on “An efficient and connected zero emission city” the draft plan outlines proposals for parking.

### **Action 3: A Workplace Parking Levy to cover businesses with 11 or more staff parking spaces in Oxford City Council’s administrative area, within the Oxford ring road.**

**A Workplace Parking Levy (WPL) would be an annual charge to businesses with 11 or more staff parking spaces at their premises, with funds raised used to improve transport in and around the Central Oxfordshire area. (1,218 responses)**

### **Supporting comments/thoughts for the future**

- Encourage businesses to accommodate this lifestyle change for their employees
- Improve P&R for employees instead
- Need more information
- Public transport needs general improvement: affordable/cheaper/free/ frequent/reliable

### **Concerns**

- Believe it is just a reason to make extra money/increase taxes
- Concerns for elderly/(hidden)disabled/young children/those with illnesses
- Concerns for local businesses/the economy/ Will encourage jobs/business to relocate to outside the city
- Concerns over lack of access to essential locations (e.g., hospital, work, shopping etc.)
- Do not think it will work/unrealistic
- Fears employers will pass the cost on to their employees/will result in increased taxes
- Living/commuting in Oxford is already expensive/many cannot afford this
- Parking is necessary for some businesses (e.g., limited public transport to location)
- Public sector should be exempt from WPL (e.g., schools, hospitals etc.)
- Punishes/penalises commuters/workers
- Will create class division/scheme favours the rich over the poor

### **Example comments**

*"This will only be passed on to employees, meaning those that can't afford to live in Oxford are further punished and charged for the 'privilege' of showing up to work each day. Encourage (or even force) carpooling as a means to reduce car usage from outside the city, don't punish those that have no other choice."*

*"I agree that businesses should be discouraged from people travelling by private car. Parking levies need to be explained properly to stop those against them from claiming they are revenue generators rather than incentives to have a better sustainable traffic plan."*



## Action 4: Further Controlled Parking Zones (CPZ) across the city and a review of eligibility and quantity of permits in existing CPZ areas.

To ensure that commuter parking is not displaced locally, further Controlled Parking Zones (CPZ) across the area are proposed. This includes a review of eligibility and quantity of permits issued per property to ensure parking pressure is effectively managed. (1,194 responses)

### Supporting comments/thoughts for the future

- Ban pavement parking/parking should be strict/clearly marked out
- Improve P&R instead (e.g., cheaper/free, more of them etc.)
- Need to be enforced/fund traffic wardens
- Resident parking needs improving; cheaper/free/increase amount of parking spaces
- Should issue more/unlimited permits for residents
- Should charge more for permits
- Believes parking should be reduced but not removed
- Disabled/elderly parking should still be allowed
- Students should not be allocated permits

### Concerns

- Believe it is just a reason to make extra money/increase taxes
- Concerns for local businesses/the economy
- Concerns over lack of access to essential locations (e.g., hospital, work, shopping etc.)
- Creates issues for healthcare visitors (e.g., carers, doctors etc.)
- Restrictions on residents/will cause stress/problems for residents
- Doesn't believe consultation will have any impact on the outcome/listen to the voters
- No further CPZs
- Oxford parking is already heavily controlled
- Shouldn't be charging so late/only during daylight hours
- Will turn residents and visitors away from the city centre/ Penalises residents/visitors

### Example comments

*"There is insufficient parking as it stands - more CPZ will just make the situation worse. More public car parks at key destinations would be a better objective."*

*"Residents with parking permits can park on the street - but if I visit a resident, I can't legally park outside their property."*

*"Bring in more. Make them more expensive. Really expensive. Make owning a car in oxford totally unaffordable. Except for disabled people. Offer them as much support as possible."*

*"Will add to household costs for minimal benefit as it doesn't guarantee a space. Will also push commuter parking out to areas like Botley that don't have CPZ where we already have issues with commuters parking to avoid P&R Fees."*

## Action 5: Public Parking Review

**A case-by-case review of public parking provision across the area and a consolidation and/ or a reduction in public parking provision where appropriate.**  
(1,200 responses)

### Supporting comments/thoughts for the future

- Support for removing on-street parking
- Make roads safer for cycle lanes by removing parked cars
- Need to improve public transport for this to work
- Need short wait parking and disabled parking spaces
- Reduce traffic
- Improve P&R (e.g., more of them/cheaper/free)
- Public transport needs generally improving; affordable/cheaper/free
- Road infrastructure needs improving
- Needs more information

### Concerns

- Half want more parking not less
- Concerns about how this will affect local businesses/economy/tourism
- Car travel is needed for disabled people/elderly/small children
- Needs more affordable parking
- Do not think it will work/unrealistic/impractical/will cause more issues
- Penalises motorists
- Waste of money, time and resources

### Example comments

*"I suspect the imposition of the proposed ZEZ will see a marked reduction in the demand for parking spaces within central Oxford. This is not necessarily a good thing for business because a proportion of those affected will avoid Oxford rather than using public transport."*

*"Definitely this. Particularly around large warehouse style shopping areas such as Cowley Centre, John Allen Centre, Horspath driftway, Botley Road retail area etc. All these areas should have car spaces handed over too much more cycle parking especially for cargo bikes."*

*"I do not support a reduction in public parking provision. I would in fact support an increase."*

*"Please PROPERLY consider the private vehicle needs of blue badge holders and mobility impaired elderly. Also please consider the local business who will be heavily impacted and might fail as a result of these measures."*

*"Fully agree. Parking (especially free parking) normalises driving as the natural first option and induces short car journeys, even in areas where there are other more sustainable alternatives."*



## Action 6: Removal of On-Street Parking

**Removal of on-street public parking where necessary on corridors identified in the strategy as being active travel Primary routes (Quickways) and/or core bus routes.** (1,225 responses)

### Supporting comments/thoughts for the future

- Ban/reduce pavement parking
- Cycling/walking infrastructure needs improving (e.g., segregated lanes)
- Dangerous speeding has increased
- Disabled/elderly parking should still be allowed
- Needs to be enforced/ fund traffic wardens
- Removing parked cars will improve congestion/ safety
- Resident parking needs improving

### Concerns

- Cars are sometimes necessary
- Concerns over lack of access to essential locations (e.g., hospital, work, shopping etc.)
- Disagree with restrictions on residents/will cause stress/problems for residents
- Don't believe consultation will have any impact on the outcome/listen to the voters
- Parking should not be removed
- Punishes/penalises commuters/workers
- Should increase amount of parking spaces
- Will drive residents and visitors away from the city centre/concerns for local businesses
- Will make roads more dangerous (e.g., increased traffic speeds)

### Example comments

*"Those who have larger families because we cannot move out or don't have a driveway are getting their accessibility ripped away. Carers who need to park to look after elderly/disabled where are they supposed to park?"*

*"Fully agree. This has already improved the experience for cyclists on roads where Quickways have been implemented, such as Iffley Road. However, in some cases (such as Morrell Avenue) this has led to increased speeding, so needs to be coupled with better enforcement of speed limits."*

*"Agreed- all should be done to make sustainable and public transport more efficient and convenient, and to make cycling safer. Provision of on street parking should not be considered a right."*





## Action 7: Parking Pricing

**Regularly review parking pricing to favour sustainable travel.** (1,200 responses)

### Supporting comments/thoughts for the future

- Improve P&R (e.g., more of them/cheaper/free)
- Parking should be cheaper/affordable/free
- Public transport needs generally improving; routes/times/affordable/cheaper/environmentally friendly
- Ensure that this is effectively policed/enforced
- Incentives needed

### Concerns

- Concerns for local businesses/it will stop people wanting to visit Oxford – it's cheaper to drive to Bicester, etc./people already avoid coming into Oxford due to high prices
- Cost of living is already an issue/stop increasing the price of everything/parking is already expensive
- This penalises motorists
- Parking should be more expensive/kept as high as possible
- Some people have no choice but to drive
- This is in favour of the wealthy/this is unfair/penalises those on lower incomes/will negatively affect residents/make them move away
- Concerns for elderly/disabled/young children/those with illnesses

### Example comments

*"Please ensure the sustainable travel options are available before you hike parking prices so that this is a fair decision."*

*"Fully agree. Parking allocation should be reduced over time, with new housing/tenancies not automatically coming with parking entitlement without very good reason. It's harder to remove parking from people who are already car-dependent, but the status quo of automatic parking entitlement shouldn't be perpetuated for new housing/tenancies."*

*"Only good if done alongside reductions in prices for sustainable travel. For example, car sharing, and parking is loads cheaper than individually getting the bus."*

*"Yes - as long as the money goes to making public transport more affordable. I like getting the bus into town with my family, but it costs us a lot more than parking, even in the Westgate, and the buses can be unreliable."*



## Cycle and walking improvements

As part of the chapter on “An efficient and connected zero emission city” the draft plan outlines proposals for making space for and improving the priority and safety of sustainable modes.

### Action 8: Cycle Network

**Deliver a central Oxfordshire cycle network, consistent with the Oxfordshire Strategic Active Travel Network and the latest Local Cycling and Walking Infrastructure Plans.** (1,281 responses)

### Supporting comments/thoughts for the future

- Cycle paths needs to cover more and direct routes
- Cycling shouldn't be allowed on pavements
- Cycling/walking infrastructure needs to be safer (e.g., no car parking on pavements, segregated from cars, avoid bridges/underpasses etc.)
- More priority should be given to pedestrians (e.g., walking networks, safety etc.)
- Need more information/detail
- Reduction in cars/traffic will make cycling safer
- Routes do/will require maintenance (e.g., pavements/roads, litter, general condition etc.)

### Concerns

- Concerns for elderly/disabled/young children/those with illnesses
- Concerns over lack of access to essential locations (e.g., hospital, work, shopping etc.)
- Cycling/walking isn't for everyone
- Painted roads are not enough
- Terrain is a problem for cycling (e.g., hills)
- Prefer budget to be spent elsewhere

### Example comments

*"Strongly support. It's essential that this network be fully joined up—no scary stretches where cyclists have to merge with motor traffic, especially in the routes reaching out to the towns surrounding Oxford, and no stretches where cyclists have to get off and walk across a succession of junctions with unhelpfully timed signals—and adequately segregated, and that it doesn't take cyclists on ridiculously circuitous and hard-to-find routes, as at present across Oxford city centre."*

*"One of the discouraging aspects of walking in Oxford is the number of roads where parking on the pavement has been normalised and apparently agreed by the council. I've met wheelchair users having to go into the road due to pavements excessively narrowed by parked cars."*

*"Great. Quickways don't work inside the ring road, and cycling inside the ring road was easy anyway, but I love the idea of a cycle route on the A4074. Can't wait!"*



## Action 9: Wayfinding Scheme

**Deliver a wayfinding (directional signage) scheme across central Oxfordshire's active travel network.** (1,128 responses)

### Supporting comments/thoughts for the future

- Improve cycling/pedestrian infrastructure (e.g., routes, make safer etc.)
- Road infrastructure needs improving e.g., routes, safety
- Signs need to be easy to see (big enough, more frequent, easy to read colours etc.)
- This will be beneficial to cyclists e.g., safety
- This would be helpful for visitors/tourists
- Agree as long as there aren't too many, obstruct pavements etc.
- Incorporate technology in the signs e.g., QR codes, apps

### Concerns

- Concerns over costs
- This will be pointless/useless/waste of money/we don't need any more signage - we already have enough/too many

### Example comments

*"Useful, but please focus on the infrastructure before the signage. Bike computers and phones with navigation are ubiquitous now, and local residents know their way around. The key is to make active transport safer and more appealing to potential users."*

*"Yes, I think this would be very helpful, especially if this is a network of well-designed physical signs, rather than being purely online."*

*"This is not as important as making safe, wide pavements for pedestrians. The current pavements are not wide enough for increased usage."*

*"Yes please. It is a pain to use your phone and will encourage people to envisage cycling across a space. It also mimics car signs which people take for granted and feel is the 'default' way to move around and so may make a shift towards cycling being more acceptable and default."*



## Action 10: Vision Zero Policy

**Deliver junction improvements, as part of our Vision Zero\* policy, to support active travel users where there:**

**A. Is insufficient dedicated infrastructure for those walking or cycling**

**B. Is a poor safety record for those who are walking or cycling**

**C. Is significant severance for those walking and cycling**

**\*Vision Zero seeks to eliminate all fatalities and severe injuries on Oxfordshire's roads and streets.**

(1,246 responses)

### Supporting comments/thoughts for the future

- Cycling/walking infrastructure needs to be safer (e.g., segregate from cars/pedestrians, more crossings etc.)
- Cyclists should be prioritised on the roads
- Junctions need fixing/improving
- Make it easier for pedestrians to cross the roads (e.g., faster traffic lights, more crossings etc.)
- Needs to be enforced/policed/need more speed cameras
- Reduction in cars/traffic will make cycling safer

### Concerns

- Does not think it will work/unrealistic
- Previous decisions haven't worked
- Waste of money/prefer budget to be spent elsewhere
- Will require a culture change to implement/education

### Example comments

*"Great in principle but what has been done e.g. at the St. Clement's roundabout does not inspire confidence in the competence of road planners."*

*"REALLY IMPORTANT. So many junctions have been designed just for cars with bikes an afterthought. For example, the Cowley Road - Eastern Bypass roundabout. If continuing out of Oxford along Cowley Road, if you follow the cycle paths (which are stupidly shared with pedestrians) you end up on the wrong side of the road when the cycle path ends!"*

*"The changes that have been made in Botley are good but not enough was done to get people to understand the change in priorities (Cyclist have priority)."*

*"Junction improvements are absolutely required to support active travel users, including traffic lights that turn green for cyclists before other vehicles. A key priority in Summertown is the junction of Marston Ferry Road and the Banbury Road, where there is no pedestrian controlled crossing across the Marston Ferry Road, at a key route for many residents as they walk to the shops in Summertown. This junction is also unsafe for cyclists, many of whom use this route to cycle to and from school to connect to the segregated cycle lane on Marston Ferry Road.."*

## Action 11: Public Hire Scheme

**Deliver increased cycle parking at key destinations and a public hire cycle scheme including e-bikes, and which could also include e-scooter provision.** (1,246 responses)

### Supporting comments/thoughts for the future

- Ensure abandoned bikes get removed
- Have more/correct provisions for cargo bikes
- Improve cycling infrastructure (e.g., routes, make safer etc.)
- Improve the security of bike parking e.g., locks, CCTV, sheltered, police need to do more
- In support of e-scooters and e-bikes/have the correct provisions for them
- Parking infrastructure needs improving (bigger and more places to park)
- Support as long as it stays affordable/don't charge for parking/storage
- The city centre needs better options/information for bike hiring

### Concerns

- Concerns for elderly/disabled/young children/those with illnesses
- Concerns over costs
- E-bikes and e-scooters to be excluded from this and any future plans
- Issues with cyclists and e-bikes (they are dangerous, get dumped, too fast, don't follow road laws etc.)
- Similar past schemes have failed
- Cycling isn't a possibility/want for everyone

### Example comments

*"Bicycle racks on pavements are an eyesore and an issue with the visually disabled. 'Central' car parks are provided for car drivers therefore 'central' bike parks should be provided for cyclists and they walk to shops in the same manner-scooters are frequently double mounted and ridden on the pavements. The signs they used are too small and people cannot readily photograph or take the numbers."*

*"I strongly support provision of more cycle parking in most places. At the very least, every place currently permitted for e-scooter parking should have an equal area adjacent designated to cycle parking. I don't believe there is need for a public hire cycle scheme, visitors can rent these from bicycle shops around town who take care of maintenance etc."*



## Bus and rail improvements

As part of the chapter on “An efficient and connected zero emission city” the draft plan outlines proposals for making space for, and improving priority and safety of, sustainable modes, including bus and rail.

**Bus improvements:** We’re proposing within central Oxfordshire to invest in bus priority measures including traffic filters, priority at signals and bus lanes and to invest in environmentally friendly buses. This is aimed at helping restore and increase bus frequencies on existing routes as well as restore and create new direct bus routes across central Oxfordshire for example, between the county towns and Oxford’s eastern arc area. Over time, investment in newer bus fleets and improved user experience are also likely.

**Rail improvements:** Developing the local rail network across the central Oxfordshire area requires delivery on a number of key interventions, most notably Oxford Station enhancements and Cowley branch line. Other rail investment priorities for the central Oxfordshire area include:

- Didcot-Oxford capacity enhancements – requirement for additional track capacity to accommodate demand, enable new/extended services and fully realise rail potential as an alternative to the A34 corridor
- Increased connectivity and frequency of services between:
  - Bicester and Didcot
  - Oxford and Hanborough
  - Oxford and Culham

### Action 12: Bus Priority Measures

**Deliver bus priority measures along key inter-urban bus routes and on key orbital routes in the Oxford Area.** (1,224 responses)

#### Supporting comments/thoughts for the future

- Cycling/walking infrastructure needs improvement (e.g., made safer, segregated lanes etc.)/encourage public transport usage
- Improve public transport on evenings and weekends
- Improve/encourage P&R
- Public transport infrastructure needs improving (e.g., segregated lanes, accommodate more modes of transport etc.)
- Public transport needs improvement; improving in rural areas/needs investment/needs priority on the roads (over cyclists/pedestrians etc.)/affordable/cheaper/free/more frequent/reliable/ be more varied (e.g., trams, trains etc.)/cover more routes/joined up routes/travel times need to be shorter/more direct travel
- There will need to be collaboration between bus companies
- This is essential/a priority

#### Concerns

- Concerns over costs
- Negative opinions of bus gates/traffic filters



## Example comments

*"Bus travel has entirely failed, simply subsidising it more does not work as it must share infrastructure with all other modes of transport, all of which are important and needed. Instead, create off road cycle paths and tram/light rail routes. I completely oppose the bus gates proposals."*

*"Strongly support. There needs to be better connectivity for all routes with stations, so that users don't need to change buses or walk far to get to the station via a bus."*

*"The bus network needs more cross-city connectivity. As it is all traffic is routed into city centre. So to get from east Oxford to Headington one has to go to city centre and board a second bus. Same if one wants to go to north Oxford; same to go to west Oxford. One of the most frequent complaints by drivers looking for reasons to not get out of their cars is that the busses don't go where they need to go. Having to switch onto a second bus for many journeys is a major flaw in the network."*

*"I think the development of frequent orbital routes is very important. Most of the current bus routes are in/out of the city centre meaning that any travel across the city involves changing buses so extra time and cost. Many of the key destinations are no longer in the city centre but instead on the edge of the city e.g., entertainment around Kassam stadium or employment on the business parks. My experience is that these have a limited."*





## Action 13: Zero Emission Bus Fleet

**Alongside partners, deliver a zero emission local bus fleet across Oxford by 2024 and a fully zero emission bus fleet by 2030.** (1,138 responses)

### Supporting comments/thoughts for the future

- Buses need to be smaller
- Change should be phased/gradual
- Public transport needs to be more frequent/reliable (more buses on the roads)
- Public transport needs to be affordable/cheaper/free
- Public transport to cover more routes/joined up routes
- Should be implemented soon/now
- Support/agree with action
- There will need to be collaboration between bus companies
- This is essential/a priority

### Concerns

- Concerns over costs (e.g., increased bus fares concern, increased taxes concern etc.)
- Public transport is already environmentally friendly

### Example comments

*"Electric buses would be great but, as noted above, I doubt the financing exists to have a fully electric network which needs to be hugely expanded to make people change from car transport. If you are offering electric buses but on fewer routes and with fewer destinations, that is of no use at all. You need a realistic approach. Maybe only half bus services needed can actually be electric until much later."*

*"This would massively help pollution in the city. It's horrible sitting behind a bus whilst cycling because it is so polluted. It damages people's lungs and harms children."*

*"Such a reliance on buses... which are not good enough. When the Westgate opened the bus companies demanded that they MUST be allowed to keep running along a pedestrian street. Why does the council believe it has any say in a private company delivering this. and what guarantee do we have that prices will be low? None."*

*"I think this is amazing! Yes, yes, yes!"*



## Action 14: Station Enhancements

**Alongside partners, deliver: Oxford Station enhancements; a passenger rail service and two new passenger stations on the Cowley Branch Line; local rail capacity and service frequency enhancements.** (1,183 responses)

### Supporting comments/thoughts for the future

- Cycling/walking infrastructure needs improvement to improve access to stations (e.g., made safer, segregated lanes, storage etc.)
- Public transport needs to be more frequent/reliable
- Public transport needs to be affordable/cheaper/free
- Public transport to cover more routes/joined up routes
- Should be implemented soon/now/this is a priority
- Stations need to be reachable by other public/modes of transport
- Support extending the rail services to other areas
- Support/agree with action
- This is essential/a priority
- Wants old/closed lines reopened
- Would like more/new train stations (new Oxford Station, Cowley line branch station, re-open Grove station, direct services to London to continue with few stops, Wolvercote/Oxford North development, Yarnton, Begbroke, Wantage, and Kidlington)

### Concerns

- Concerns over costs/how it will be paid for
- Disagree/don't support action

### Example comments

*"Why are trams not being considered as an easy way of connecting the city as well as wider areas (Abingdon or Witney) trams require much less regulation than trains and existing infrastructure can be used. Or new track easily laid, this can allow for bus use as well as tram if integrated with the road."*

*"Increased, and affordable, rail connections including the Cowley Branch line would be strongly welcomed."*

*"Fantastic! The rail system is outdated and increasing capacity, local hubs and parking will make life much easier!"*

*"Make the local travel 'free' and people will use these, if not then they won't and it will all be a complete waste of public funds."*

*"I know this is not within your power to change but why would I get the train anywhere when it is prohibitively expensive? I much prefer train travel to driving but the cost (especially as a family) is prohibitive."*

*"Strongly support. There should also be more integrated thinking about bicycles and trains. At the moment the train companies make it as difficult as possible to take bikes on trains, and this has to change."*



## Transport connectivity

The draft plan also outlines several plans for transport connectivity, including the role of transport hubs, movement of freight, 20-minute neighbourhoods, tourist coaches and a people-focussed city.

**Transport hub:** A transport hub is a recognisable place where people can interchange between modes of transport and access a range of shared and public transport services for part or all of their journey. Transport hubs are critical to reaching our targets to replace or remove a quarter of current car trips in Oxfordshire and deliver a net-zero transport network by providing places that people can access public transport, shared transport, and bike hire.

**Freight:** Reducing the number of freight vehicles on the network could be achieved through establishing freight transfer and consolidation centres. Further studies are required to fully explore practicalities, networks and how this could operate across the central Oxfordshire area. A study will also need to consider how an additional stage of micro-consolidation sites, which for example could promote onward freight movements by e-van and cargo bike for first/ last mile deliveries, could work in combination with larger strategic consolidation sites.

**20-minute neighbourhoods:** As part of the “Healthy, fair and liveable communities” chapter, the draft plan outlines the benefits of living locally. The 20-minute neighbourhood concept encapsulates the living local principle and is based on enabling everyday facilities to be within a short return walk or cycle trip from home; ideally a 20-minute return walking trip.

**City Centre Movement Framework:** By developing a City Centre Movement Framework we’ll seek to create a people-focussed city centre that provides cross city connectivity and interchange facilities for people using cycles and public transport; access for people with disabilities and access for deliveries.

**Tourist coaches:** Tourist coaches dropping visitors in the city centre are often an efficient and sustainable way of transporting people in and out of the centre. The aim is therefore not to prevent coaches coming into the city centre, rather it is to prevent them from parking for long periods in unsuitable places. Developing a plan for tourist coaches needs to be embedded as part the City Centre Movement Framework noting a desirability to:

- Look for tourist coach drop off / pick up facilities proximal to Westgate/New Road/Castle Street/Thames Street/Speedwell Street/southern St Aldates
- Identify convenient layover facilities for tourist coaches outside of the city centre

### Action 15: Transport hub

**Deliver a transport hub strategy for a network of transport hubs across Oxfordshire. For example, a transport hub may combine shared bikes (including electric bike or motorcycle), shared cars, parcel delivery lockers and bus stops in one location. Oxfordshire’s existing park and ride sites are already versions of the transport hub concept.** (1,113 responses)



## Supporting comments/thoughts for the future

- Consult cyclists/pedestrians
- Cycling/walking infrastructure needs improvement (e.g., made safer, segregated lanes, storage etc.)
- Disabled/elderly parking should still be allowed
- Improve carparks (e.g., better access)
- Improve P&R (e.g., cheaper/free, more of them etc.)
- Public transport to cover more routes/joined up routes

## Concerns

- Cars are sometimes necessary (e.g., food shops, moving large items etc.)
- Concerns for elderly/disabled/young children/those with illnesses
- Concerns for local businesses/the economy/ tourism industry
- Concerns over costs (e.g., increased bus fares concern, increased taxes concern etc.)
- Concerns over lack of access to essential locations (e.g., hospital, work, shopping, school etc.)
- Creates issues for healthcare visitors (e.g., carers, doctors etc.)
- Cycling/walking isn't an option for everyone
- Restrictions on residents/ will cause stress/problems for residents
- Does not think it will work/unrealistic
- Not properly thought out
- Will increase congestion/pollution

## Example comments

*"I think this would be an interesting experiment. It needs adequate supply of shared resources so that people can be confident they will be able to use the facilities that are theoretically offered. If they are let down, many will abandon the use of such facilities."*

*"I agree. coordinated transport works well. In many European cities this is normal. Anything that can be done to coordinate multiple forms of transport is worthwhile."*

*"It won't work because it already doesn't work at the Park and Ride sites! I use one of these almost daily and the bus service in the evenings is very poor. If I work late or go into Oxford in the evenings I don't want to extend my evening by having a half hour wait for a bus, a 10 minute bus journey before I reach my car."*

*"We fully support the development of transport hubs as a sensible way to facilitate those from outside of Oxford, which applies to many Oxford business employees, to change mode of transport for entry to the city. However, it is very important that this remains affordable, to encourage use."*



## Action 16: Freight

**Deliver a freight transfer/consolidation feasibility study and first / last mile delivery pilot.** (1,060 responses)

### Supporting comments/thoughts for the future

- Electric vehicles should be exempt
- Support
- This is essential/necessary/a priority
- Reduce the use of HGVs
- Should use E-cargo bikes
- Support as long as cost of goods don't go up for Oxford residents

### Concerns

- Concerns for local businesses/the economy
- Concerns over costs
- Does not think it will work/unrealistic

### Example comments

*"If the survey accurately reflects business requirements and reduce costs; brilliant, but I foresee that it will be uneconomical and the logistics/administration unaffordable."*

*"Magnificent. Vans make up so much of the obstruction and dangerous driving on the roads. The consolidation will need lots of financial support to work but could be a huge benefit in the long term. Could be paid for nationwide with 2% of the tax Amazon doesn't pay, so it's important to design structures that don't just make Amazon more attractive."*

*"Worth exploring but shouldn't increase the costs of goods and services to Oxford residents or reduce the attractiveness of Oxford as a business location."*

*"This is an unthinkable idea.... the amount of delivery vans we see in a day is very high. I cannot see how this will work without a huge impact to the business and customer service levels."*

*"This sounds an excellent idea to reduce the number of HGV's in the city."*



## Action 17: Safer lorry scheme

**Deliver a safer lorry scheme pilot across central Oxfordshire.** (1,035 responses)

### Supporting comments/thoughts for the future

- Safety should be priority
- Needs to be enforced
- Reduction in vehicles
- Road infrastructure needs improving (e.g., bus/cycle lanes, expanded roads etc.)
- Support reduction in traffic/fewer cars on the road
- Remove lorries/HGVs (from both city centre, residential roads etc.)
- Encourage alternate delivery means (e.g., smaller vans, trains etc)
- Impose lorry/HGV bans during certain hours
- Educate lorries about cyclist safety

### Concerns

- Concerns for local businesses/the economy
- Does not think it will work/unrealistic
- Need more information/detail
- This isn't necessary/we don't need this/not a priority

### Example comments

*"Couldn't find information on what this entails. Obviously safer lorries would be a good thing."*

*"Tricky but worth it. Needs to cover skip delivery and bin lorries along with articulated vehicles."*

*"How about making it easier for lorries to deliver their goods to businesses not trying to make life as difficult as possible for them."*

*"This would be very welcome. There is often conflict between large lorries dropping off and journeys on foot to school."*



## Action 18: 20-minute neighbourhoods

**Develop and support implementation of a local toolkit of transport interventions that support a 20-minute neighbourhood approach and work to the principles of the healthy streets approach.** (1,088 responses)

### Supporting comments/thoughts for the future

- Cycling/walking infrastructure needs improvement (e.g., made safer, segregated lanes, storage etc.)
- Encourage cycling/walking
- Road infrastructure needs improving (e.g., bus/cycle lanes, expanded roads etc.)
- This is essential/necessary/a priority

### Concerns

- Concerns for elderly/disabled/young children/those with illnesses
- Concerns for local businesses/the economy
- Concerns over costs (e.g., increased bus fares concern, increased taxes concern etc.)
- Concerns over lack of access to essential locations (e.g., hospital, work, shopping, school etc.)
- Cycling/walking isn't an option for everyone
- Restrictions on residents/will cause stress/problems for residents
- Does not think it will work/unrealistic
- Leisure/personal time has not been considered
- Need more information/detail
- Negative opinion of LTNs
- Will create class division/scheme favours the rich over the poor/will split up the city (negative)/segregation

### Example comments

*"Until you can force local shops not to massively overcharge in comparison to larger supermarkets, this is hugely unfair to the people you're trying to force into boxes."*

*"This is great, but in order to make a difference it needs to be done honestly and realistically. For example, recent development proposals for old Marston claimed that shops in Headington were accessible by bike within 20 mins. This is patently untrue, taking into account the cycle route up steep, busy Headley Way, and the fact that a lot of residents in old Marston are elderly. The area is clearly very poorly connected to local facilities. There is no point in this sort of assessment if it's not done honestly - but obviously it's a wonderful ambition."*

*"This approach is nonsense. People cannot have their needs met within a 20-minute distance. How will they work, go to school, use healthcare? How will they use the city centre shops, restaurants and entertainment that you were so keen to promote when you developed the Westgate?"*

*"Fully support. The status quo of out-of-town supermarkets is driving car dependency and has put smaller local stores out of business and led to high levels of physical inactivity. This needs to be reversed urgently."*





## Action 19: City Centre Movement Framework

**Alongside partners, deliver a City Centre Movement Framework for Oxford.** (1,008 responses)

### Supporting comments / thoughts for the future

- Cycling/walking infrastructure needs improvement (e.g., made safer, segregated lanes, storage etc.)
- Public transport needs general improvement; affordable/cheaper/free/more varied (e.g., trams, trains etc.)/cover more routes

### Concerns

- Need more information/detail
- Concerns for elderly/disabled/young children/those with illnesses
- Concerns for local businesses/the economy
- Does not think it will work/unrealistic
- This isn't necessary/we don't need this/not a priority
- Will split up the city (negative)/segregation

### Example comments

*"Sounds like you're throwing money at the bus companies again. Please stop that. Allow for greater in-city car transport. E.g., remove the bus gates and promise not to install new ones."*

*"I support this. Deliveries should be by electric vehicle and only in the early morning."*

*"You need to consider young children attending schools in city centre and their parents! Like disabled people, they can't cycle/walk fast for long distance! Parents may need to drive a long distance after dropping off. They should be allowed to drive into city centre!."*

*"I agree, the city should be accessible to all and should allow for easy, private vehicle free, movement."*



## Action 20: Tourist coaches

**Deliver attractive tourist coach drop off and pick up facilities in the city centre and convenient lay over facilities, consistent with proposals in a City Centre Movement Framework.** (1,066 responses)

### Supporting comments/thoughts for the future

- Focus on keeping green spaces and maintenance of historic spaces
- Improve P&R (want tourists to use this more)
- Regulate tourist coaches
- Keep separate from residential areas
- Make city more attractive to tourists (remove tourist gift shops)
- Focus on reducing congestion and pollution by improving drop off location
- Improve cycling and walking infrastructure

### Concerns

- Concerns for disabled tourists, elderly, and families with young children in city centre
- Ban/restrict coaches from the city centre
- Penalises local residents if their access is reduced/cost of parking increases
- Improvements should be made for residents and businesses first
- Residents don't want tourists to be prioritised over them

### Example comments

*"Free movement of tourists should not be prioritised over Oxford residents. Strongly support proposals which do not allow coaches to park in the city centre or to lay over on the streets of Walton Manor and Norham Manor."*

*"This would be ideal - tourists create pavement congestion which can be a real problem in the centre."*

*"Completely disagree. We don't want coaches in the city centre - and so drop off and pick up facilities in the city centre should be less attractive. With Oxford's park and ride system, tourists should be directed to them and potentially get discounted travels by bus in and out of the city centre."*

*"This should be a priority for Oxford as it is a tourist destination centre. Equally though there should be much better connectivity between hospitals, and between hospitals and park and rides. Shuttles to hospitals should be 24h, frequent during day, and ideally free."*



## Innovation

As part of the chapter on “a dynamic and innovative place” the draft plan outlines also outlines the benefits of innovation.

**Emerging innovation:** Carefully managed, innovative, and emerging technologies present opportunities to shape transport links and develop people-focused places. Across central Oxfordshire we will prioritise new technology that supports the strategic transport directions of this strategy. We will be technology-neutral in our approach to achieving our transport outcomes by seeking the best available solution to a given problem.

### Action 21: E-scooter hire

**Deliver an e-scooter hire scheme across central Oxfordshire, subject to ongoing trial performance and national legislation.** (1,150 responses)

#### Supporting comments/thoughts for the future

- Road infrastructure/infrastructure for e-scooters needs improving first (bus/cycle lanes, expanded roads)
- Support reduction of cars on the road
- Needs to be enforced/policed/need more speed cameras/highway code followed
- Would need suitable parking/docking stations to avoid blocking pathways
- Needs to be regulated to avoid accidents (pedestrians and car collisions)
- Make more affordable

#### Concerns

- Safety concerns/too fast/don't follow highway code
- Waste of money/prefer budget to be spent elsewhere
- Not suitable for everyone/all journeys
- E-scooters will be abandoned and litter the streets/block pathways/make access for disabled people difficult
- Education on road safety need first
- Need more information (will e-scooters use same lanes as cyclists?)

#### Example comments

*"E-scooters are dangerous and a cause for fatalities/ near-fatalities. There lighting is not adequate, helmets are not worn, and the highway code is not obeyed by the riders - in short they should not be allowed on the road."*

*"Seems to be working well. A docked e-bike scheme run along the same lines is needed too."*

*"Need to make sure this doesn't affect disabled badly. E scooters are wonderful, I noticed how they have reduced traffic on my street, but they get dumped on pavement, not good for the blind."*

*"Yes, this would be nice, if feasible. For radial commuting within the Oxford ring road, we need to encourage high-speed cycling by providing safe segregated well-maintained bike lanes. Perhaps electric bikes and scooters could be hired from the park-and-ride points and re-charged overnight."*



## Action 22: Electric vehicle charging points

**Deliver publicly accessible electric vehicle charging points across central Oxfordshire.** (1,114 responses)

### Supporting comments/thoughts for the future

- Support reducing number of cars on the road
- Priority to help achieve net zero
- Should incentivise – make charging free
- People will continue using whatever is cheapest – need support/incentives
- Ensure sufficient charging points to support enough people and at regular intervals

### Concerns

- Too expensive (costs more to own and charge vehicles)
- Electric vehicles are not environmentally friendly (long term they are not green)
- Electric vehicles are not the answer
- Budget spent elsewhere
- Will create class division/favours the rich over the poor

### Example comments

*"Electric cars are for the rich, and presumably the plan to ban people from using other fuels is a way of pricing the non-rich off the roads."*

*"Absolutely needed for roll out of energy transition."*

*"This would help. I use CoWheels, a car sharing scheme, and many of the cars are electric. It would be great to be able to charge the car while out in Oxfordshire, extending the range over which the cars can be used."*

*"There will never be enough changing points if all the people you propose should have electric cars get them."*

*"Support this action. It is one of the ways the much-needed private car journeys can reduce emissions."*



# Understanding of the Central Oxfordshire Travel Plan

Performance indicators for the Central Oxfordshire plan:

## Key Performance Indicators:

Focus area	KPI
Transport emissions	Road transport emissions (Mt CO <sub>2</sub> )
Walking and cycling	Percentage of residents walking/cycling
	Number of walking/cycling trips
Physical activity	Percentage of adults/children meeting physical activity recommendations
Healthy Place Shaping	Healthy Streets score improvements
	20-minute neighbourhood index improvements
Road safety	Total number of KSI
	Number of KSI per mode
Public transport	Number of bus passenger journeys
	Bus journey times
	Number of rail passenger journeys (rail station entries and exits)
	Number of park and ride passenger journeys
Digital connectivity	Percentage of premises with superfast broadband
	Percentage of premises with full fibre broadband
Air quality	Transport emissions in Oxfordshire
	Years of healthy life lost due to air pollution
Private car	Car vehicle miles in Oxfordshire
	Number of car trips
	Number of registered battery electric vehicles
	Car ownership
Road highways maintenance condition	Percentage of roads in good/fair/poor condition
	Percentage of pavements and cycleways in good/fair/poor condition



### Figure 12: (Q06a)

**To what extent do you agree or disagree with the key performance indicators for the Central Oxfordshire plan** (all responses: n=1572).

	No. responses	% responses
NET: Agree	880	56%
NET: Disagree	401	26%
Neither agree nor disagree	291	19%

## Understanding of the transport plans for the Central Oxfordshire area

### Figure 13: (Q07)

**After taking part in this consultation do you have a better understanding of the transport plans for the Central Oxfordshire area?** (all responses: n=1834).

	No. responses	% responses
Yes	1,188	65%
No	363	20%
Not sure	283	15%

# Stakeholder feedback

## Stakeholder feedback was received via email and was coded separately

Stakeholders in Oxford had the chance to read the proposed outcomes and actions of the Central Oxfordshire Travel Plan, with some choosing to email their feedback rather than complete the survey. The key themes from their feedback are summarised below.

### Headline findings

Overall, stakeholder feedback was mainly positive for the proposed actions. Most comments ask for more detail on certain actions; stakeholders provide discussion on actions detailing ways in which the proposal could be improved or better specified. Concerns raised through the feedback were;

- Impact for the local economy if measures implemented
- Doubts the plans will be executed efficiently
- Worries the plans are far too vague
- 20-minute neighbourhoods; more information being needed before stakeholders are convinced about this proposal with some having a negative perception of the impact this will have.

Supportive comments for the proposal include a need to provide a safer cycle network; this was repeated throughout stakeholders' responses. Improved routes both in terms of safety and access to all areas of Oxford is considered a priority. As with the feedback from residents, bus improvements are reiterated as having precedence when reviewing the proposals. The current public transport infrastructure was considered to need improvements to routes, frequency, affordability, connectivity, and longer running schedules if people are to forgo personal vehicles and use buses. Both residents and stakeholders would like to see cheaper travel for all, and better travel passes. While parking was a polarised topic for residents as the removal of on street parking received both for and against comments, stakeholders tended to be supportive of the removal of on street parking, however a few comments were received asking for more car parking with a view that this would help the local economy. Improved pedestrian access is a significant point for consideration as safety for pedestrians and wheelchair users should take precedence whilst developing the COTP.

### Key themes

1. Concerns about 20-minute neighbourhoods
2. Cycle access and safety
3. Bus improvements
4. Parking
5. Need for pedestrianisation
6. Criticism of plan/survey





## 20-minute neighbourhoods

- Belief that 20-minute neighbourhoods may negatively impact the economy within the city.
- Misunderstanding of 20-minute neighbourhoods - misconception they isolate people and stop/create barriers to travelling further afield (e.g., into the city for those on the peripheries)

Like the responses collected from residents, stakeholders were not convinced by the proposals for 20-minute neighbourhoods. Stakeholders reported concern for Outcome F which describes *"A travel hierarchy prioritising sustainable travel and promoting 20-minute neighbourhoods where everything people need for their daily lives can be found within a 20-minute walk."* Some stakeholders were concerned that this will cause isolation as people only visit their local amenities rather than travelling into the city etc. Both stakeholders and residents expressed doubts about the effectiveness of this outcome. Furthermore, many believe it is not viable as it was considered that some areas would not be able to accommodate such a proposal, for example more rural areas. A recurring concern was that it would not suit everyone; families with young children, elderly people and people with limited ability were concerned about access to local facilities without the use of a private vehicles and could not rely on walking 20 minutes to get to a food shop etc. Some stakeholders were concerned the approach could negatively impact the economy of Oxfordshire.

## Cycle access and safety

- More secure cycle parking is needed
- Cycle safety is of key importance

A recurring theme that emerged throughout the data analysis was residents agreeing that cycle lane infrastructure needs improvement, as does the connectivity and accessibility for cyclists. Safety was a major concern with the need for pedestrians and cyclists to be better separated from main roads highlighted. Similar to the residents' comments, stakeholders would also like to see improvements made to cycle access with a focus on safety for cyclists and pedestrians. A point also brought up by stakeholders was the need for better cycle parking stations within urban areas.

## Bus improvements

- Bus fares need to be affordable, and buses need to be reliable

Residents consistently reported wanting to see improvements to the buses in Oxfordshire. These improvements consist of better routes and access for all residents and rural areas across central Oxfordshire, more frequent buses, much more affordable travel, improvements to safety, better access for disabled people or people with prams/young children, and more use of the park and ride to help encourage people not to drive into the centre of Oxford. The responses received from stakeholders supported these points previously made; bus travel needs to be more affordable to attract more use, buses need to be more reliable both in terms of frequency and the environment, and buses should be used to help drive more business into central Oxfordshire in order to support the economy.

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## Parking

- Removal of on-street parking supported

Comments from stakeholders leaned more towards removing on-street parking to make way for improvements to cycle lanes and bus improvements, however some stakeholder comments were received opposing any reduction in parking.

## Need for pedestrianisation

- Specific areas need to be more accessible for pedestrians (e.g., Queens Road, St Giles, George Street, St Aldates, High Street, Magdalen Bridge).
- Improve access and safety for wheelchair and scooter users
- Remove pavement obstructions
- Ban pavement parking

Stakeholders would like to see improvements to pedestrian access, with suggestions for improvements to specific areas and streets. Obstructions to access for both people walking and using wheelchairs were discussed; street clutter needs to be removed - signs from restaurants and shops etc. to ensure pedestrians are prioritised on the pavements. And bigger considerations to the improvement of pedestrian access with junction designs to help improve safety near main roads and improve the flow of foot traffic.

## Concerns of the plan/survey

Stakeholders shared some concerns about the plan as a whole; with some suggesting the plan is too vague, while others were concerned the targets would be difficult to monitor. Criticism of the survey itself was also shared by stakeholders and residents; many suggesting that the survey was long and complex.



# Email feedback

In total 294 responses were received to the consultation by e-mail. Of these responses, 262 responses were from residents and businesses. These responses were not included in the code frame as feedback discussed more general overviews of the plans, rather than specific outcomes/actions. Recurring feedback included comments of support with some concerns raised and a need for more information to be shared. The emerging themes were not dissimilar to that from the online responses discussed previously. The main future improvements suggested are listed below with example comments:

- More detail needed for 20-minute neighbourhoods
- Improve public transport; more reliable, more affordable, reaches more rural areas, more frequent
- Improve variety of public transport and connectivity
- 20 mph speed limits
- Improve safety for cyclists
- Concerns for elderly/disabled
- Opposing proposals

## Example comments

*"Local communities are losing essential bus routes; there's certainly fewer and less frequent buses in my part of Oxford. One of the bus providers has even stopped selling return tickets! This is ludicrous. You either have to buy a day travel ticket – more expensive but allows you to take multiple journeys within a 24 hour period. Or you buy 2 single tickets, which is obviously more expensive. I need to bus into the City Centre in the morning and once again in the evening after work. I want a return ticket."* **Improve public transport**

*"I am writing to support the Central Oxfordshire Transport Plan. We must do this, to stop traffic getting worse, and to make streets better for people."* **Support**

*"I am writing to support the Central Oxfordshire Transport Plan. We must do this, to stop traffic getting worse, and to make streets better for people. In order to make all streets safer, it is essential that a 20mph speed limit be introduced across the city."* **20mph speed limits**

*"The zero-emission zone, not the traffic filters, is the proposed mechanism for reducing delivery vehicle flows & emissions and encouraging a shift to freight consolidation. There could also be weight limits to reduce HGV flows more generally across the city (and in the towns too perhaps)."* **Restrictions on delivery vehicles**

*"I think it is important that we note that we have a 20-minute neighbourhood policy but recognise that in different parts of the county this might be amended to reflect the local context. The key point is having a clear policy that aims to create walkable and cyclable neighbourhoods for short local trips and we would therefore support this."* **Support**

*"It might be worth / possible to include a sentence somewhere on 'light rail, trams, urban aerial transit (gondola cable cars) and ferries' - just to sort of emphasize that there are a few different innovative options."* **Promote varied options of transport**



"We also recommend that rail is not viewed in isolation and would welcome plans to improve integration between rail and other modes of transport allowing rail to deliver the most for Oxford and Oxfordshire; a factor which could be essential for maximising the benefits of the proposed Cowley Branch Line scheme." **Integrate varied modes of public transport**

"I think it is important that we note that we have a 20 minute neighbourhood policy but recognise that in different parts of the county this might be amended to reflect the local context. The key point is having a clear policy that aims to create walkable and cyclable neighbourhoods for short local trips and we would therefore support this." **20-minute neighbourhood**

"I wanted to put in words of support for the travel consultation. To say that I support any measures that reduce private cars in central Oxford and make the city safer for pedestrians and cyclists. Oxford is one of the most beautiful cities in the country, and yet we let cars dominate the centre to its detriment. However, the survey was so complex I felt unable to just express simple support. Maybe this is something to consider in the design of future surveys. I think a lot of people who broadly support the idea will struggle to find the time to answer the current consultation." **Support**

"This plan is ambitious and is a good idea, but transport should be improved before you block the road, safety for biker is good but also tackling the problem of stolen bike. As a working person who needs to go to Summertown and Headington for work, I need an electric bike or I don't use my car anymore to go quicker and not lose too much money. But I am too scared to spend all that money and finally get my electric bike stolen." **Need support to move to electric transport**

"I am writing to support the Travel Plan but I would also like to see a lower speed limit throughout the city: 20 miles max on all roads within the ring road, 10 miles on residential streets. This would make it easier for car drivers who think it is quicker to drive to choose other forms of transport – walking, cycling or public. It would mean that people only drive if they are disabled, carrying passengers who require it for some reason or if they are carrying big or heavy loads. This would be a simple rule and would make it MUCH safer for walking and cycling." **Improve safety for cycling 20mph speed limits**

"I am writing in support of the Central Oxfordshire Transport Plan. We must do this, to stop traffic getting worse, and to make streets better for people. I live in Woodstock and cycle to work in Oxpens, however, cycling is still dangerous and unpleasant in many areas and I struggle to recommend it to others as a form of regular transport. Please act to change this." **Support**

"I hope when the Plan is implemented it helps people save money and improves the environment. However, for people like me it is hopeless. I am in my late 70s with mobility problems. Where is the Council's concern for the many people like me? I don't qualify for a Blue Badge as I am determined to keep as active as possible, but life gets tougher and tougher." **Concerns for elderly access**

"As a motorist I fully support bold policies that will reduce the negative impacts of our car-dominated streets. We won't get rid of cars completely, but we can massively reduce their use and improve everyone's quality of life. I support sensible exemptions for buses, taxis and essential business journeys (e.g., building tradespeople). Whatever new rules are put in place, the enforcement needs to be properly resourced and applied. I regularly get around Oxford by bike, bus, car and on foot." **Support**

# Summary points

To summarise, respondents were generally in favour of the outcomes of the proposed Central Oxfordshire Travel Plan and provided helpful suggestions and areas of concern to the actions outlined in the draft plan.

Comments in support of the outcomes and actions were apparent, with most also recommending which actions would be best to prioritise, such as improving public transport and reducing the price before reducing private vehicle access. Respondents were also in support of reducing emissions, however, they are concerned that implementing traffic filters and potential road charges for some private vehicles (i.e., zero emission zone) will negatively impact upon residents and could cause a build-up of congestion and emissions elsewhere across the central Oxfordshire area.

A strong theme emerged that respondents would like public transport improvements such as improved routes, frequency, and price, including improvements to park and ride service/facilities. They also advocated an improved cycling network and safer areas for cyclists and pedestrians. Concern was, however, raised that this couldn't be achieved with a perceived poor quality of existing highway infrastructure. Respondents liked the idea of improving the aesthetics of the city, however, frequent comments suggested that this is not possible without disrupting current historic architecture. Furthermore, there was a lack of trust from some respondents in the council's ability to fully achieve the outcome and maintain such beautiful spaces as past attempts to do so were deemed by some as not being successful.

A vast majority of feedback focussed on traffic demand management measures in Central Oxfordshire including concern about implementing traffic filters and further parking restrictions. Respondents raised a considerable number of queries and suggestions of how they would like to see the outcomes achieved.

## Key summary points

**The following are a list of the key summary points from the consultation (in no specific order);**

- Support for the overall travel plan and/or individual measures
- Public transport needs to be cheaper, more frequent and more accessible
- There should be greater content and priority to support walking
- Cycling/walking infrastructure needs improvement
- Particular amenities (i.e. schools, hospitals) should be exempted from particular schemes
- Greater detail is needed
- Do not support the overall travel plan and/ or individual measures
- There needs to be better enforcement of existing regulations
- The plan should commit to greater restrictions on large vehicles and HGVs in Oxford
- Cycling/public transport are not viable options for all
- That Low Traffic Neighbourhoods are perceived to have negatively affected accessibility and created severance in areas



- The plan would compromise accessibility to essential locations and create severance between communities
- The plan is too city focussed and is not clear on the benefits for those outside of the Oxford city area
- That the plan should emphasise better the positives/ opportunities rather than perceived restrictive measures
- That proposals are unworkable and not realistic
- That measures would not be beneficial for local businesses
- That the plan should set some clear goals and ambitions for the city centre

**The following is a list of key suggestions raised during the consultation for amendments to be made to the plan (in no specific order);**

- Greater content and priority measures for walking
- That the plan should be more ambitious on its aspirations for public transport including improving the affordability of public transport
- Greater recognition that a balanced approach to transport provision is needed
- Wider commitment to/ a better balance on 20mph speed limits
- Greater consideration for disability and accessibility groups, elderly and young
- That the plan should revise its terminology and target dates for delivering zero emission buses for all local bus routes
- That the plan needs to amend its presentation of the 20-minute neighbourhood approach
- Greater content and commitment to taxis and private hire
- Greater commitment to measures to enhance resident cycle parking provision
- While electric vehicles reduce Co2, some residents disagreed this was the best option due to impact of car batteries on the environment
- Some proposals caused a class division/more in favour of wealthier families
- Independent businesses felt overlooked i.e., those who needed a van etc. for their job
- Some disagreement with 20-minute neighbourhoods - creates segregation and is not achievable or realistic
- E-Scooters are a good idea in principle but there are safety concerns
- Park and ride needs improving/to be cheaper
- Tourists should be encouraged to use park and ride to reduce the amount of congestion in the city centre
- Should have a designated area for tourist coach loading/unloading. Tourist basepoint should be made more attractive with better facilities.

# Appendix A

## List of Stakeholder Responses

### Transport Groups

- Active Oxfordshire
- Bike Safe
- British Horse Society
- British Motorcycle Federation
- Bus Users Oxford
- COLTA
- Coalition for Healthy Streets and Active Travel (CoHSAT)
- Cycle Advocacy Network
- Cyclox
- National Highways
- Network Rail
- Oxford Bus Company
- Oxford Civic Society
- Oxford Pedestrian Association
- Oxfordshire Cycling Network
- Oxfordshire Liveable Streets
- Road Haulage Association
- Stagecoach
- Wheels for Wellbeing
- Windrush Bike Project
- Witney Oxford Transport Group

### Education

- Brasenose College
- Cherwell School
- Christ Church College
- City Centre Group of Colleges (Brasenose College, Lincoln College, Exeter College, Trinity College, Corpus Christi College, Oriel College, Jesus College)
- Dragon School
- Greyfriars Catholic School
- New College School Oxford
- Oxford Brookes University





- St Catherine's College
- St Michael's C of E Primary School
- University of Oxford
- Windmill Primary School
- Wood Farm Primary School
- Worcester College

### **City and District Councillors**

- Benson and Crowmarsh – Councillor Sue Cooper
- Kennington and Radley – Councillor Diana Lugova
- Littlemore – Councillor Tiago Corais
- Lye Valley – Councillor Linda Smith
- Osney & St. Thomas – Councillor Lois Muddiman
- St Mary's – Councillor Emily Kerr
- Summertown – Councillor Katherine Miles
- Walton Manor – Councillor James Fry
- Woodcote and Rotherfield – Councillor Jo Robb

### **Oxfordshire County Councillors**

- Isis – Councillor Brad Baines
- Jericho & Osney – Councillor Susanna Pressel
- Wheatley – Councillor Tim Bearder
- Witney North & East – Councillor Duncan Enright

### **City and District Councils**

- Oxford City Council
- South Oxfordshire District Council
- Vale of White Horse District Council
- West Oxfordshire District Council

### **Town and Parish Councils**

- Cumnor Parish Council
- Kidlington Parish Council

### **Planning and Environment Groups**

- Low Carbon Oxford North
- Oxford Friends of the Earth



- 
- Planning Oxfordshire's Environment and Transport Sustainably (POETS)

## **Healthcare**

- Oxford University Hospitals Foundation Trust
- Oxford Health Foundation Trust

## **Businesses / Employers**

- Jericho Traders Association
- Oxford Business Action Group
- ROX
- Thames Valley Chamber of Commerce

## **Local Resident Forums / Groups**

- Headington Action
- Oxford Resident Group
- Summertown & St Margaret's Neighbourhood Forum
- Walton Manor East West Roads Coalition

## **National and Regional Authorities / Bodies**

- Historic England
- Thames Valley Police

## **Political Groups**

Oxfordshire Green Party

## **Developers**

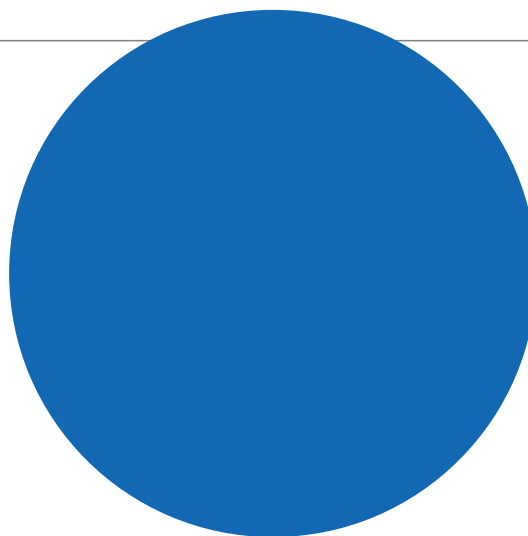
L&Q Estates Ltd

## **MPs**

Layla Moran



# For more information



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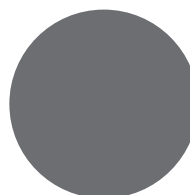
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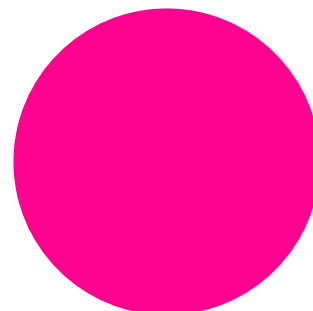


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# **Oxfordshire County Council**

## **Equalities Impact Assessment**

LOCAL TRANSPORT AND CONNECTIVITY PLAN  
**DRAFT CENTRAL OXFORDSHIRE TRAVEL PLAN**

November 2022

## Contents

Section 1: Summary details.....	3
Section 2: Detail of proposal.....	4
Section 3: Impact Assessment - Protected Characteristics.....	10
Section 3: Impact Assessment - Additional Community Impacts .....	24
Section 3: Impact Assessment - Additional Wider Impacts .....	28
Section 4: Review .....	31

## Section 1: Summary details

<b>Directorate and Service Area</b>	<b>Directorate</b> - Environment and Place <b>Service Area</b> - Place Making
<b>What is being assessed</b> (e.g. name of policy, procedure, project, service or proposed service change).	Draft Central Oxfordshire Travel Plan (COTP)
<b>Is this a new or existing function or policy?</b>	A new policy document (COTP).
<b>Summary of assessment</b> Briefly summarise the policy or proposed service change. Summarise possible impacts. Does the proposal bias, discriminate or unfairly disadvantage individuals or groups within the community? (following completion of the assessment).	<p>The draft Central Oxfordshire Travel Plan (COTP) sets out the transport strategy for the central Oxfordshire area from 2023 to 2040, with a focus over the period to 2032. It is part of a suite documents that sit under the Local Transport and Connectivity Plan (LTCP), which was adopted by Oxfordshire County Council in July 2022. The LTCP outlines a clear vision to deliver a net-zero Oxfordshire transport system that enables the county to thrive whilst, protecting the environment and making Oxfordshire a better place to live for all residents.</p> <p>We plan to achieve this by reducing the need to travel, discouraging unnecessary individual private vehicles and making walking, cycling, public and shared transport the natural first choice. Policies have been identified in a range of key categories in order to achieve this. We will monitor the progress of COTP to assess how it is delivering against identified targets. Where needed, updates to the document could be made.</p>
<b>Completed By</b>	Odele Parsons, Robert Freshwater, Senior Transport Planner
<b>Authorised By</b>	Joanne Fellows, Growth Manager / Hannah Battye, Head of Placemaking
<b>Date of Assessment</b>	18 August 2022

## Section 2: Detail of proposal

<p><b>Context / Background</b></p> <p>Briefly summarise the background to the policy or proposed service change, including reasons for any changes from previous versions.</p>	<p>The Central Oxfordshire Travel Plan (COTP) forms part of the county's statutory Local Transport and Connectivity Plan (LTCP).</p> <p>COTP sets out a vision for transport across the central Oxfordshire area and identifies a set of actions needed to deliver this. The plan's targets and actions will be used to influence and inform how we manage transport and the types of schemes we implement.</p> <p>The current transport plan covering the area (the Oxford Transport Strategy) was approved by the council in 2015. Forming part of the county's Local Transport Plan 4, OTS provided a strategic transport policy framework for the Oxford area over the last few years. However, the local and regional policy context has changed significantly since the publication of LTP4. This includes the council's new corporate priorities, commitment to enabling a zero carbon Oxfordshire by 2050 and increased national emphasis on encouraging walking, cycling and public transport use. Informed by the council's recently adopted LTCP, the COTP will develop a transport framework for the central Oxfordshire area that reflects these changes and implements a new way of thinking.</p>
<p><b>Proposals</b></p> <p>Explain the detail of the proposals, including why this has been decided as the best course of action.</p>	<p>The Central Oxfordshire Travel Plan (COTP) outlines a clear vision to deliver a zero-carbon central Oxfordshire transport system that enables the county to thrive whilst, protecting the environment and making Oxfordshire a better place to live for all residents.</p> <p>Across the Central Oxfordshire area, we plan to achieve this by looking at ways to avoid unnecessary travel, reducing the need to travel, shifting travel use towards shorter sustainable travel trip options and improving our travel networks.</p> <p>The plan contains 22 actions which have been developed to help achieve the vision. The actions will lead to further individual projects which will be accompanied by bespoke Equalities Impact Assessments as appropriate.</p> <p>The 22 actions are:</p>



	<p><i>Action 1 - Expanding upon the pilot scheme, develop proposals for a Zero Emission Zone for Oxford city centre.</i></p> <p><i>Action 2 - Develop proposals for a set of strategic traffic filters for locations across Oxford.</i></p> <p><i>Action 3 - Develop proposals for a Workplace Parking Levy to cover businesses with 11 or more staff parking spaces in Oxford City Council's administrative area, within the Oxford ring road.</i></p> <p><i>Action 4 - Develop proposals for further Controlled Parking Zones (CPZ) across the city and to review eligibility and quantity of permits in existing CPZ areas.</i></p> <p><i>Action 5 – Support a case-by-case review of public parking provision across the area and a consolidation and/or a reduction in public parking provision where appropriate.</i></p> <p><i>Action 6 – Remove on-street public parking where necessary on corridors identified in the strategy as either being active travel Primary Routes (Quickways) or situated on core bus routes.</i></p> <p><i>Action 7 – Regularly review parking pricing to favour sustainable travel.</i></p> <p><i>Action 8 - Deliver a central Oxfordshire cycle network consistent with the Oxfordshire Strategic Active Travel Network and the latest LCWIP plans.</i></p> <p><i>Action 9 – Deliver a wayfinding scheme across central Oxfordshire's active travel network</i></p> <p><i>Action 10 – To help meet Vision Zero, deliver junction improvements for active travel users where there:</i></p> <ul style="list-style-type: none"> <li><i>a) is a poor road safety record for those who are walking or cycling</i></li> <li><i>b) is insufficient dedicated infrastructure for those walking or cycling</i></li> <li><i>c) is significant severance for those walking and cycling</i></li> </ul> <p><i>Action 11 – Deliver:</i></p> <ul style="list-style-type: none"> <li><i>a) increased cycle parking at key destinations including for non-standard bikes</i></li> <li><i>b) a public hire cycle scheme including e-bikes, and which could also include e-scooter provision</i></li> </ul>
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	<p><i>Action 12 – Deliver bus priority measures along key inter-urban bus routes and on key orbital routes in the Oxford area.</i></p> <p><i>Action 13 – Alongside partners, deliver a zero emission local bus fleet across Oxford by 2024/25 and a fully zero emission bus fleet by 2030.</i></p> <p><i>Action 14 – Alongside partners, deliver:</i></p> <ul style="list-style-type: none"> <li><i>a) Oxford Station enhancements</i></li> <li><i>b) a passenger rail service and two new passenger stations on the Cowley Branch Line</i></li> <li><i>c) local rail capacity and service frequency enhancements</i></li> </ul> <p><i>Action 15 – Deliver a transport hub strategy for a network of transport hubs across Oxfordshire</i></p> <p><i>Action 16 - Deliver a freight consolidation feasibility study and first / last mile delivery pilot.</i></p> <p><i>Action 17 – Deliver a safer lorry scheme pilot across central Oxfordshire.</i></p> <p><i>Action 18 - Develop and support implementation of a local toolkit of transport interventions that support the 20-minute neighbourhood approach and work to the principles of the healthy streets approach.</i></p> <p><i>Action 19 – Alongside partners, deliver a City Centre Movement Framework for Oxford.</i></p> <p><i>Action 20 - Deliver attractive tourist coach drop off and pick up facilities in the city centre and convenient lay over facilities, consistent with proposals in a City Centre Movement Framework</i></p> <p><i>Action 21 – Deliver an e-scooter hire scheme across central Oxfordshire, subject to ongoing trial performance and national legislation.</i></p> <p><i>Action 22 - Deliver publicly accessible electric vehicle charging points across central Oxfordshire.</i></p>
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It was decided that these actions are the best course of action in order to address the following key challenges. These were identified from evidence base analysis, stakeholder engagement and public consultation:

- **Climate and emissions:** Exceedance of legal emission levels and the need to rapidly reduce carbon emissions from all transport related activities.
- **Housing, jobs, and regeneration:** Over the period 2011 to 2031, 100,000 new homes will be built in Oxfordshire, with at least 15,000 required to meet Oxford City's unmet housing need. Whilst population growth within Oxford itself over the period 2020-2030 is expected to be modest (+8%), areas on the city's immediate periphery are expected to see significant growth.
- **Sustainable travel:** Levels of congestion across the COTP area cause unreliable journey times for many people. Based on current trends, increased demand for movement in the area will exacerbate congestion in future years. This has a significant detrimental effect on quality of life for residents and the attractiveness of the area as a place to live and work. Space efficient travel options like public transport and active travel, can help significantly towards addressing this challenge. Currently, sustainable travel modes in the area face issues including:
  - **Time and reliability** - Average bus speeds in Oxford have been declining on key routes to and from the city centre and employment sites, with only 8mph achieved between the JR hospital and city centre via Cowley Centre during weekday peaks.
  - **Safety** – The Oxfordshire Cycle Survey 2019 identified 'Traffic Safety' as the single biggest issue for people cycling in Oxford.
- **Equality:** The COTP area includes some of the most deprived areas in the county. Inequalities in life expectancy at birth from least to most deprived across Oxford are estimated at 13.8 years for men, and 11.2 years for women.
- **Health:** Whilst the Oxford area has one of the lowest percentages of overweight or obese adults compared to nationally (49% vs 62%), physical inactivity and obesity remains one of the area's most significant and growing health issues.

This course of action was also required because previous approaches to reducing car use in central Oxfordshire, whilst having had some impact, have not resulted in a large enough reduction in car use and the car remains the dominant mode of choice. This has created environments that are not welcoming places for people and negatively impact on biodiversity and air quality.

<p><b>Evidence / Intelligence</b></p> <p>List and explain any data, consultation outcomes, research findings, feedback from service users and stakeholders etc, that supports your proposals and can help to inform the judgements you make about potential impact on different individuals, communities or groups and our ability to deliver our climate commitments.</p>	<p>The COTP, draws on an evidence based for the Local Transport and Connectivity Plan (LTCP), summarised within the LTCP itself. Additional analysis of existing held datasets has helped to identify the challenges and underpin the actions identified. This has included:</p> <ul style="list-style-type: none"> <li>• Local Authority air quality reporting</li> <li>• Local Authority held traffic data</li> <li>• National publicly available research and surveying</li> <li>• National Travel Survey data</li> <li>• Local Authority Health data</li> <li>• Local Authority road collision data</li> <li>• Local and national demographic data sets and projections</li> </ul> <p>Underpinning the COTP document is a grounding in the adopted LTCP and its accompanying evidence which included three rounds of public engagement and consultation periods. During the drafting of the COTP document there has been broad engagement with various local council teams whose input and evidence has further helped to refine proposals. The plan is also informed by previous and more recent engagement on individual measures identified in COTP and their emerging technical work, for example identified traffic filter, Workplace Parking Levy and Zero Emission Zone proposals.</p>
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<p><b>Alternatives considered / rejected</b></p> <p>Summarise any other approaches that have been considered in developing the policy or proposed service change, and the reasons why these were not adopted. This could include reasons why doing nothing is not an option.</p>	<p>A do nothing approach was not considered appropriate for a range of reasons. This includes:</p> <ul style="list-style-type: none"> <li>• Changes to national, sub-national and local policy since 2016 that need to be reflected in updated policy for the area</li> <li>• The previous OTS and LTP4 does not account for new priorities such as decarbonisation</li> <li>• Doing nothing is also not an option because it would not address the problems of traffic congestion and local air pollution, and climate change would remain and worsen if nothing is done.</li> </ul> <p>Investment in sustainable transport infrastructure is important and is a key part of our overall strategy. However, opportunities to increase use of bus, cycling and walking, and railways, purely through sustainable transport infrastructure improvements are limited by the space available in a constrained city like Oxford, and by the availability of funds. The construction of large infrastructure projects of any kind also consumes resources and contributes to climate change.</p> <p>During the drafting process, a range of actions have been developed and amended. There are currently 22 identifiable actions in the COTP document. Additional actions have been considered but were not taken forward for reasons including duplication with the LTCP, poor alignment with the vision and broader objectives and level of ambition and feasibility challenges.</p>
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**Section 3: Impact Assessment - Protected Characteristics**

Protected Characteristic	No Impact	Positive	Negative	Description of Impact	Any actions or mitigation to reduce negative impacts	Action owner* (*Job Title, Organisation)	Timescale and monitoring arrangements
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Age	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>COTP includes actions that will improve accessibility, benefitting older and younger residents.</p> <p>Actions within COTP focus on incentivising active travel and reducing car movements across the central Oxfordshire area so as to make bus journeys faster and more reliable, and make walking, cycling and scooting safer so that more people will take these up. Measures are likely to benefit all age groups.</p> <p>Keeping physically active in mid-life helps to delay the onset and progression of many age-related health conditions and plays an important role in helping to manage the impact of health conditions, including mental health</p> <p>While proposals set out in COTP are likely to create safer, healthier streets for residents, they may lengthen</p>	<p>The detail of each COTP action will need careful consideration at the project level, through a bespoke EIA, to identify if older and younger people are disadvantaged by the proposals.</p>	<p>Rob Freshwater, Senior Transport Planner.</p>	<p>In line with the individual project which will arise from the action and/or planned revisions of the COTP.</p>
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				<p>journey times for people who rely upon private car. In the short-to-medium-term, there may also be delays on some roads. Private cars are often relied upon by older people; longer journey times could make travelling more uncomfortable for them, particularly if they suffer from one or more underlying health condition.</p> <p>Young people aged under 16 and older people aged over 65 are more vulnerable to poor air quality. Measures set out in COTP aim to enable mode shift, reducing pollutants emitted by private cars and encouraging more active travel. This is likely to benefit these age groups more than others by improving their air quality and health outcomes. Current younger generations will be more severely affected by projected severe pollution and climate outcomes in mid-</p>			
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				later decades of the 21 <sup>st</sup> century.			
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Disability	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>The COTP seeks to improve accessibility for people of all ages with disabilities by implementing schemes which improve bus journeys, improve air quality, improve safety of walking* and cycling as well as creating new direct routes.</p> <p>(*N.B: when we refer to 'walking' this also includes those who use wheeled mobility aids such as rollators or mobility scooters etc.)</p> <p>Through measures outlined in COTP that reduce vehicle traffic less busy roads would benefit disabled people whose impairments necessitate extra time to cross roads. For schemes such as the traffic filters, zero emission zone, and reviewing on-street car parking and CPZs – considerations will be given to how best to ensure these schemes take in to account the needs of blue badge</p>	<p>The detail of each COTP action will need careful consideration at the project level, through a bespoke EIA, to identify if those who are disabled are disadvantaged by the proposals.</p>	<p>Rob Freshwater, Senior Transport Planner.</p>	<p>In line with the individual project which will arise from the action and/or planned revisions of the COTP.</p>
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				<p>holders, for access and parking.</p> <p>In terms of enabling access to cycling for disabled people, there is increased likelihood that a disabled person may be using a non-standard cycle; this plan seeks to ensure that cycle infrastructure is accessible by non-standard cycles and that physical barriers such as guard railing do-not prohibit access for non-standard cycles, or mobility scooters, or even family travel equipment such as double-buggies, trailer bikes, box bikes, trikes, tandems etc.</p>			
<b>Gender Reassignment</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	People undergoing gender reassignment are unlikely to be disproportionately impacted by proposals set out within the COTP			
<b>Marriage &amp; Civil Partnership</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	People who are married or in a civil partnership are unlikely to be disproportionately impacted by proposals set out within the COTP			

Pregnancy & Maternity	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>Positive impacts are expected to include;</p> <p>Reduced traffic volumes are generally likely to reduce conflicts between road users. This will create a safer environment for pregnant people and parents with infants/young children</p> <p>Improvements in air quality are likely to disproportionately benefit pregnant people. Polluted air is harmful for babies in the womb and can cause premature birth or low birth weight – factors associated with infant mortality.</p> <p>Potential disbenefits could include;</p> <p>Pregnant people and parents with infants/young children may find cycling and walking more difficult, e.g. due to physical exertion when pregnant or the practicalities of children travelling by foot or cycle. These groups may</p>	<p>The detail of each COTP action will need careful consideration at the project level, through a bespoke EIA, to identify if those who are pregnant or on maternity leave are disadvantaged by the proposals.</p>	<p>Rob Freshwater, Senior Transport Planner.</p>	<p>In line with the individual project which will arise from the action and/or planned revisions of the COTP.</p>
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				<p>therefore have a heightened need to use private cars.</p> <p>Note that any specific transport or accessibility needs experienced by the Pregnancy &amp; Maternity characteristic are likely to be covered in the 'Disability' or 'Sex' section of this table.</p>			
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<b>Race</b>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>Potential positive impacts include;</p> <p>Proposals within COTP are likely to reduce congestion within the central Oxfordshire area and within the Oxford ring road specifically. This may create improved conditions for buses. People identifying as 'Black/African/Caribbean/Black British' are most likely to use public transport at 31 per cent mode share.</p> <p>Measures to incentivise active travel are likely to benefit 'White' and 'Mixed or Multiple' ethnicity residents, who are more likely to walk or cycle.</p> <p>Measures to incentivise bus travel should also benefit 'Black/African/Caribbean/Black British' residents, who are more likely to use public transport – these journeys</p>	<p>The detail of each COTP action will need careful consideration at the project level, through a bespoke EIA, to identify if specific racial groups are disadvantaged by the proposals.</p>	<p>Rob Freshwater, Senior Transport Planner.</p>	<p>In line with the individual project which will arise from the action and/or planned revisions of the COTP.</p>
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				typically start and end on foot or cycle.			
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<b>Sex</b>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>COTP includes actions that will help to improve safe access to walking, cycling and public transport infrastructure for women. Particularly the actions for Primary Routes (Quickways), wayfinding schemes and Vision Zero. Women are more likely to walk, cycle and travel by public transport (journeys that typically start and end on foot or cycle) than men. They are more likely to benefit from reduced traffic volumes and subsequent improved road safety conditions.</p> <p>Potential disbenefits; While women in Oxford are slightly less likely to travel by car or van than men (57 per cent vs 59 per cent), those who currently do so may be less able or comfortable to switch to other modes. Women may be more hesitant to walk or cycle because of an increased threat or fear of crime, especially at night. This</p>	The detail of each COPT action will need careful consideration at the project level, through a bespoke EIA, to ensure that the proposals fully consider the Sex characteristic including impact on women.	Rob Freshwater, Senior Transport Planner.	In line with the individual project which will arise from the action and/or planned revisions of the COPT plan.
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				means that women may feel they have fewer alternatives to avoid the increased journey times and associated costs of continuing to travel by private car.			
<b>Sexual Orientation</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	People are unlikely to be disproportionately impacted by the COTP based on their sexual orientation			

<b>Religion or Belief</b>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<ul style="list-style-type: none"> <li>Places of worship within the central Oxfordshire area may disproportionately benefit in terms of reduced traffic volumes, improved air and noise pollution, and safer roads compared to places of worship outside the ring road. It should be easier, safer, and more convenient to walk and cycle to these places of worship as a result. Improving conditions for cycling and walking is likely to benefit those who regularly attend places of worship. These destinations are generally used locally within cycling and walking catchments.</li> </ul>	The detail of each COTP action will need careful consideration at the project level, through a bespoke EIA, to identify if religious groups and/ or places of worship are disadvantaged by the proposals.	Rob Freshwater, Senior Transport Planner.	In line with the individual project which will arise from the action and/or planned revisions of the COTP.
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### Section 3: Impact Assessment - Additional Community Impacts

Additional community impacts	No Impact	Positive	Negative	Description of impact	Any actions or mitigation to reduce negative impacts	Action owner (*Job Title, Organisation)	Timescale and monitoring arrangements
<b>Rural communities</b>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>COTP seeks to improve access to facilities from the rural areas both within and outside of the central Oxfordshire area including access to employment, key facilities and services, with a focus on doing so by non-car means; or with a shorter car journey and the need to interchange to bus, rail or active travel mode. The plan identifies transport hubs as potential locations where key facilities could be provided for rural communities.</p> <p>Careful consideration will be required to ensure that people from rural areas are not disadvantaged over those dwelling in urban areas where there is greater choice over transport mode.</p>	The detail of each COTP action will need careful consideration at the project level, through a bespoke EIA, to ensure that the proposals fully consider the implications for rural communities.	Rob Freshwater, Senior Transport Planner.	In line with the individual project which will arise from the action and/or planned revisions of the COTP.
<b>Armed Forces</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	People in the armed forces are unlikely to be disproportionately impacted by the COTP.			
<b>Carers</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Travel for Carers, both employed carers and those under informal arrangements, can	detail of each COPT The	Rob Freshwater,	In line with the individual project

Additional community impacts	No Impact	Positive	Negative	Description of impact	Any actions or mitigation to reduce negative impacts	Action owner (*Job Title, Organisation)	Timescale and monitoring arrangements
				<p>have complex needs/complex journeys. This could be due to the origin and destination, the mobility/disability/age of the person being cared for or the type of goods or equipment that needs transport for or with that person. Every situation is different.</p> <p>Many carers will be car dependent and without blue-badge parking permits. It is therefore likely that the COTP will disadvantage some people in this group, through a focus on trips can be carried out by walking, cycling or public transport, or that a blue-badge will enable access or parking; neither of which is likely to be the case.</p> <p>The 2021 Oxfordshire Joint Strategic Needs Assessment reports there being approximately 60,000 unpaid carers in Oxfordshire, around 10 per cent of the total population, 17,400 of whom provide 20 hours of care or more. The introduction of some of the measures proposed in COTP may increase journey times in the short term</p>	<p>action will need careful consideration at the project level, through a bespoke EIA, to ensure that the proposals fully consider the implications for Carers both those formally employed or those with informal arrangements.</p>	<p>Senior Transport Planner.</p>	<p>which will arise from the action and/or planned revisions of the COPT plan.</p>

Additional community impacts	No Impact	Positive	Negative	Description of impact	Any actions or mitigation to reduce negative impacts	Action owner (*Job Title, Organisation)	Timescale and monitoring arrangements
				and/or distances for carers who travel by private car, which may lead to carers being unable to attend as regularly or cause delays to their expected arrival times. This is likely to have a disproportionately negative impact on disabled people reliant upon this care. Reduced traffic congestion on roads could improve accessibility for some who depend upon private car usage.			
<b>Areas of deprivation</b>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	The COTP and its actions will benefit all residents including those in areas of deprivation. By requiring Health Impact Assessments for significant infrastructure projects we will ensure impacts on vulnerable or disadvantaged groups are identified and addressed. Proposals set out in COTP are likely to reduce congestion across the area. This may create improved conditions for buses. Those on lower incomes are less likely to have access to a car and (nationally) are twice as likely to use buses as those on higher incomes and are therefore likely to disproportionately benefit from these improvements.	The detail of each COTP action will need careful consideration at the project level, through a bespoke EIA, to ensure that the proposals fully consider the implications for areas of deprivation	Rob Freshwater, Senior Transport Planner.	In line with the individual project which will arise from the action and/or planned revisions of the COTP.

Additional community impacts	No Impact	Positive	Negative	Description of impact	Any actions or mitigation to reduce negative impacts	Action owner (* Job Title, Organisation)	Timescale and monitoring arrangements
				<p>Cycling and walking are also normally the lowest-cost transport modes. Improvements in conditions for people using these modes may enable those on lower incomes to make more cycling and walking trips.</p> <p>Community activation – Measures to support infrastructure schemes will enable the whole community and particularly those with greatest need to benefit from the improvements.</p> <p>Passenger micromobility – Will improve simple, low cost access to bicycles and e-scooters for all residents and help to unlock more town for more people.</p>			



### Section 3: Impact Assessment - Additional Wider Impacts

Additional Wider Impacts	No Impact	Positive	Negative	Description of Impact	Any actions or mitigation to reduce negative impacts	Action owner* (*Job Title, Organisation)	Timescale and monitoring arrangements
<b>Staff</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Staff will not be disproportionately impacted as a result of proposals set out in the COTP	The detail of each COTP action will need careful consideration at the project level, through a bespoke EIA, to ensure that the proposals fully consider the implications on county council staff.	Rob Freshwater, Senior Transport Planner.	In line with the individual project which will arise from the action and/or planned revisions of the COTP.
<b>Other Council Services</b>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>The COTP will benefit resident's health, wellbeing and accessibility. This will have positive impacts on other services such as public health.</p> <p>However, there may be specific services which need to change work practices due to the transport implications. E.g. conducting home visits/site visits within a specific geographic area by a</p>	The detail of each COTP action will need careful consideration at the project level, through a bespoke EIA, to ensure that the proposals full consider the implications across Other Council Services.	Rob Freshwater, Senior Transport Planner.	In line with the individual project which will arise from the action and/or planned revisions of the COTP.

<b>Additional Wider Impacts</b>	<b>No Impact</b>	<b>Positive</b>	<b>Negative</b>	<b>Description of Impact</b>	<b>Any actions or mitigation to reduce negative impacts</b>	<b>Action owner* (*Job Title, Organisation)</b>	<b>Timescale and monitoring arrangements</b>
				specific person on a specific day.			
<b>Providers</b>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	COTP will improve accessibility for providers using sustainable transport however it potentially increases journeys times for Council providers using cars and vans	The detail of each COTP action will need careful consideration at the project level, through a bespoke EIA, to ensure that the proposals full consider the implications across Other Council Service providers	Rob Freshwater, Senior Transport Planner.	In line with the individual project which will arise from the action and/or planned revisions of the COTP.
<b>Social Value <sup>1</sup></b>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Measures set out in the COTP will bring social value benefits such as making bus journeys quicker and more reliable, make cycling and walking safer and more attractive, and reducing local air pollution to improve the health and wellbeing of communities across central Oxfordshire. Proposals are likely to have a net positive impact on the	The detail of each COTP action will need careful consideration at the project level, through a bespoke EIA, to ensure that the proposals full consider implications on social value	Rob Freshwater, Senior Transport Planner.	In line with the individual project which will arise from the action and/or planned revisions of the COTP.

<sup>1</sup> If the Public Services (Social Value) Act 2012 applies to this proposal, please summarise here how you have considered how the contract might improve the economic, social, and environmental well-being of the relevant area

<b>Additional Wider Impacts</b>	<b>No Impact</b>	<b>Positive</b>	<b>Negative</b>	<b>Description of Impact</b>	<b>Any actions or mitigation to reduce negative impacts</b>	<b>Action owner* (*Job Title, Organisation)</b>	<b>Timescale and monitoring arrangements</b>
				area's residents, including Protected Characteristic Groups.			

## Section 4: Review

Where bias, negative impact or disadvantage is identified, the proposal and/or implementation can be adapted or changed; meaning there is a need for regular review. This review may also be needed to reflect additional data and evidence for a fuller assessment (proportionate to the decision in question). Please state the agreed review timescale for the identified impacts of the policy implementation or service change.

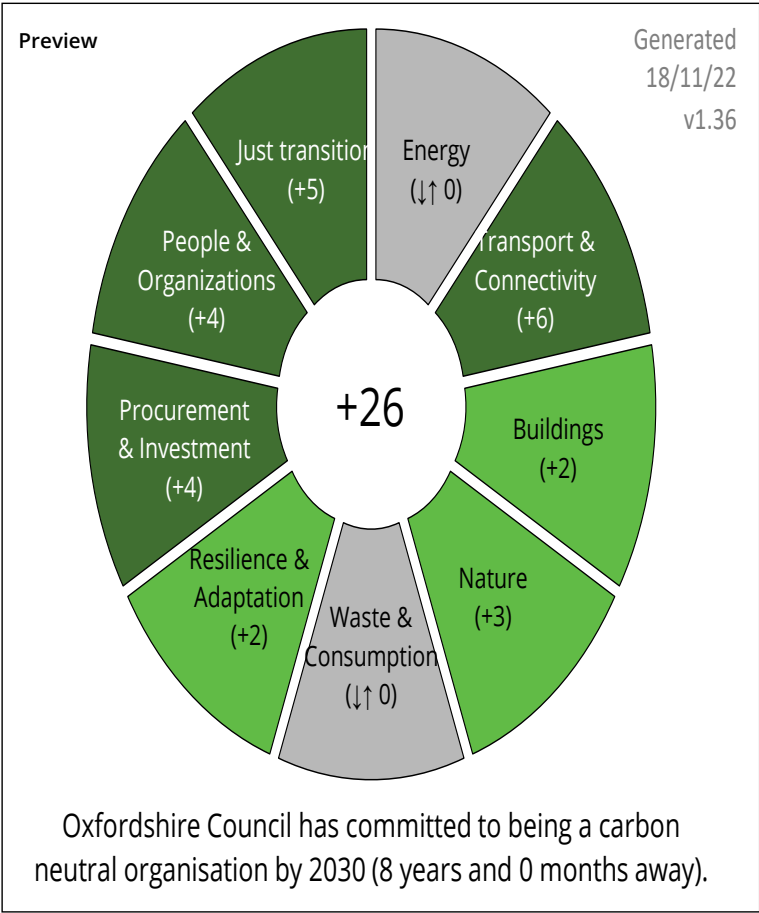
<b>Review Date</b>	<b>Autumn 2022</b>
<b>Person Responsible for Review</b>	<b>Robert Freshwater</b>
<b>Authorised By</b>	<b>Hannah Battye</b>

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Climate Impact Assessment

Summary

Directorate and Service Area	Environment and Place, Place Making
What is being assessed	Central Oxfordshire Travel Plan
Is this a new or existing function or policy?	A new policy document
Summary of assessment	<p>The Central Oxfordshire Travel Plan (COTP) sets out the transport strategy for the central Oxfordshire area from 2023 to 2040, with a focus over the period to 2032. It is part of a suite documents that sit under the Local Transport and Connectivity Plan (LTCP), which was adopted by Oxfordshire County Council in July 2022. The plan outlines a clear vision to deliver a net-zero Oxfordshire transport system that enables the county to thrive whilst, protecting the environment and making Oxfordshire a better place to live for all residents.</p> <p>We plan to achieve this by reducing the need to travel, discouraging unnecessary individual private vehicles and making walking, cycling, public and shared transport the natural first choice. Policies have been identified in a range of key categories in order to achieve this. We will monitor the progress of COTP to assess how it is delivering against identified targest. Where needed, updates to the document could be made.</p>
Completed by	Robert Freshwater
Climate action sign off by	Tammy Marrett
Director sign off by	Hannah Battye
Assessment date	44883



Detail of proposal

Context / Background	<p>The Central Oxfordshire Travel Plan (COTP) forms part of the counties statutory Local Transport and Connectivity Plan. COTP sets out a vision for transport across the central Oxfordshire area and identifies a set of actions needed to deliver this. The plans targets and actions will be used to influence and inform how we manage transport and the types of schemes we implement.</p> <p>The current transport plan covering the area (OTS) was approved by the council in 2015. As part of the counties Local Transport Plan 4, It provided a strategic transport policy framework for the Oxford area over the last few years. However, the local and regional policy context has changed significantly since the publication of LTP4. This includes the council’s new corporate priorities, commitment to enabling a zero carbon Oxfordshire by 2050 and increased national emphasis on encouraging walking, cycling and public transport use. Informed by the councils recently adopted LTCP , the COTP will develop a transport framework for the central Oxfordshire area that reflects these changes and implements a new way of thinking.</p>
Proposal	<p>Informed by the adopted LTCP documents, COTP outlines a clear vision to deliver a net-zero transport system that enables the county to thrive, protects the environment and makes the county a better place to live for all residents.</p> <p>Across the Central Oxfordshire area, we plan to achieve this by, look at ways to avoid unnecessary travel, reducing the need to travel, Shifting travel use towards shorter sustainable travel trip options and improving our travel networks. A set of actions have been identified including in the following key areas in order to achieve this:</p> <ul style="list-style-type: none"><li>• Making space for and improving priority and safety of sustainable modes (Walking and cycling, public transport)</li><li>• Healthy place shaping</li><li>• Road safety</li><li>• Digital connectivity</li><li>• Air and environmental quality</li><li>• Managing Travel Demand</li><li>• Innovation</li><li>• Freight</li></ul> <p>It was decided that this was the best course of action in order to address the following key challenges. 1) Climate and emissions: Exceedance of legal emission levels and the need to rapidly reduce carbon emissions from all transport related activities.</p> <p>2) Housing, jobs, and regeneration: Over the period 2011 to 2031 , at least 15,000 new homes in the Oxford area required to meet the City’s unmet housing need. , Whilst population growth within Oxford itself over the period 2020-2030 is expected to be modest (+8%), areas on the city’s immediate periphery are expected to see significant growth.</p> <p>3) Attractive sustainable travel: Levels of congestion across the COTP area cause unreliable journey times for many people. Based on current trends, increased demand for movement in the area will exacerbate congestion in future years. This has a significant detrimental effect on quality of life for residents and the attractiveness as a place to live and work.</p> <p>4) Equality: The COTP area includes some of the most deprived areas in the county. Inequalities in life expectancy at birth from least to most deprived across Oxford are estimated at 13.8 years for men, and 11.2 years for women.</p> <p>5) Health: Whilst the Oxford area has one of the lowest percentages of overweight or obese adults compared to nationally (49% vs 62%), physical inactivity and obesity remains one of the area’s most significant and growing health issues.</p>
Evidence / Intelligence	<p>The COTP, draws on an evidence based for the Local Transport and Connectivity Plan (LTCP), summarised within the LTCP itself. Additional analysis of existing held datasets has helped to identify the challenges and underpin the actions identified. This has included:</p> <ul style="list-style-type: none"><li>• Local authority air quality reporting</li><li>• Local authority held traffic data</li><li>• National publicly available research and surveying</li><li>• National Travel Survey data</li><li>• Local Authority Health data</li><li>• Local Authority road collision data</li><li>• Local and national demographic data sets and projections</li></ul> <p>Underpinning the COTP document is a grounding in the adopted LTCP and its accompanying evidence which included 3 rounds of public engagement and consultation periods. During the drafting of the COTP document there has been broad engagement with various local council teams whose input and evidence has further helped to refine proposals. The plan is also informed by previous and more recent engagement on individual measures identified in COTP and their emerging technical work, for example identified traffic filter, Workplace Parking Levy and Zero Emission Zone proposals.</p>
Alternatives considered / rejected	<p>A do nothing approach was not considered appropriate for a range of reasons. This includes:</p> <ul style="list-style-type: none"><li>• Changes to national, sub-national and local policy since 2016 that need to be reflected</li><li>• The previous OTS and LTP4 does not account for new priorities such as decarbonisation</li><li>• Doing nothing is also not an option because it would not address the problems of traffic congestion and local air pollution and climate change would remain and worsen if nothing is done. Investment in sustainable transport infrastructure is important and is a key part of our overall strategy.</li></ul> <p>However, opportunities to increase use of bus, cycling and walking, and railways, purely through sustainable transport infrastructure improvements are limited by the space available in a constrained city like Oxford, and by the availability of funds. The construction of large infrastructure projects of any kind also consumes resources and contributes to climate change.</p> <p>During the drafting process, a range of actions have been developed and amended. There are currently 22 identifiable actions in the COTP document. Additional actions have been considered but were not taken forward for reasons including duplication with the LTCP, poor alignment with the vision and broader objectives and level of ambition and feasibility challenges.</p>

Category	Impact criteria	Score (-3 to +3)	Description of impact	Actions or mitigations to reduce negative impacts	Action owner	Timeline and monitoring arrangements
Energy	Increases energy efficiency	N/A				
Energy	Promotes a switch to low-carbon or renewable energy	N/A				
Energy	Promotes resilient, local, smart energy systems	N/A				

Transport & Connectivity	Reduces need to travel and/or the need for private car ownership		<p>The COTP includes actions to support shared mobility and will be used to influence spatial planning and encourage the development of 20 minute neighbourhoods. It also includes specific travel demand management policies aimed at reducing private car use in the area. Emerging technical work on some individual proposals suggested by the plan could lead to a reduction in traffic levels by 50-70% in parts of the central Oxfordshire area. Many of the measures will be subject to separate project development and detailed consultation which will be important in defining the extent of successful impact. At this point a number of key measures also remain unfunded</p>	<p>Over the years the county council has been introducing sustainable schemes to improve links within the central Oxfordshire area. This includes along Botley Road, routes in Headington, tow path upgrades and more recently Quickway cycle routes. Other schemes are planned to be introduced over the next few years including along the A40 and A44. Over time, traffic reduction measures identified in the COTP will mean more road space can be reallocated to create wider cycle and pedestrian routes and give these modes greater priority at junctions in the city. Further details of proposals include those set out in schemes like the Oxford Traffic Filters scheme. Some of the measures proposed in the plan, including traffic filters may lead to some traffic increases on the Oxford ring road and outer sections of the city's radial routes. It is expected that such impacts would be monitored and where required acted upon at an individual scheme level.</p>	Combination of actions will be delivered by individual projects and a range of stakeholders.	COTP to be reviewed within 5 years of being approved. As part of the LTCP, COTP will be monitored annually.
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Transport & Connectivity	Supports active travel		<p>COTP includes a number of actions that will be central to influencing and supporting work on active travel including supporting existing documents like the Oxford and Kidlington LCWIP. Some measures identified in the plan are expected to lead to an immediate reduction in traffic levels in some areas which will immediately reduce danger to pedestrians and cyclists and over time allow more road space to be allocated for cycle lanes and wider pavements and better public realm. This in turn will encourage greater use of active travel modes. Many of the measures outlined in COTP will be subject to separate project development and detailed consultation which</p>		Combination of actions will be delivered by individual projects and a range of stakeholders.	COTP to be reviewed within 5 years of being approved. As part of the LTCP, COTP will be monitored annually.
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Transport & Connectivity	Increases use of public transport		<p>Travel demand management measures and public transport actions identified in the COTP document would lead to reduced traffic levels and congestion across the area. This will create improved conditions for buses including quicker and more reliable journeys. This and modal shift from private car to bus will increase use of buses incl. Park &amp; Ride, with some car trips also expected to transfer to rail.</p>		Combination of actions will be delivered by individual projects and a range of stakeholders.	COTP to be reviewed within 5 years of being approved. As part of the LTCP, COTP will be monitored annually.
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Transport & Connectivity	Accelerates electrification of transport		2	The COTP includes actions to support the uptake of electric vehicles including E-scooters and 159 new electric buses across the central oxfordshire area. The plan also includes measures to expand the scale of the city Zero Emission Zone area. It would be expected that further details of how such an expanded scheme would opperate including charges/ accessibility and potential exemptions would be set out at an individual project level. Many of the measures will be subject to seperate project development and detailed consultation		Combination of actions will be delivered by individual projects and a range of stakeholders.	COTP to be reviewed within 5 years of being approved. As part of the LTCP, COTP will be monitored annually.
Buildings	Promotes net zero new builds and developments		1	The COTP includes a number of actions which will be a key part of changing how residents travel across the central Oxfordshire area including supporting sustainable transport use in new developments		Combination of actions will be delivered by individual projects and a range of stakeholders.	COTP to be reviewed within 5 years of being approved. As part of the LTCP, COTP will be monitored annually.
Buildings	Accelerates retrofitting of existing buildings		N/A				
Nature	Protects, restores or enhances biodiversity, landscape and ecosystems		1	The COTP includes policies related to the development of sustainable travel. Reducing private car use and encouraging modal shift to sustainable alternatives will help to protect biodiversity and provide better air quality. Reductions in traffic will also allow natural green and public spaces to be better protected or even created / enhanced including through better air quality, for exmaple.	There is a potential for air and surface water quality impacts due to the proximity of the A34 to the Oxford Meadows SAC and potential increases in traffic flow on A34 as a result of some of the proposals (including traffic filters) within the COTP. Where individual schemes are expected to have adverse impacts individual assessments including HRA's are expected to be completed and reported on to inform decision making.	Combination of actions will be delivered by individual projects and a range of stakeholders.	COTP to be reviewed within 5 years of being approved. As part of the LTCP, COTP will be monitored annually.
Nature	Develops blue and green infrastructure		1	Through COTP and its overarching document LTCP identifies actions to support the protection, maintenance and enhancement of the natural environment.		Combination of actions will be delivered by individual projects and a range of stakeholders.	Regular review and monitoring of COTP (within 5 years of being approved)
Nature	Improves access to nature and green spaces		1	Specific actions within COTP including on traffic reduction will help to support better access to nature and green spaces particularly within the city of Oxford by means of bus, or active travel. Actions also include development of a central Oxfordshire Active Travel Network		Combination of actions will be delivered by individual projects and a range of stakeholders.	COTP to be reviewed within 5 years of being approved. As part of the LTCP, COTP will be monitored annually.
Waste & Consumption	Reduces overall consumption		N/A			Combination of actions will be delivered by individual projects and a range of stakeholders.	COTP to be reviewed within 5 years of being approved. As part of the LTCP, COTP will be monitored annually.
Waste & Consumption	Supports waste prevention and drive reuse and recycling		N/A				
Resilience & Adaptation	Increases resilience to flooding		N/A				
Resilience & Adaptation	Increases resilience to other extreme weather events (e.g., storms, cold snaps, heatwaves, droughts)		1	Reduced traffic levels and highway capacities proposed within the plan will allow for highway reallocation to alternate uses including, potential for increasing biodiversity, (i.e opportunities for pocket parks), better drainage attenuation etc which could assist at improving air quality. The plan also identifies adapting the areas streetscape to work to the Healthy Streets principles			

Resilience & Adaptation	Increases resilience of council services, communities, energy systems, transport infrastructure and/or supply chains		Actions identified within the COTP should reduce traffic levels and highway capacities 1 should reduce the need for as much road maintainance or structural repairs on some roads across the central Oxfordshire area.		Combination of actions will be delivered by individual projects and a range of stakeholders	COTP to be reviewed within 5 years of being approved. As part of the LTCP, COTP will be monitored annually.
Procurement & Investment	Procurement practices prioritise low-carbon options, circular economy and sustainability	N/A				
Procurement & Investment	Investment being considered supports climate action/ is consistent with path to net zero		The COTP will be used to inform development of identified transport schemes. This will ensure schemes are consistent with delivering net-zero transport. 2		Combination of actions will be delivered by individual projects and a range of stakeholders	COTP to be reviewed within 5 years of being approved. As part of the LTCP, COTP will be monitored annually.
People & Organizations	Drives behavioural change to address the climate and ecological emergency		The COTP and supporting schemes will encourage behaviour change to more sustainable modes of transport. Many of the measures outlined in COTP that will drive 2 behaviour chance be subject to seperate project development and detailed consultation which will be important in defining the extent of successful impact. At this point a number of key measures also remain unfunded	If individual schemes within the COTP plan are progressed, it its anticipated that communications would be required to promote the scheme, making all content accessible, and, where relevent seek to support residents and others through any transition period, particularly where measures relate to travel demand management interventions/ information to support mode shift . This may require third sector outreach, for example, disability groups and would be expected to be developed as part of a wider communications and enagement strategy.	Combination of actions will be delivered by individual projects and a range of stakeholders.	COTP to be reviewed within 5 years of being approved. As part of the LTCP, COTP will be monitored annually.
People & Organizations	Drives organizational and systemic change to address the climate and ecological emergency		The COTP and its actions will be used to inform council decision making and work to ensure it considers net-zero transport. Measures identified in the plan will effect staff travel, encouraging more employees to use sustainable modes for travel to work and when on business related travel within the central Oxfordshire area 1		Combination of actions will be delivered by individual projects and a range of stakeholders.	COTP to be reviewed within 5 years of being approved. As part of the LTCP, COTP will be monitored annually.
Just transition	Promotes green innovation and job creation		The COTP includes policies to support innovative transport 1 Actions identified in COTP will reduce air pollution levels and encourage greater use of active travel modes. This will improve the health of local residents and visitors. Many of the measures outlined in COTP that will		Combination of actions will be delivered by	COTP to be reviewed within 5 years of being approved. As part of the
Just transition	Promotes health and wellbeing		2 promote health and wellbeing will be subject to seperate project development and detailed consultation which will be important in defining the extent of successful impact. At this point a number of key measures also remain unfunded		Combination of actions will be delivered by individual projects and a range of stakeholders.	COTP to be reviewed within 5 years of being approved. As part of the LTCP, COTP will be monitored annually.

Just transition	Reduces poverty and inequality	<div>2</div> <p>A seperate Equality Impact Assessment has been prepared which has further details. The COTP will help to address inequality by delivering transport improvements for all residents and creating a more balanced transport system. There are specific actions with the plan to ensure that all residents can receive the benefits of transport improvements, including through measures like community activation. Those on lower incomes are less likely to have access to a car and (nationally) and are twice as likely to use buses as those on higher incomes. They are therefore more likely to disproportionately benefit from proposals in the plan to support sustainable travel options like cycling, walking and public transport. Cycling and walking are normally the lowest-cost transport modes. Improvements in conditions for people using these modes may enable those on lower incomes to make more cycling and walking trips. Improved public transport, walking and cycling routes will also improve access to employment.</p>	Combination of actions will be delivered by individual projects and a range of stakeholders.	COTP to be reviewed within 5 years of being approved. As part of the LTCP, COTP will be monitored annually.
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## **Divisions Affected – All**

### **Cabinet**

**29 November 2022**

## **OXFORD TRAFFIC FILTERS**

### **Report by Corporate Director for Environment and Place**

## **RECOMMENDATIONS**

**Cabinet is RECOMMENDED to:**

- (a) approve the making of an Experimental Traffic Regulation Order (or Orders) introducing six traffic filters in Oxford as described in Annex 8, subject to further minor changes to allow the scheme to operate as intended without affecting the scheme outcomes;
- (b) authorise delegation to the Corporate Director for Environment and Place to make and implement the necessary Experimental Traffic Regulation Order(s) and make and implement any relevant adjustments to the scheme once it is in force;
- (c) noting that an Experimental Traffic Regulation Order allows the council to adjust the scheme once it is in force, authorise the Corporate Director for Environment and Place (in consultation with the Director for Law and Governance and the Cabinet Member for Travel and Development Strategy) to make changes to the experimental scheme before it comes into force, provided that these changes do not materially alter the scheme's impacts, particularly in relation to bus journey time savings and
- (d) approve the development and implementation of the infrastructure and supporting systems required for the traffic filters, at an estimated cost of £6.458m.

## **Executive summary**

1. Across Oxfordshire, Oxfordshire County Council wants to reduce unnecessary journeys by private vehicles and make walking, cycling, public and shared transport the natural first choice. This will help deliver an affordable, sustainable

and inclusive transport system that enables the county to thrive whilst protecting the environment and making Oxfordshire a better place to live for all residents.

2. Traffic filters are an important tool to achieve this in Oxford. They will:
  - make walking and cycling safer and more attractive
  - make bus journeys quicker and more reliable
  - enable new and improved bus routes
  - support investment in modern buses (including the ZEBRA project to fund up to 159 electric buses)
  - help tackle climate change, reduce local air pollution and improve the health and wellbeing of our communities
3. Traffic filters on main roads have been part of Oxford's transport strategy since 2015, including the recently adopted Local Transport and Connectivity Plan. They are a key tool to reduce motorised traffic in the city, and were subject to public consultation in 2019, alongside a citywide workplace parking levy.
4. The council engaged extensively with community groups, residents' associations, businesses and stakeholders on amended traffic filter plans (alongside proposals for a workplace parking levy and expanded zero-emission zone) between February and September 2022.
5. Many organisations requested that we phase the consultation and implementation of the three schemes. Based on this feedback it was decided to bring forward the traffic filter proposals first and introduce them as a trial under an experimental traffic regulation order (ETRO). Such a process would allow the council to monitor the impact of the traffic filters, seek views on how they are working and make changes, if necessary, before making any long-term decision about them.
6. Further changes were made to the proposals based on feedback received from stakeholders during this engagement process.
7. Regulations require a highway authority to consult with statutory consultees such as emergency services before introducing an ETRO. Given the wide-ranging nature of this scheme, a more comprehensive public consultation was undertaken, to include the statutory consultees, but also to invite comment from the wider public.

8. A public consultation on the amended traffic filter proposals, to be implemented as a trial rather than permanent scheme, ran from 4<sup>th</sup> September to 13<sup>th</sup> October 2022, and was promoted widely using a range of communication channels and events (see Annex 1). The traffic filter consultation was held concurrently with a public consultation on an updated transport strategy for the Central Oxfordshire area (including Oxford) - the Central Oxfordshire Travel Plan (COTP).
9. This report summarises the outcomes of the public consultation, changes to the scheme in response to the consultation, the scheme's forecast impacts, and the financial implications of implementing the scheme. Cabinet is recommended to approve an amended version of the scheme for implementation after Botley Road re-opens following the rail station and rail bridge improvement works.

## **Corporate Policies and Priorities**

10. Traffic filters will support the council's nine priorities:
  - Put action to address the climate emergency at the heart of our work
  - Tackle inequalities in Oxfordshire
  - Prioritise the health and wellbeing of residents
  - Support carers and the social care system
  - Invest in an inclusive, integrated and sustainable transport network
  - Preserve and improve access to nature and green spaces
  - Create opportunities for children and young people to reach their full potential
  - Play our part in a vibrant and participatory local democracy
  - Work with local businesses and partners for environmental, economic and social benefit
11. In July 2022, Oxfordshire County Council adopted its new Local Transport and Connectivity Plan (LTCP) which sets a clear vision to deliver a net-zero transport system that enables Oxfordshire to thrive, protects the environment and makes the county a better place to live for all residents. This includes ambitious targets to:
  - replace or remove 1 in 4 car trips in Oxfordshire by 2030
  - deliver a net-zero transport network by 2040, and

- have zero, or as close as possible, road fatalities or life-changing injuries by 2050.
12. To help deliver the LTCP vision, the emerging Central Oxfordshire Travel Plan proposes a set of 22 actions to support a more sustainable and reliable transport system across the central Oxfordshire area, including proposals for traffic filters which are required to address several challenges, including the need to:
- reduce exposure to air pollution and rapidly reduce carbon emissions from all transport related activities
  - reduce congestion and its negative impacts on bus services and economic productivity and vitality
  - encourage more sustainable development, making greater use of limited road space and prioritising public transport, walking and cycling
  - improve health and wellbeing and reduce health inequalities
13. A Statement of Reasons is included in Annex 2.

## **Alternatives considered**

14. Several potential alternative options to manage traffic and travel demand have been considered to inform previous engagement on traffic filter and workplace parking levy (WPL) proposals in 2019 (Connecting Oxford), and before that, the Oxford Transport Strategy (OTS), which was adopted in 2015. Options considered were:
- Public parking reduction
  - Workplace parking levy
  - Road user charging
  - Traffic filters
  - Road building and highway capacity improvements
15. The preferred measures in the OTS and Connecting Oxford combined a workplace parking levy with traffic filters across the city and which would support strategy objectives by bringing about sustained traffic reduction and modal shift from private car travel, as well as funding for transport investment. Concerns

around fairness of a city-wide road user charging scheme, particularly on low income and other vulnerable groups, plus high implementation and administration costs, meant this option was unlikely to be achievable and so was not taken forward. Conversely, traffic filters were seen as providing a more equitable and cost-effective solution and which had greater support (linked to experience with city centre bus gates).

## **February to September 2022 engagement**

16. In February 2022, proposals for traffic filters, an expanded zero emission zone (ZEZ), and a workplace parking levy (WPL) were announced. Following the announcement, officers have held over 100 meetings with community and residents' groups, schools, employers, faith organisations and a wide range of other stakeholders.
17. The main concerns raised were that:
  - responding to three such major proposals at the same time is difficult;
  - the traffic filters may create access problems, particularly for residents living near them and for businesses across the city;
  - the traffic filters will displace traffic and pollution to other parts of the city, including the ring road; and
  - more evidence is needed on the impact of traffic filters to form a final view on them, particularly in relation to the wider congestion and air quality effects of the scheme

## **September/October 2022 public consultation**

18. A public consultation ran from 4 September to 13 October 2022 on amended proposals (see consultation brochure at Annex 3) designed to address the four concerns above. The changes included:
  - focusing on the traffic filters alone initially, with consultations on the ZEZ and WPL deferred until 2023;
  - a range of new exemptions and permits to address residents' and businesses' access concerns; and



- progressing the scheme as a trial in the first instance, with a six-month consultation period while the trial is in progress to allow people to see the impacts first hand.
19. Although the scheme will initially be a trial – implemented using an Experimental Traffic Regulation Order (ETRO) – the relevant regulations require the council to consult specific organisations – “statutory consultees” – affected by the proposals (e.g. emergency services) before the trial begins. Given the wide-ranging nature of this scheme, a wider public consultation was completed and widely publicised (see Annex 1) in addition to the limited consultation required by the regulations. This included online and in-person events open to all, as well as one to one discussions with stakeholders.
  20. A summary of the key points raised in responses from the statutory stakeholders and other selected stakeholder groups is at Annex 4.
  21. The council received a total of 5700 consultation responses (5526 responses via Let’s Talk Oxfordshire and 174 paper copies of the survey), along with a further 485 emails. An analysis of these responses is at Annex 5. Whilst a variety of views were expressed about the scheme, a majority of responses were from people expressing concerns about the proposals. The main concerns and officer responses are summarised at Annex 6.
  22. A petition signed by 3921 people (at time of writing) was received opposing the Marston Ferry Road and Hollow Way traffic filters, on the grounds that the proposals would “separate communities within Oxford, disproportionately discriminating against elderly, vulnerable, pregnant and disabled individuals.” The petition argues that “the county council has not adequately made the case for traffic filters on key connecting roads outside of Oxford city centre, and this petition signals a significant public opposition towards filters proposed on Marston Ferry Road & Hollow Way.”
  23. A second petition signed by 1856 people (at time of writing) was received expressing concerns about traffic increases on Botley Road, stating “Oxfordshire County Council's plans for new traffic filters in Oxford centre would result in Botley Road being the main access route for all the traffic for Oxford Train Station, Osney Mead, the new Oxpens development and the Westgate Shopping Centre. People who use or live near Botley Road also deserve to benefit from a big reduction in traffic, congestion and pollution. We call on Oxfordshire County Council to change these plans so that traffic to some of these destinations, particularly the Westgate Shopping Centre, is directed elsewhere.”
  24. During the consultation period, Oxfordshire Liveable Streets (a local interest group) commissioned research by YouGov to ascertain views of Oxford

residents about traffic filters. 249 people were asked the following question: “Six new 'traffic filters' are being considered which are designed to reduce traffic levels across Oxford, making bus journeys quicker and walking and cycling safer. When they are operating, most private cars will not be allowed through without a permit. All other vehicles including buses and emergency services will be allowed at all times. Having read the above, would you support or oppose such a measure?” In response, 60% supported and 31% opposed the measure.

25. Officers have not been able to verify exactly what information about the proposals was made available to those signing the petitions or participating in the YouGov survey.

## **Proposed changes to the scheme**

26. Annex 7 outlines changes to the scheme recommended by officers to address the points raised during the engagement and consultation process. The most significant changes are:

- Phased implementation of the Marston Ferry Road and Hollow Way traffic filters, starting with reduced operating hours of 7am – 9am and 3pm – 6pm initially, and only increasing this to 7am – 7pm if supported by monitoring; and
- Expansion of residents' day passes to include 25 day passes per vehicle per year for residents of Oxfordshire outside the Oxford permit area (with a maximum of one vehicle per person and two vehicles per household)

Residents in the Oxford permit area, who are most affected by the scheme, would still receive a maximum of 100 day passes per vehicle per year (with a maximum of one vehicle per person and three vehicles per household).

27. The final scheme definition, incorporating all changes made in response to the consultation, is at Annex 8.
28. Officers are seeking delegated authority (in consultation with the relevant Cabinet member) to make further changes to the trial scheme before it comes into force, if necessary.
29. An Experimental Traffic Regulation Order allows the council to make changes during the course of the Order. Any change will be subject to 6 months objection period, see below under Legal Implications.

## Scheme benefits and impacts

30. The development and assessment of the traffic filters have been supported by a range of modelling and analysis. The figures below are based on the proposals published for consultation. The proposed changes to the scheme in response to the consultation feedback are expected to have only a very marginal impact on the overall quantified scheme impacts, but will help address specific concerns expressed in the consultation about certain localised traffic impacts and/or certain social and economic impacts.

- During the morning and evening peak periods, reduce total traffic flows by around 20% across the city inside the ring road, and around 35% in the city centre
- Improve average bus journey times during the day by 6.5% across the Oxford SmartZone, which includes Oxford and surrounding areas
- Increase bus and Park and Ride use by up to 10%
- Enable new and improved bus routes, particularly in the “Eastern Arc”
- Bus journey time and service enhancements would increase the number of residents who can access key locations within half an hour’s journey time: For example: Cowley over 28,000 residents; the John Radcliffe Hospital 55,000 residents; and Botley 37,000 residents
- Reduce road casualties by around 34 per year, of which over half would be reduced cycle casualties
- Lead to a 6% decrease in annual CO<sub>2</sub> emissions associated with road transport in the city
- Reduce NO<sub>2</sub> concentrations (Nitrogen Dioxide) along 76% of assessed roads and at 91% of existing monitoring locations, with the scheme not resulting in any exceedances of national air quality objectives
- Increase cycling and walking trips by around 10%

31. The traffic filters will cause some vehicles to divert via the ring road, potentially increasing the flows on the outer sections of some radial roads within the city and on the ring road (A34, Eastern By-Pass Road and A40). This includes forecasts of significant increases on the A4144 Woodstock Road; however, further analysis of the strategic transport modelling has shown that there is insufficient capacity to accommodate these increased traffic forecasts, so we would expect any increases to be lower. The proposed northbound bus lane

on Woodstock Road will also protect buses from any increases in delay on this section.

32. Traffic increases are also forecast on Botley Road west of the junction with Seacourt Park and Ride by around an average 10% across a typical weekday, whereas on the inner section of Botley Road at Osney Bridge, weekday flows are expected to reduce by 4% but it is acknowledged there is a risk of increases in traffic at certain times of the day (e.g. weekends, when Westgate is busiest) as a result of the traffic filters.
33. A more detailed summary of the impacts and benefits is in Annex 9. The full impact assessments are listed at the end of this report and are available at <https://www.oxfordshire.gov.uk/residents/roads-and-transport/connecting-oxfordshire/traffic-filters>, or at County Hall, New Road, Oxford, OX11ND.
34. The impact assessments were based on the version of the scheme published for consultation in September 2022. Annex 10 explains how the impact assessments would be affected by the proposed changes to the scheme in response to the consultation.

## **Complementary measures and other supporting actions**

### *Measures to support the trial scheme*

35. Table 1 below summarises complementary schemes to be introduced (subject to consultation and funding) in time for the start of the trial, apart from i) some temporary cycle schemes which may not be possible to introduce until the trial is underway and traffic effects have been observed, and ii) bus electrification (part-funded through Zero Emission Bus Regional Areas – ZEBRA – funding), which will be introduced over the next two years.
36. The ZEBRA scheme to provide 159 electric buses requires Go Ahead and Stagecoach to invest over £43m of their own capital. Both operators have stated that this investment cannot be made unless bus productivity in the Oxford Smart Zone area improves by at least 10%. The traffic filters are expected to achieve an estimated 6.5% improvement, with the remainder to come from other measures included in the Central Oxfordshire Travel Plan and Bus Service Improvement Plan.
37. All bus services operating on roads in the city will benefit from improved reliability and reduced journey times. Together with funding from developments, these improvements will enable new and improved bus routes linking Park & Ride sites, Summertown, Marston, Headington, Cowley and Oxford Business & Science Parks, as well as a direct north Oxford to west Oxford connection (see map at Annex 11).

38. If the trial is not made permanent, some of the measures in Table 1 may need to be removed or amended. The reversal of the Woodstock Road bus lane is the only major infrastructure change but is justified (and supported by bus operators) now without the traffic filters, so this scheme would remain in place even if the traffic filters are not made permanent.

<b>Table 1: complementary measures for trial</b>	
<b>Measure</b>	<b>Cost range</b>
ZEBRA: 159 electric buses on routes across Oxford	Over £50m
Bus services – Eastern Arc and North-West route	£3m - £5m
Woodstock Road bus lane reversal (from southbound to northbound)	£1m - £3m
East Oxford Low Traffic Neighbourhood (selected filters)	Under £1m
Removal of on-street parking on Hollow Way	Under £1m
Bus and P&R fare deals (operator-led)	N/A
New e-scooter locations	Under £1m
Additional cycle parking	Under £1m
Temporary cycle schemes	Under £1m
Westgate monitoring & car parking management	Under £1m
Travel planning	Under £1m
50mph speed limits on ring road and A34 (subject to funding and National Highways approval)	Under £1m

39. If the trial is approved, officers will continue to investigate opportunities and funding for further complementary measures to support the trial.
40. Four local filters (Divinity Road, Southfield Road, Rectory Road and Princes Street) that are part of the East Oxford Low Traffic Neighbourhood trial currently in place (under an Experimental Traffic Regulation Order) would play an important role in supporting the six 'strategic' traffic filters. The East Oxford Low Traffic Neighbourhood trial has not yet concluded, and a decision about whether to make some or all of it permanent will not be made until 2023. After this decision has been made, the council will need to consider whether any further supporting measures are needed to support the trial of the 'strategic' traffic filters.

*Wider measures to support a permanent scheme (if approved)*

41. Table 2 below summarises the main Central Oxfordshire Travel Plan actions. These will be developed and implemented (subject to funding and consultation) whether the trial traffic filters are made permanent or not. If the traffic filters are made permanent, there will be opportunities to progress many of these actions significantly further and faster.

<b>Table 2: further complementary measures for future permanent scheme (in addition to measures listed in Table 1)</b>
<b>Measure</b>
Zero Emission Zone
Workplace Parking Levy
Public parking management
Cycle network: Quickways, Quietways and Connector routes
Pedestrian/cycle wayfinding and signage
Junction safety improvements
Cycle parking and cycle hire
Bus priority measures
Zero emission buses across central Oxfordshire
Oxford station and Cowley branch line
Transport hubs
Freight consolidation
HGV reductions and safer lorry scheme
Public realm improvements
Tourist coach management improvements
E-scooter hire
Electric vehicle charging points

## Implementation programme

42. Network Rail has recently confirmed that Botley Road will be closed from January to December 2023 for major upgrades to the station and rail bridge over Botley Road. It is therefore not advisable to implement a trial traffic filter scheme during 2023, because the closure of a major arterial route into the city will severely disrupt travel behaviour and would likely render any trial invalid and undermine its aims.
43. Officers therefore recommend that the trial starts after Botley Road re-opens.

## Financial and staffing implications

### Capital

44. The traffic filters were developed as part of the Connecting Oxford project (which also included the workplace parking levy) before becoming a separate project in March 2022. Previous and planned expenditure and funding for the project are shown in Table 3. The expenditure includes:
- Signage, back-office systems and enforcement cameras
  - Directional signage across Oxford and on the ring road
  - All staff costs
  - Professional fees for scheme design and assessment
  - Extensive monitoring and evaluation
  - Allowances for risk, contingency, optimism bias, of between 25% and 40% and inflation of 10%
45. The capital costs will be funded by government grants (Bus Service Improvement Plan and Growth Deal) and income from penalty charges.
46. In order to meet the trial scheme capital expenditure in FY 22/23, £0.598m will need to be forward funded by the Council and paid back once the BSIP funding is received in FY 23/24.
47. The estimated cost of £6.458m does not include any substantial changes to the scheme during and post the ETRO trial that require capital expenditure. Costs for any future supporting measures or streetscape improvements at the traffic filter locations are also excluded and these would be afforded if and when funding is made available. These costs are difficult to estimate because of the number of different scenarios that could present themselves such as removal or inclusion of an additional filter, or a requirement for other significant mitigations.

Table 3: Capital expenditure and funding, 2020 – 2026, £000							
	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26	Total (all years)

Connecting Oxford / Traffic filters expenditure	209	317	1674	2717	969		<b>5886</b>
Decommissioning expenditure (if required)						572	<b>572</b>
<b>Total expenditure</b>	<b>209</b>	<b>317</b>	<b>1674</b>	<b>2717</b>	<b>969</b>	<b>572</b>	<b>6458</b>
Growth Deal funding	209	317	1076	0	0	0	<b>1602</b>
BSIP funding	0	0		3400	0	0	<b>3400</b>
Penalty charge income	0	0	0	0	940	216	<b>1156</b>
Credit for re-use of Cameras						300	<b>300</b>
<b>Total funding</b>	<b>209</b>	<b>317</b>	<b>1076</b>	<b>3400</b>	<b>940</b>	<b>516</b>	<b>6458</b>
<b>Surplus / deficit</b>	<b>0</b>	<b>0</b>	<b>-598</b>	<b>683</b>	<b>-29</b>	<b>-56</b>	<b>0</b>

### Revenue

48. The scheme will result in significant ongoing operational expenditure (permit administration, processing of penalty charges, systems and infrastructure maintenance, and communications). These costs are expected to be covered entirely by income from penalty charges (see Table 4).
49. Staffing levels in the Customer Service Centre and Parking Team will need to be increased temporarily in advance of and during the trial to deal with permit applications, penalty charge notices, and other queries, at an estimated cost of around £530,000 per year. In addition to this, there will be ongoing annual costs for back-office systems (£200,000 per year) maintenance of enforcement cameras, signs and road markings (£150,000 per year) and communications (£100,000 per year).
50. Penalty charges are levied in order to achieve compliance with the scheme. Income from penalty changes will be used to cover the operating costs of the scheme as set out in the paragraph above. Penalty charges are expected to generate a surplus of £1.156m that can be used to cover some of the capital costs relating to the scheme.



51. Staff would be recruited on a temporary basis during the trial. Permanent staff would only be recruited if the scheme were made permanent following the trial.

<b>Table 4: Temporary operational expenditure and funding, 2023/24 – 2025/26, £000</b>				
	2023/24	2024/25	2025/26	Total
Traffic filters trial expenditure	586	1173	293	2052
Traffic filter trial penalty charge income	540	2159	509	3208
Deficit/(Surplus)	+46	-986	-216	-1156

52. The penalty charge income is uncertain; the estimate above is considered realistic based on other schemes in Oxford and elsewhere, but there is a risk that the project could result in realising less or more income than in table 4 above. A 10% swing either way on the tabled income would see the funding for the capital project either fall or increase by £0.321m.
53. Should the trial be successful, and the scheme made permanent, then the income from 2025/26 onwards would generate further surplus. This surplus could be used as a contribution towards any future mitigating measures or post-trial costs.
54. The proposed use of the surplus from penalty charges to cover part of the scheme's capital costs is permitted under Section 55 of the Road Traffic Regulation Act 1984.

Comments checked by: Rob Finlayson, Finance Business Partner

## Legal implications

55. The trial traffic filters would be introduced using an Experimental Traffic Regulation Order or Orders – ETRO(s) – under the Road Traffic Regulation Act 1984.
56. An ETRO allows the council to monitor a scheme's impacts and obtain feedback from communities, businesses and other organisations about the scheme, before deciding whether to make the scheme 'permanent' using a Traffic Regulation Order. An ETRO also allows the council to amend the scheme in response to monitoring or feedback.

57. The procedure for introducing an ETRO is determined by the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996. The main points are:
- The council must consult the organisations specified in Regulation 6 of the 1996 Regulations before making the ETRO (there is no minimum duration for such a consultation)
  - An ETRO may be in force for no longer than 18 months
  - During the first six months after the ETRO comes into force, anyone may object to the ETRO
  - Amendments can be made at any time during the 18 months. If the ETRO is amended, the council must allow a further six months for objections, from the date the amendment comes into force.
  - Once the ETRO has remained in force unamended for at least six months, the council may – having considered all objections made in accordance with 1984 Act – make the Order permanent.
58. Officers consider that the requirements of the 1996 Regulations have been met. The pre-ETRO consultation completed in September/October 2022 was open to anyone (not just the organisations specified in Regulation 6) and was widely publicised. The consultation lasted over five weeks and generated over 5000 responses. If the ETRO(s) is/are implemented, anyone will be able to make further representations to the council during the six-month objection period. These representations will be considered by the council when deciding whether to make the scheme permanent.

Comments checked by: Jennifer Crouch, Principal Solicitor

## **Monitoring and evaluation**

59. Monitoring of the traffic filters is fundamental to understanding their effectiveness in supporting objectives to reduce traffic levels within Oxford and which in turn reduces bus journey times and supports increased walking, cycling and public transport use. Monitoring will also help to identify whether any changes to the scheme design and/or supporting measures are required as well as informing any final decisions about whether to make the traffic filters permanent or not.

60. A monitoring framework has been prepared (see Annex 12) setting out a range of data collection and information collation and reporting cycle requirements to monitor the effects of the trial traffic filters. This proposes a broad range of activities to be able to monitor, for example, air quality exposure, changes in traffic and travel behaviour, journey times and journey time variability, impacts on residents and businesses, and compliance. Should a decision be made to go ahead with the trial, a detailed monitoring plan will be prepared well in advance of the start of the trial.

## **Climate action**

61. A Climate Impact Assessment is at Annex 13. The scheme will have a net positive impact particularly in terms of reducing travel by private car and increasing use of walking, cycling and public transport. Also, the traffic filters will support the introduction of brand-new electric buses accelerating electrification of transport in Oxfordshire.
62. Separately, an assessment of changes in CO<sub>2</sub> in 2024 as a result of the traffic filters, compared to a scenario without the filters in place, shows a 6% reduction in total annual CO<sub>2</sub> emissions from road transport in Oxford.

## **Equality & Inclusion Implications**

63. An Equalities Impact Assessment is at Annex 14. The traffic filters are likely to have a net positive impact, including on Protected Characteristic Groups. This is because traffic filters will help to make bus journeys quicker and more reliable, support the introduction of brand-new electric buses, make cycling and walking safer and more attractive, and reduce local air pollution to improve the health and wellbeing of Oxford's communities.
64. Improved conditions for buses will particularly benefit those who currently use buses, including some disabled people, women (who are more likely to use public transport than men), and 'Black/African/Caribbean/Black British' residents who have the highest public transport mode share by ethnic group in Oxford. There are also likely to be benefits for those who cycle (predominantly those aged 16-24 and those aged 25-44) due to reduced traffic. This will create a safer and more accessible environment for people cycling and has the potential to encourage people from all backgrounds to cycle.
65. It is acknowledged that the traffic filters may inconvenience some drivers and some of those who rely on cars, e.g. older people and people from certain ethnic groups.

66. However, it is important to recognise that motor vehicle access to all locations has been maintained. Exemptions for Blue Badge holders, people with short- and long-term mobility problems, disabled tax class vehicles, taxis and private hire vehicles, and both professional and non-professional health and care workers will mitigate these potential impacts. Indeed, for those with exemptions, the traffic filters are expected to improve these journeys by reducing congestion and improving journey time reliability. The ability for residents to obtain day passes will also help mitigate impacts on people making occasional journeys by car.

## **Risk management**

67. A risk register has been maintained and will continue to be maintained throughout the life of the project. The key risks at this stage include:
- Trial of an innovative scheme with outcome uncertainty, particularly in the context of balancing complex and often conflicting stakeholder and community needs. Cabinet should note that schemes affecting traffic circulation often take time to bed-in as road users adapt to the scheme's restrictions, new permitted routes and road space allocations.
  - There is a risk of abortive scheme costs if the scheme is not made permanent at the end of the trial period.
  - This is a controversial scheme with potential reputational risks should the trial fail to realise the intended benefits. However, the trial is based on extensive consultation and modelling.
  - Delays to the Botley Road network rail improvement would delay the trial start date.
  - Delays to the back-office IT system would delay the trial start date and therefore it is intended that work commences on this as soon as possible.
  - If the decision is to remove or substantially amend the East Oxford Low Traffic Neighbourhood (LTN), the council may need to consider further supporting measures to support the trial.
  - At the end of the trial, there could be a need for decommissioning and removal of infrastructure, which could be partially mitigated by reusing cameras equipment elsewhere in Oxfordshire.

68. These risks and others identified in the risk register are being managed by officers working closely with our partners and stakeholders. It should be noted that realisation of any of these risks could impact on reputation and/ or require additional finance.

Bill Cotton  
Corporate Director for Environment and Place

### **Annexes**

- Annex 1 Communications and engagement activities
- Annex 2 Statement of reasons
- Annex 3 Consultation Brochure
- Annex 4 Summary of stakeholder responses
- Annex 5 Analysis of Consultation
- Annex 6 Main Concerns and Officer Responses
- Annex 7 Recommended Scheme Changes
- Annex 8 Final Scheme Definition
- Annex 9 Summary of Scheme Benefits and Impacts
- Annex 10 Effect of Proposed Scheme Amendments on Scheme Benefits and Impacts
- Annex 11 Proposed Bus Service Enhancements
- Annex 12 Monitoring Framework
- Annex 13 Climate Impact Assessment
- Annex 14 Equalities Impact Assessment

### **Background papers**

Available online at [www.oxfordshire.gov.uk/residents/roads-and-transport/connecting-oxfordshire/traffic-filters](http://www.oxfordshire.gov.uk/residents/roads-and-transport/connecting-oxfordshire/traffic-filters)

or at County Hall, New Road, Oxford, OX11ND

Strategic Assessment  
Scheme Drawings  
Road Safety Audit Stage 1  
Transport Modelling Report - Local Model Validation Report  
Transport Modelling Report – Traffic & Transport Forecasts Report  
Air Quality Assessment  
Road Safety Assessment  
Equalities Impact Assessment – Full Report  
Habitats Regulations Assessment Report Stage 1  
Habitats Regulations Assessment Report Stage 2  
Business Impact Assessment

Contact Officer: Owen Jenkins, Director of Transport and Infrastructure  
Aron Wisdom, Programme Lead

November 2022

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## **Traffic filters: communications and engagement**

A variety of methods were used to inform and engage with people about the trial traffic filter proposals. A total of 5700 people completed the consultation survey.

### **Headline figures:**

- Combined social media reach of posts relating to traffic filters: 86,000.
- Total number of Lets Talk Oxfordshire visitors: 55,000.
- Total number of participants at engagement events (in person and online): 1,050.
- Leaflets promoting the consultation were sent to over 60,000 addresses (residential and businesses) in Oxford and surrounding areas.

### **Let's Talk Oxfordshire**

The consultation survey and supporting material were published on Let's Talk Oxfordshire. 55,000 people visited the traffic filters page. The page included 13 documents which were downloaded by approximately 14,000 people including:

- Consultation brochure (6,000 downloads)
- Interactive map of traffic filter locations (4524 visitors)
- Interactive map of permit area (5309 visitors)
- Frequently asked questions (approx. 4,000 views)
- Animated video (150 views)
- Summary of transport modelling
- Climate impact assessment
- Equalities impact assessment
- Statement of reasons

The page had over 55,000 visits:

- 39,040 were classed as “aware” of the traffic filters consultation as they made at least one single visit to the page.
- A further 22,280 were classified as “informed”, as they then took an action such as viewing a video, downloading a document, or reading the FAQs.
- The FAQ page was visited 3,468 times.
- A total of 6,320 people were “engaged”, meaning that they contributed to a tool by completing the survey or event registration tool.

A total of 5700 people completed the consultation survey (including 174 paper copies).

### **Oxfordshire County Council website**

A separate information page about the traffic filters was also published on the Oxfordshire County Council website page. This had 1,745 page views and 1,527



unique page views. Most people landed on the page after a Google search. The link on the website to the Let's Talk consultation page resulted in 2,301 aware visits to the consultation page.

### **Public engagement events**

Two public engagement sessions (including a in person discussion and an online question and answer session via YouTube) were held during the consultation. These were undertaken alongside consultation on the Central Oxfordshire Travel Plan (COTP) proposals. The events took place on 6 and 8 September, with the 8 September event rearranged to 4 October due to the passing of the Queen midway through the event. The face-to-face event was attended by over 150 people and the online event has been viewed over 900 times.

### **Accessibility and harder to reach groups**

To meet accessibility needs, offline hardcopies copies of the survey and consultation brochure were made available at 13 libraries across the county, along with options for alternative formats available at request (for example Easy Read, large text, audio, Braille or a community language), in order for people to have their say.

The in-person engagement event took place at an accessible venue and had hearing loop facilities. The YouTube event had subtitles for viewers with hearing difficulties.

The consultation was promoted through the city council's Inclusive Transport & Movement Focus Group and Oxfordshire Community and Voluntary Action Group both of which include representation of various groups that represent people with limited online access including older people. It was also shared with student unions at Oxford University and Oxford Brookes University. Radio ads and local newspaper ads were also used to target people with limited online access. Customer services were signposting any residents who called the council to paper copies of the survey.

### **Social media**

Social media posts across OCC's Facebook, Instagram, LinkedIn and Twitter in August, September and October reached a combined audience of over 86,000. The posts included a video from cabinet members/portfolio holders to explain the rationale of the proposals. Other posts included information about the proposals and how people could have their say.

Mid way through the consultation, the team identified the most frequently asked questions and developed short animated videos to answer these questions and bust certain myths about the proposals.

### **Media**

A media briefing was held on 30 August 2022 where officers and members explained the proposals and answered journalist questions. Oxford Times also published a first person piece by Cllr Enright on 29 September 2022.

Further promotion of the survey included:

- Radio ads with JackFM (70 slots over two weeks).
- Bus shelter ads (18 days over two weeks).
- Travel bulletin – sent to 4,300 subscribers.
- Oxfordshire County Council resident newsletter – ‘Your Oxfordshire’ sent to 36,000 residents.
- Two press releases published on 30 August and 5 September which supported external coverage via BBC online, BBC radio, JackFM, and the Oxford Mail.
- The county council worked closely with Oxford City Council on cross promoting both the traffic filter and separate Central Oxfordshire Travel Plan consultation.
- Numerous referrals for survey completions were also received via stakeholder promotion, including from the Oxford Bus Company, Cyclox and Oxford Liveable Streets.

**Other stakeholder engagement:**

Over 300 stakeholder contacts (including transport, environment, business and accessibility groups) were emailed in August 2022 to notify them of the consultation.

A total of 485 email responses/feedback, were also submitted to the project team, separate to the online survey.

A 10-day extension to the consultation was made to account for a period of mourning following the passing of Queen Elizabeth II.

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# Oxfordshire County Council

## Oxford, traffic filters

### Experimental Traffic Management Order 202[X]

## Statement of reasons

### EFFECT OF PROPOSALS

Six experimental traffic filters are proposed at the following locations and times:

Location	Times of operation
Hythe Bridge Street, between Rewley Road and Frideswide Square	7am – 7pm 7 days a week
Thames Street, just east of Blackfriars Road	
St Cross Road, just south of Manor Road	
St Clements, just east of Jeune Street	
Hollow Way, between James Wolfe Road and Dene Road	7am – 7pm* Monday to Saturday
Marston Ferry Road, just west of the entrance to the Swan School	

\* Introduction of the Hollow Way and Marston Ferry Road filters is to be phased, starting with 7am – 9am and 3pm-6pm, increasing to 7am – 7pm only if supported by monitoring.

During the times of operation, M1 vehicles (passenger cars) without a permit will be prohibited from driving through the traffic filters.

Permits will be available for certain M1 vehicles (passenger cars) including, in summary: blue badge holders and other disabled persons' vehicles (including people with short-term mobility problems or requiring frequent hospital treatment), community transport vehicles, residents' vehicles, health and care workers (for essential operational travel, not commuting), certain emergency service employees' vehicles, those in receipt of mobility-related benefits or direct travel payments, car club vehicles, vehicles used by non-professional carers, and certain cars used for eligible business purposes.



The traffic filters will cause M1 vehicles (passenger cars) drivers to travel using a different mode, change their route, change their time of travel, or travel less often.

## REASONS

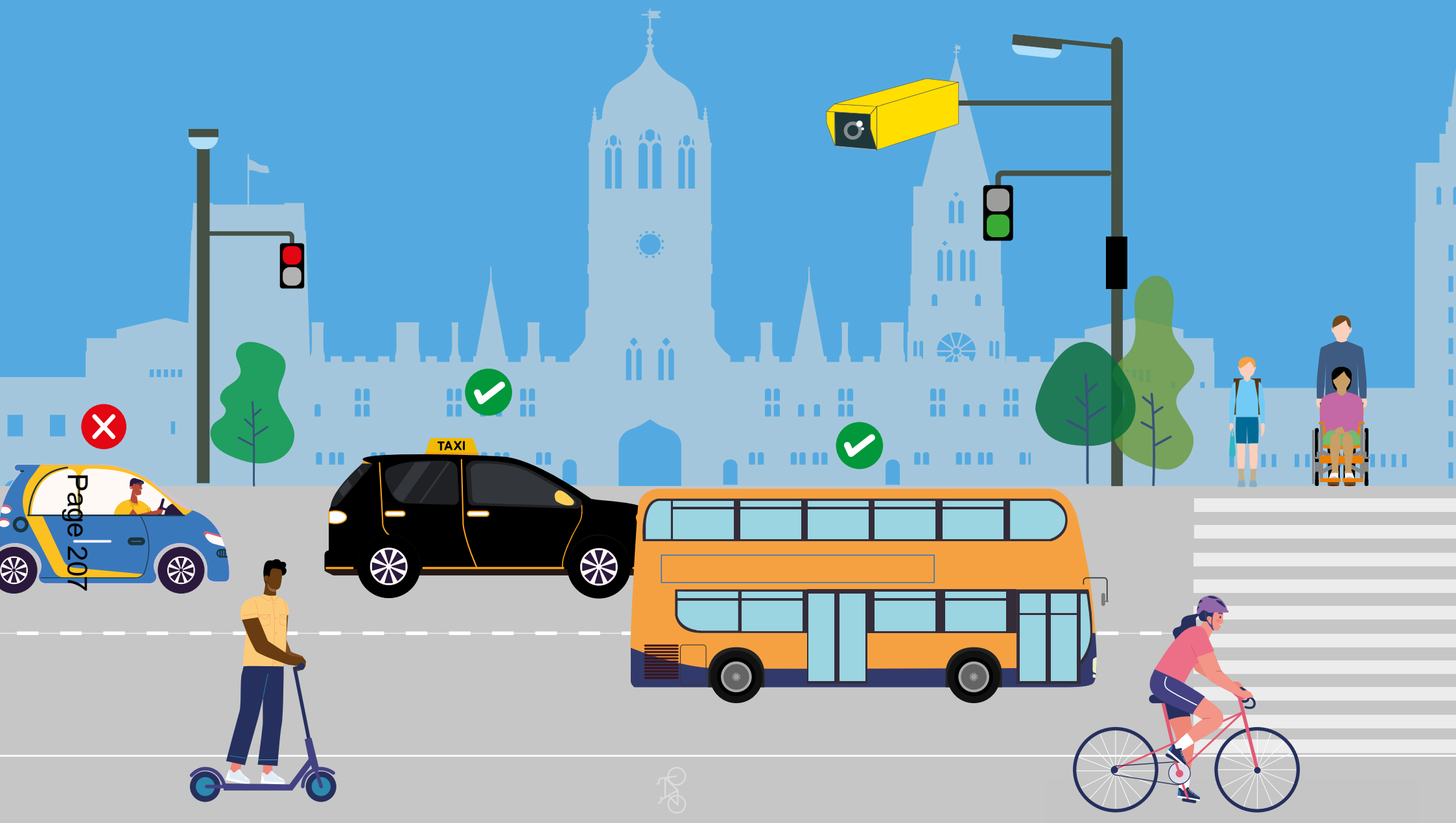
These proposals are being promoted under the provisions of section 1 of the Road Traffic Regulation Act 1984 for the following reasons:

Section 1 reason	Comments
Avoiding danger to persons or other traffic using the road or any other road or for preventing the likelihood of any such danger arising	Traffic reductions resulting from the scheme will reduce danger to pedestrians and cyclists
Facilitating the passage on the road or any other road of any class of traffic (including pedestrians)	Traffic reductions resulting from the scheme will facilitate the passage of buses and other permitted traffic
Preserving or improving the amenities of the area through which the road runs	Traffic reductions resulting from the scheme will improve amenity
Improving/maintaining air quality specified in paragraphs (a) to (c) of subsection (1) of section 87 of the Environment Act 1995	Traffic reductions resulting from the scheme will improve air quality

The council is proceeding by way of an experimental order because of the innovative nature of the proposals and in particular the permitting system. An experimental order will allow the council to monitor the operation of the proposals, assess the effect of the order on the roads concerned and those in the surrounding area, receive feedback from the public and make changes if required.

After these assessments, the council will consider the data and consultation responses and will decide whether to make a permanent order.





# Oxford Traffic Filters

# Contents

Our vision for transport in Oxfordshire	<a href="#"><u>3</u></a>
Introduction	<a href="#"><u>4</u></a>
Traffic filter benefits	<a href="#"><u>5</u></a>
A case for change	<a href="#"><u>6</u></a>
Why traffic filters	<a href="#"><u>10</u></a>
What are traffic filters?	<a href="#"><u>10</u></a>
Bus service improvements	<a href="#"><u>14</u></a>
How will traffic filters affect my journeys?	<a href="#"><u>16</u></a>
How will areas outside the city be affected?	<a href="#"><u>20</u></a>
Experimental Traffic Regulation Order process	<a href="#"><u>21</u></a>
Monitoring and evaluation	<a href="#"><u>22</u></a>
Timeline	<a href="#"><u>23</u></a>
Contact us	<a href="#"><u>24</u></a>

# Our vision for transport in Oxford

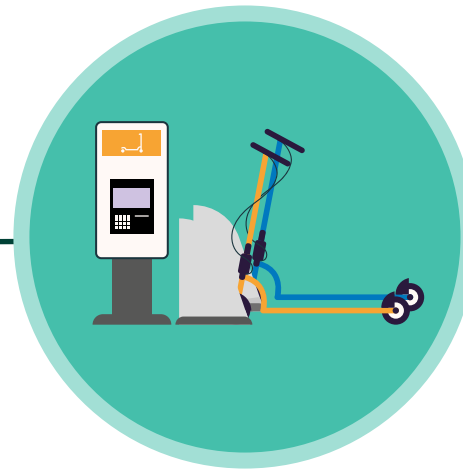
Page 209



An affordable bus network with new and improved routes, able to travel at the speed limit 24 hours a day, 7 days a week.



A comprehensive, safe cycle network with reallocation of road space from motor vehicles to cyclists and pedestrians.



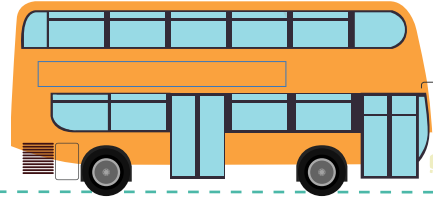
Congestion-free roads for residents, visitors and businesses to make essential journeys in zero emission vehicles.



Beautifully designed streets and public spaces, with clean air.



# Introduction



Transport plays an important role in our everyday lives. It enables journeys to work, education, shops and healthcare, supports 30,000 businesses across the county and connects us to our family and friends.

An affordable, reliable and sustainable transport system is a key step to making Oxfordshire a greener, healthier and more inclusive county.

We know this will help our poorest communities the most, protect our environment and help businesses thrive. It will also help us successfully accommodate future growth in an economically and environmentally sustainable manner.

The Local Transport and Connectivity Plan (LTCP) adopted earlier this year outlines a clear long term vision for our county. Our vision is ambitious, and to achieve it we need to reduce the need to travel in private cars, and make walking, cycling and public transport the natural first choice. Traffic filters are an important tool to help us achieve this vision.

We are proposing six trial traffic filters on key routes across Oxford. We recognise that they represent a major change to the transport system in Oxford. That is why we are proposing to introduce them as a trial for a minimum of six months from summer 2023 under an experimental traffic regulation order (ETRO) and want your views on the ETRO. We are also proposing a number of exemptions and permits.

Traffic filters are designed to reduce traffic, make bus journeys faster, and make walking and cycling more convenient and safer. When they are operating, private cars will not be allowed through without a permit. All other vehicles including buses, taxis, vans, mopeds, motorbikes and HGVs will be allowed at all times.

People don't need to give up motor vehicles entirely. We understand that there are many reasons why some journeys by car or other motor vehicles are necessary. We want to enable these essential journeys to continue as well as giving us more options to travel in other ways, such as by bicycle, e-scooter, bus, or on foot. Leaving cars and other vehicles for the necessary journeys only.

We can only make this vision a reality with feedback and engagement from the people of Oxfordshire. We know it will take a while to get to where we want to be, but we have a clear plan for shifting the balance away from single occupancy cars in favour of something healthier and more sustainable.

# Traffic filter benefits

Six traffic filters will deliver the same benefits as many kilometres of bus lanes, reduce the risk of road collisions and improve air quality.

The traffic filters will

- Reduce traffic levels across the city within the ring road.
- Make bus journeys faster.
- Increase bus and Park and Ride use.
- Enable new and improved bus routes.
- Reduce overall accidents within the city.
- Improve air quality due to traffic reductions.
- Increase cycle mode share.
- Support investment in modern buses

Less traffic and better bus services will encourage people to leave their cars at home, which will make walking and cycling safer and more pleasant. It will improve our urban environment and public spaces. This will benefit our economy, our health and our wellbeing.



# A Case for change

As our economy and population continues to grow, so does traffic on our roads. In 2019, the total vehicle miles driven in Oxfordshire passed 4 billion for the first time. All road users, including people who walk, cycle and use the bus suffer the effects of the resulting traffic.

The cost of congestion to families and businesses is too high. We can't spend all our lives stuck in traffic jams. Traffic congestion causes air pollution which is harmful for our health and environment. Cyclists and pedestrians are at risk of accidents. Bus journeys are taking longer and are often unreliable.

## Threat to our bus network

Some bus services in the county have been cut recently. More services are at risk if we do not take action to improve bus journey times and reliability. Over 30% of residents in Oxford do not own a car and are reliant on bus services. Fewer bus services would reduce travel options and opportunities to access jobs and services for many people.

Oxfordshire is the most rural county in South East England, but it still has one of the best bus networks in the country with 41 million bus journeys made in 2019. However, passenger numbers were badly hit by the impact of the pandemic.

Demand for buses during the peak of COVID decreased and is still only back to just under 85% of pre pandemic levels. Bus companies need the demand for buses to increase to at least pre pandemic levels to keep buses running and viable. They are also dealing with rising fuel prices, shortages of drivers, and uncertainty about financial support from the government.

People, both young and old travel by bus to get to their workplace, shops, places of worship, hospital appointments or meeting friends. Persistent traffic congestion and the decline in bus use since the pandemic are making buses slow and more expensive. The average speed of buses on many routes in the city is below 10 miles per hour throughout the day.

Bus operators have already cut some services and further changes will negatively affect the many people who do not own cars and therefore rely on public transport.

**Over 60% of visitors to the city centre travel by public transport or active travel.** Urgent action is needed to improve these travel options to ensure businesses located in the city centre can continue to thrive.



**Over 60% of  
visitors to the  
city centre  
travel by public  
transport or  
active travel.**

## Unacceptable injuries and deaths on our roads

High levels of traffic create an unsafe and unpleasant environment for people walking and cycling in Oxford.

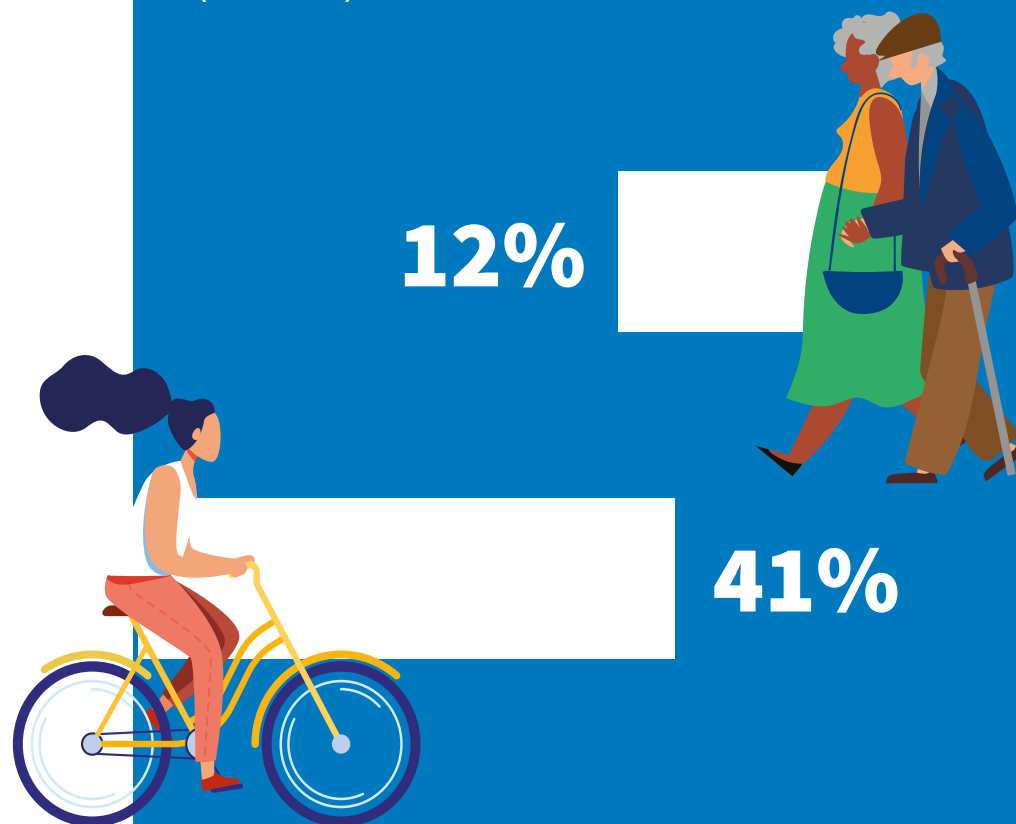
Between 2015 and 2019 over 1,700 traffic accidents were reported in Oxford, resulting in over 2,000 casualties.

**People walking and cycling are more vulnerable than car drivers and over half of these casualties were cyclists (41%) and pedestrians (12%).**

Page 214  
Road safety is a major barrier to people walking and cycling. In response to the Oxfordshire Cycle Survey in 2019, over 60% of people said that traffic levels and road safety were their main concerns.

Most road casualties are concentrated in the city centre and on the main roads leading there. The traffic filters are expected to create a much safer and more attractive environment for walking and cycling by reducing traffic levels and freeing road space for better cycle lanes and pavements.

### Cyclist and pedestrian casualties (2015-2019)



# Air pollution and health challenges

Air pollution is a major public health risk in the UK and the government has declared it to be a ‘top environmental risk to human health’.

**In Oxford 40% of nitrogen dioxide comes from transport.**

This level increases at busy roadside locations.

There is no ‘safe’ level of air pollution; the World Health Organisation is clear that even low levels can be harmful to human health over the long term.

One of the fastest ways to improve air quality is by reducing the use of private cars and walking and cycling or using low or zero emission buses instead.

# Inactivity

High levels of traffic combined with high levels of air pollution make walking and cycling less attractive. We know that physical activity has a direct impact on health, and walking and cycling are the cheapest and most accessible ways of being active.

By making it easier for people to walk and cycle, we can provide more opportunities for children, adults and older people to stay active and protect their health.



CHILDREN	ADULTS	OLDER ADULTS
Bone health	All-cause mortality	Falls
Cognitive function	Stroke + heart disease	Frailty
Cardiovascular fitness	Hypertension	Physical function
Muscle fitness	Type 2 diabetes	
Weight status	8 cancers	
Depression	Depression	
	Cognitive function	
	Dementia	
	Quality of life	
	Sleep	
	Anxiety / depression	
	Weight status	

# Why traffic filters?

**We need a sustainable solution to make our buses faster and more reliable and make walking and cycling safer and easier.**

Oxford has very little space for new or wider roads. The only way to reduce traffic is to improve public transport and create safer and more attractive walking and cycling facilities.

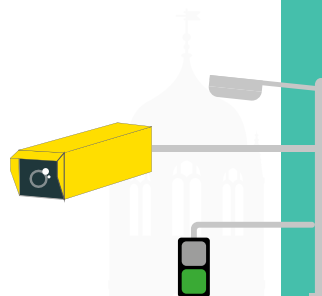
Traffic filters are part of a wider plan for Oxford (as detailed in the [Central Oxfordshire Travel Plan](#)) and surrounding areas that could significantly reduce traffic on bus routes to allow buses to flow freely. Without the disruption, high cost and pollution that comes with physically building new roads. We will also be able to reallocate road space from private vehicles to cyclists and pedestrians.

# What are traffic filters?

Traffic filters are designed to reduce traffic, make bus journeys faster, and make walking and cycling more convenient and safer. When they are operating, private cars will not be allowed through certain sections of roads without a permit. All other vehicles including buses, taxis, motorbikes, vans, mopeds and HGVs will be allowed at all times.

Traffic signs identify the location of each traffic filter, including operational hours and vehicles that are exempt to travel through. The scheme will be enforced using automatic number plate recognition cameras.

The concept of traffic filters was first introduced in 2015 in the Oxford Transport Strategy which was part of the county's local transport plan. We have been engaging with our partners and residents over the last few years. The latest proposals are a result of that engagement work and updated transport analysis and evidence.





**Automatic number plate recognition (ANPR) cameras will be installed to monitor vehicles going through the traffic filters. Traffic signs will identify the location of each traffic filter, including operational hours and vehicles that are exempt to travel through.**

**The traffic filters will operate 7 days a week from 7am to 7pm, apart from traffic filters on Marston Ferry Road and Hollow Way which will not operate on Sundays.**

**The proposals include six traffic filters. Three of these will be located in the city centre on St Cross Road, Thames Street and Hythe Bridge Street.**

11



# Exemptions

For the trial, it is currently proposed the following vehicles will be exempt from the traffic filters. This means they can travel freely, at all times and without applying for a permit.

- **Buses**
- **Coaches**
- **Taxis**
- **Private hire vehicles**
- **Mopeds**
- **Motorbikes**
- **Vans (excluding people carriers)**
- **Heavy goods vehicles (HGVs)**
- **Special vehicles such as emergency services**

Permits for private cars will be available for:

- **Blue badge holders**
- **Professional health or care workers**
- **Non-professional carers (for operational journeys, not commuting)**
- **Cars used as goods vehicles by businesses based in the permit area (see map opposite)**
- **Residents living in the permit area (see map opposite)**

The permit area includes:

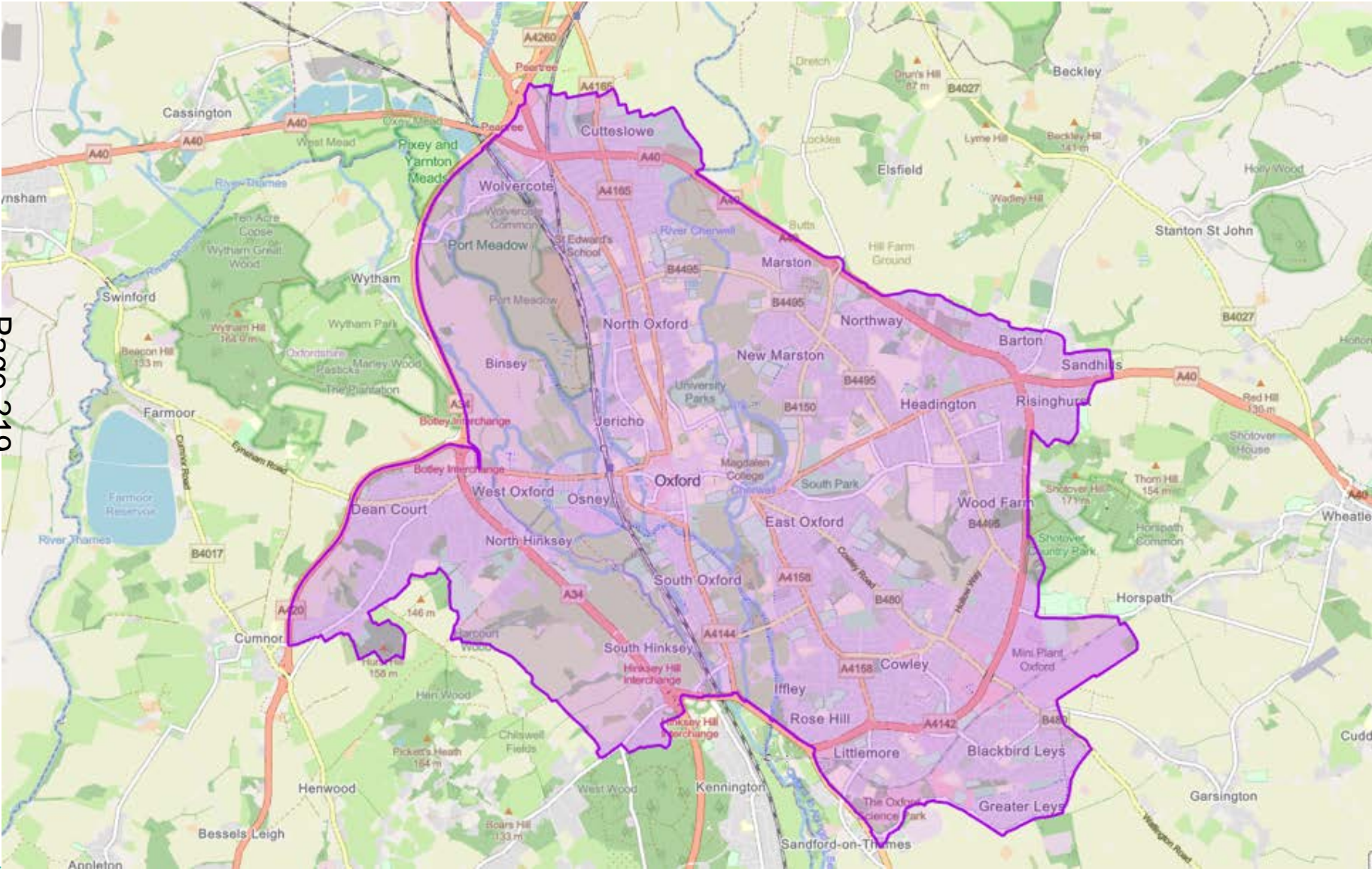
- **Oxford City Council's administrative area**
- **North Hinksey Parish**
- **South Hinksey Parish**
- **Cumnor Parish east of the A420, including Botley, Dean Court, Cumnor Hill, Chawley and parts of Cumnor**

Residents in these areas 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.



# Traffic filter permit area

Page 219



# Bus service improvements

## New 'eastern arc' service

If implemented, new services will be introduced in the eastern part of the city. We expect there to be a frequent service connecting the following destinations:

Oxford Parkway

Summertown

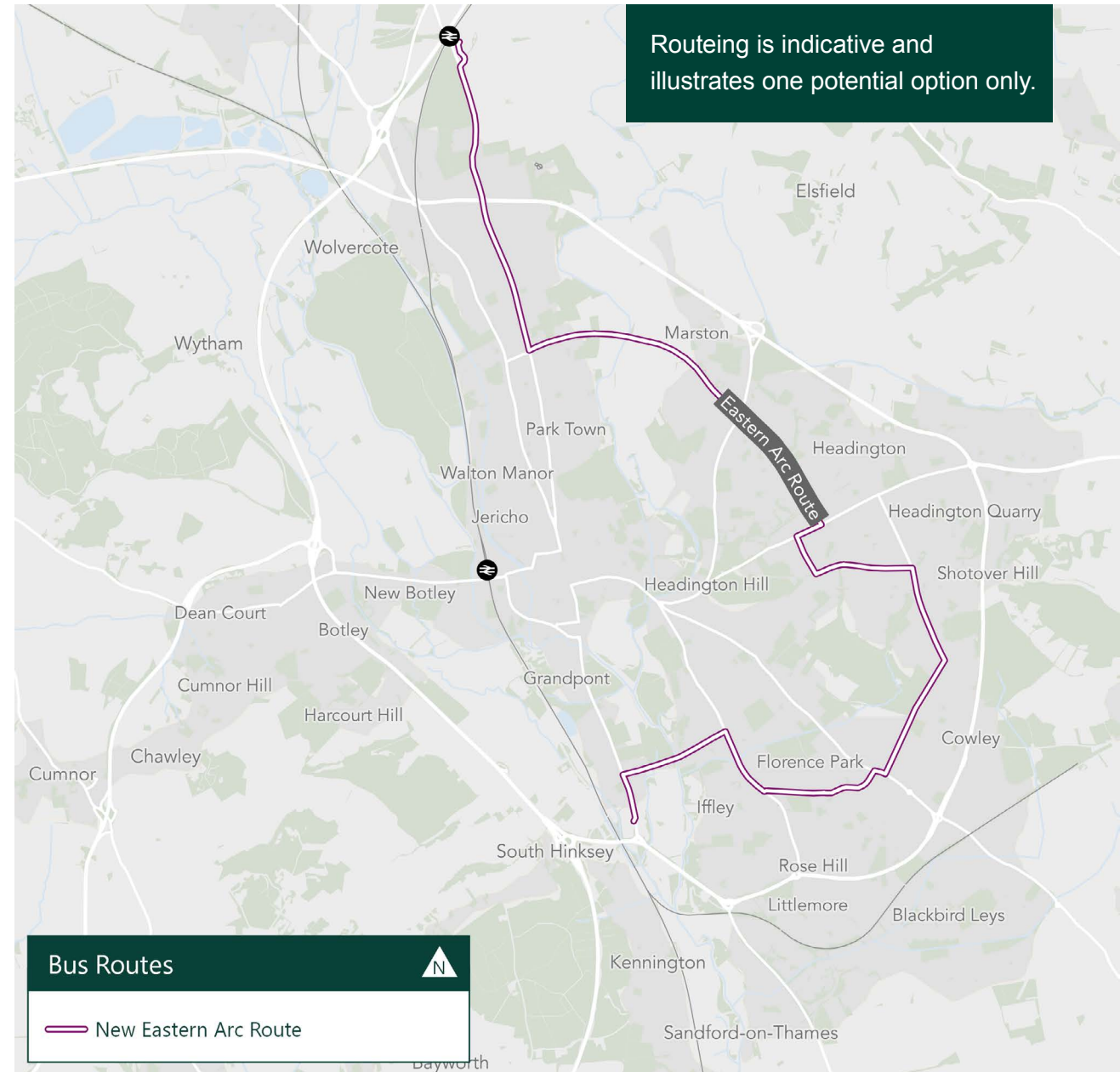
John Radcliffe hospital

Oxford Brookes University

Cowley Centre

Redbridge P&R

Potential destinations to be served by improved Eastern Arc bus routes

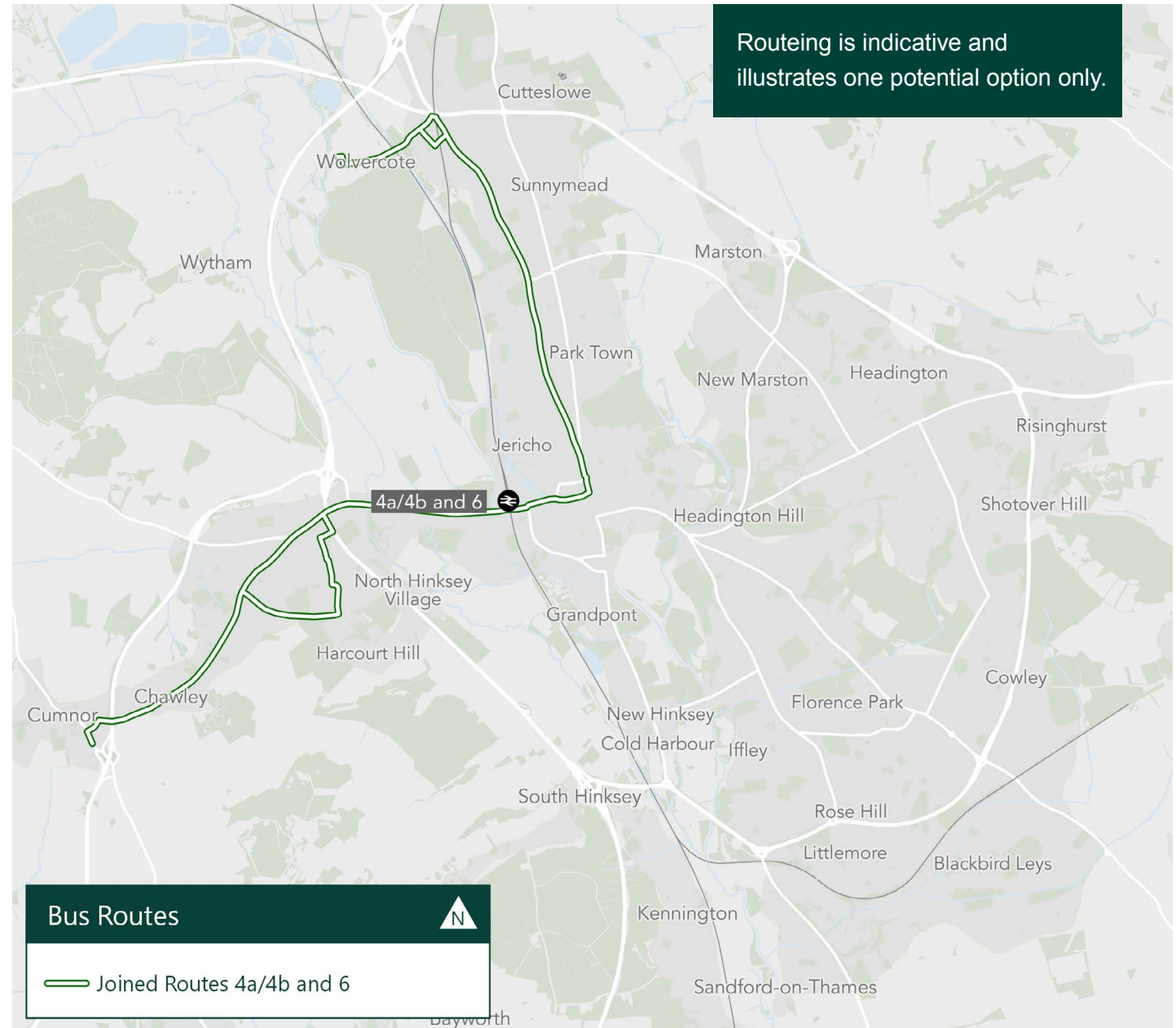




Potential destinations to be served by new west-north through service.

## New west-north through service

Connecting existing services 4 and 6 will create frequent a west-north through service between Botley and Wolvercote via Botley Road, city centre and Woodstock Road. This will provide direct cross-city services for movements that currently require interchange between services.



# How will traffic filters affect my journeys?

Traffic filters will provide people with a range of different options to make journeys. These will be accessible, inclusive, sustainable and affordable.

Some car journeys might be longer but the alternative bus journey will often be quicker. It will be much more realistic and appealing for some short journeys to be taken on foot or by bike.

Journeys by commercial vehicles, carers and other exempt user groups should become much more efficient, as a result of overall reductions in traffic and related congestion. This will also help business operations within the city.



## Journeys made by walking and cycling

A large proportion of people in Oxford already walk and cycle. We want to build on that success and traffic filters will help us achieve our county-wide target to increase the number of cyclists on our roads by at least 60%.

Traffic filters will significantly reduce traffic and lead to:

- Better road safety, which will encourage less confident cyclists to get on their bikes.
- Better air quality and more pleasant journeys on foot or by bicycle.

More space created for walking and cycling in the longer term as road space is re-allocated from general traffic to new cycle tracks and better spaces for pedestrians.

## Journeys made by bus

Oxford already has one of the best and most successful bus networks in England. Traffic filters will improve our bus network by:

- Shortening bus journey times
- Supporting new bus routes, especially in the eastern part of Oxford including a possible new service through the city centre connecting west and north Oxford.
- Supporting investment in modern buses in Oxford.

Page 223



## Journeys made by private car

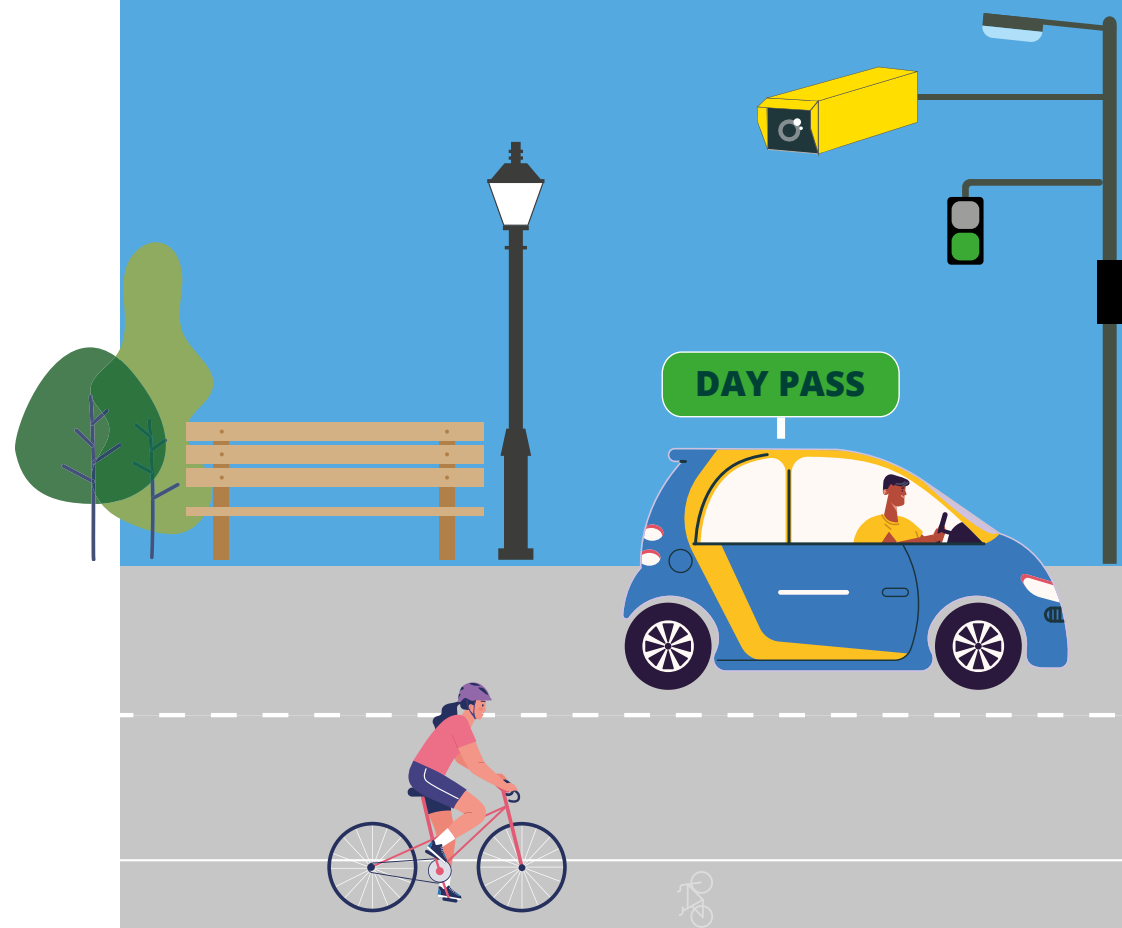
We know that business as usual is not an option. We need to reduce our car journeys to reduce traffic congestion, protect our environment and protect the large number of people dependant on buses for their daily needs. This includes businesses who currently rely on people who arrive by bus, on foot or by bike.

- There will be no parts of the city that you will not be able to get to by car. Drivers will still be able to access their destination and there will be no changes to car parking as part of the traffic filter proposals.

Private cars that do not go past a proposed traffic filter will be unaffected.

Some car journeys will need to find a different route, usually using the ring road. This may result in longer journey times, mainly for trips between Oxford's suburbs and across the city.

- Day passes will be available for residents of Oxford and some areas to the immediate west of the city. These will allow vehicle owners to travel through all of the traffic filters for up to 100 days per year. This equates to an average of two days per week.
- For people using resident day passes and other exempt users, including Blue Badge holders and carers, journeys through traffic filters especially including to and via the city centre are expected to be faster and more reliable.
- Car journeys most affected will be those that are not exempt, and currently route across the city centre. Alternative public transport, taxi and cycle routes already exist for these journeys, all of which are expected to improve with traffic filters.



## Goods vehicles and cars used as goods vehicles for business purposes

We recognise that many journeys made by goods vehicles, (vans and HGVs) do not have a realistic alternative option to avoid traffic filters, and that many businesses rely on frequent deliveries.

That is why all vans and HGVs will be exempt from the filters. Cars used as good vehicles by businesses will also be allowed to travel through the traffic filters, but must apply for a permit.

Reduced congestion will also mean these goods reach their destination quicker.

Page 225

## Taxis and private hire vehicles

Taxis and private hire vehicles will be exempt from the filters, so journey times will typically be shorter, as they will be less affected by congestion.

## Impact of traffic using different routes

We recognise that some drivers may avoid the filters by changing their route and there are likely to be other responses such as changing their time of travel or even travelling less often. We will monitor the impact of the schemes on other roads to establish whether alternative routes become busier. If needed, we could make changes to the scheme, such as the timing of the filters and/or amending permitted access.



Vans and HGVs.



Goods reaching destinations faster.



Taxis + private hire vehicles are exempt.



We will monitor the impact.



# How will areas outside the city be affected?

Traffic filters are part an important measure to achieve our countywide transport plan and vision.

Page 226



## **Buses:**

The six traffic filters will improve overall bus journey times and reliability for all services between other districts and Oxford, including Park & Rides and longer distance bus services to Oxford.



## **Cycling:**

Traffic filters will enhance the attractiveness of cycling to and within Oxford. A large proportion of people living in and around Oxford already cycle into the city. This number is expected to increase because of the improvements delivered by the traffic filters and other county-wide transport investments to support cycling.



## **Car journeys:**

Car journeys within and between districts will be largely unaffected by the traffic filters, although the Oxford ring road might be busier at certain times of the day.



# ETRO process

## What is an experimental traffic regulation order (ETRO)?

Changes to the way we use roads such as speed limits, parking and vehicle restrictions require legal notices, usually called traffic regulation orders (TROs).

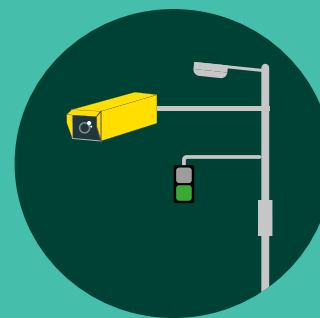
Experimental traffic regulation orders (ETRO) allow a council to introduce traffic measures as a trial and makes changes during that trial if needed.

This helps the council and members of the public to test how a scheme works before any permanent decisions are made.

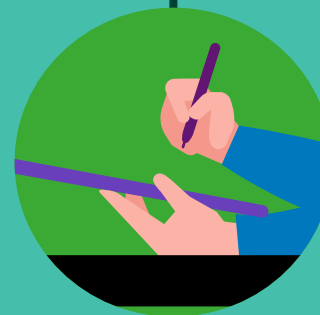
During the trial period, Oxfordshire County Council will collect information on the effects of the scheme such as changes in traffic levels and bus journey times and also ask residents and businesses for their views on the measures.

A second consultation will run alongside the trial period where people can submit their feedback based on their experience of the traffic filters.

At the end of the trial, the council will make decision about the long-term future of the traffic filters based on all the information collected and feedback received.



**The scheme  
will be tested.**



**We will monitor  
the scheme.**



**We will ask for  
your feedback.**



**We will review  
the information.**

# Monitoring and evaluation

**It is proposed that the trial traffic filters will be implemented in summer 2023 for a period of at least six months.**

We will assess the impact of the traffic filters during the trial period to understand the effectiveness of the traffic filters and if any changes need to be made to the scheme.

A detailed monitoring and evaluation framework will be developed before implementation. It is anticipated that this will include:

- Changes in traffic levels at traffic count sites across the city. This will include locations inside the traffic filter area, the ring road and locations throughout the city. This data is collected automatically by the county council's traffic counters.
- Changes in the number of people cycling, walking and using public transport.
- Changes in air quality based on air quality monitoring locations throughout the city.
- Changes in traffic congestion and bus journey times for services on all key corridors, and by time of day.
- Monitoring of impacts on specific Protected Characteristics Groups (including gender, age, disability, maternity) to assess whether the scheme has any adverse and/ or unintended consequences.



**2015**

Traffic filters were included in the Oxford Transport Strategy

**2020**

Consultation on temporary city centre bus gates

**2022**

**February to October**

Meetings with businesses, resident groups, schools, hospitals and other organisations

**2022**

**3 October**

Pre-ETRO consultation closes

**2023**

**Summer**

If approved, the traffic filter ETRO would start for a minimum of 6 months. A second public consultation will also take place during this time. We would continue engaging with you during this process.

**2019**

First consultation on traffic filters

**2021**

Consolidating consultation feedback, technical work and update proposals

**2022**

**5 September**

Pre-ETRO consultation opens on updated proposals

**2022**

**Autumn**

Cabinet decision on starting a ETRO

# Have your say



Visit:

[letstalk.oxfordshire.gov.uk/traffic-filters-2022](https://letstalk.oxfordshire.gov.uk/traffic-filters-2022)



Email:

[trafficfilters@oxfordshire.gov.uk](mailto:trafficfilters@oxfordshire.gov.uk)

or write to:



Traffic Filters, Oxfordshire County Council,  
County Hall, New Road,  
Oxford, OX1 1ND



## **Summary of key points raised by the Statutory Stakeholders and other selected stakeholder groups**

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This annex is a summary of responses received from stakeholder groups during the consultation in September and October 2022. This feedback has led to some of the changes to the proposals e.g., extension of the resident day pass scheme to outside of the city and delay to the start of the trial.

### **Statutory stakeholders:**

#### ***Oxfordshire County Council Fire & Rescue Service***

The fire service is confident that it can continue to operate without a major impact given the exemptions and permits available.

#### ***Road Haulage Association (RHA)***

The RHA acknowledges the benefits of the traffic filters and supports the direction of travel. The RHA is grateful for the changes to the scheme considering the complexities that the filters would have brought for commercial vehicles making deliveries

#### ***Logistics UK (LUK)***

LUK strongly welcomes recognition of the essential role of freight by including HGVs and vans as being exempt from the traffic filters.

#### ***South Central Ambulance Service (SCAS)***

SCAS is broadly supportive of the proposals with management of filter points by ANPR cameras.

#### ***National Highways (NH)***

NH has given its 'in principle' support for the traffic filters scheme but wants to discuss its concerns further. This discussion will include the development and agreement of a comprehensive Management & Monitoring Strategy (M&MS), which could make provision for the potential temporary suspension of one or more of the traffic filters if the impact on the strategic road network is considered detrimental to operational safety. NH says that the M&MS would need to be in place by the time the trial starts. The Hythe Bridge Street and Thames Street filters are considered by NH to be the ones that have the greatest potential for creating adverse impacts on the A34.

#### ***Oxford Bus Company and Stagecoach (joint letter)***

The operators strongly support the traffic filters and view them necessary to achieve the objectives of the Central Oxfordshire Travel Plan (COTP). They support exemptions for essential commercial traffic and disabled people but not the broad

exemptions for residents. Rigorous monitoring of the take up and use of exemptions is needed.

Traffic filters on their own will not be sufficient to achieve 10% target for bus speed improvement required for ZEBRA investment – additional measures will be needed. Woodstock Road approaching Wolvercote roundabout, Headley Way and London Road are the areas of most concern. Suggestions are made for where bus priority should be considered.

The filters should not be implemented until rail station construction works and closure of Botley Road are completed.

To help deliver bus journey time improvements ahead of the full traffic filter trial, temporary measures should be considered.

Very careful monitoring of traffic changes and bus journey times during the trial will be needed.

### **Arriva bus company**

Arriva supports the proposals to provide faster and more consistent bus journey times. It recognises the importance of disincentivising private car journeys alongside promoting public transport and active travel and believes the car permits should only be for access rather than through trips. In terms of monitoring, Arriva thinks there should be a metric to measure the consistency of bus journey times linked to Enhanced Partnership targets i.e. variance between peak and off-peak journey times).

### **Oxford Schools Bus Partnership (OSBP)**

OSBP supports the Trial Traffic Filters proposals in principle as journey time and reliability of bus services should noticeably improve, but the potential impact on routes to which traffic is displaced is a concern.

OSBP buses must be exempt from the trial filters to benefit from the reduction in congestion.

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## **Other stakeholders:**

### ***Natural England***

A response had not been received at the time of writing. The response will be reported verbally.

### ***Thames Valley Police (TVP)***

TVP has concerns about enforcement of the filters which they must not be responsible for. Adequate clear and understandable advanced signage will be needed to avoid confusion and to ensure safe U turning near the filter points. TVP queries whether there will be extra traffic on the ring road which could cause delays in emergency response times

### ***Oxford University***

The university states that the proposals are aligned with their aspirations for transport. The University's Environmental Sustainability Subcommittee supports the piloting of the proposed experimental traffic filters (with the listed exemptions which are important to the University). The university is keen to work with the council on the details of the scheme and welcomes from an operational point of view some of the proposed new exemptions including – vans, Blue Badge holders and disabled tax class vehicles, businesses within the permit area using a private car as a goods vehicle.

The university is concerned that public transport remains unaffordable for its lowest paid workers and unattractive and unreliable for their staff. The trial will need to demonstrate that the filters result in an affordable, attractive and reliable bus network.

### ***Oxford Brookes University (OBU)***

OBU in general supports the council's aspirations to promote sustainable and low carbon modes of transport and wants to work with the council to develop the plans. It welcomes the addition of the residents' day passes. and queries whether OBU operational vehicles are allowed through filters. The importance of catering for people travelling to Oxford from outlying areas was stressed.

OBU wishes to see specific improvements for cyclists and pedestrians as part of the trial.

### ***Colleges of Oxford University***

Concerns were expressed about the filters creating difficulties for staff needing to drive to colleges – extra distance, time and fuel costs. This is particularly for staff who have to live outside of the city and therefore have difficult public transport journeys if they can't drive because of the filters. The need for cheaper bus fares and segregated cycle lanes were raised. A suggestion to make the filters only operate at peak times was made.

Many college staff start early or finish late when bus services aren't available. Staff often need to visit multiple college sites across the city. Queries are raised about how students can drop off and pick up bulky belongings at the start and end of terms.



## ***Businesses***

There is a lot of concern about the negative impact the proposals will have on business because of making it difficult for staff, customers and deliveries to reach them. Many are worried that shops and businesses will close because of this. Some respondents do not think that congestion is bad enough to justify the changes that people will have to make to how they travel. Others think that the filters will worsen the congestion created by low traffic neighbourhoods. Businesses are concerned that the traffic filters will displace congestion and pollution onto other areas and routes. The filters will add time and cost to journeys that people need to make for business purposes.

Some businesses do not think these proposals are needed but other interventions should be considered

Many business-related journeys need to be made by car because they need to carry bulky items. Or customers can't catch the bus or walk or cycle because they're elderly or there isn't a suitable bus service. It is requested by some that the permit area is extended outside of the city for businesses to use cars as goods vehicles because they need to travel into the city from outside.

## ***Westgate Oxford Alliance (WOA)***

WOA supports the general principles of the proposal but has some concerns about the measures:

Can Botley Road satisfactorily accommodate all the cars driving to the Westgate car park given that it already experiences congestion – will this result in a negative impact on buses including Park & Ride accessing the city centre?

The proposed timing of the trial to coincide with the closure of Botley Road for rail station improvement works which would mean no vehicular access to the car park. The modelling carried out to support the proposals doesn't go into sufficient detail especially at junctions on the ring road with the A34 and at the car park entrance itself.

## ***Oxford University Hospital NHS Trust (OUHT)***

The OUHT understands the rationale for the six proposed traffic filters but has some concerns; further engagement is needed to understand the potential impact on patients, visitors and staff.

## ***Schools***

Concern is expressed about the difficulties for staff accessing school sites by car which many need to do due to living outside of the city boundary = and needing to carry large amounts of paperwork/markings/equipment. Exemptions/permits for school staff and parents transporting very young children were requested. Many respondents feel that the proposals will negatively impact on recruitment and retention of staff.

Some schools offer specialist teaching e.g. music, and parents sending their children to these schools can't simply choose another school. It is felt to be difficult to get very young children to school by bike or on the bus. Better and cheaper bus services and more segregated cycle lanes are needed.

Concerns were raised about safeguarding and health and safety for children who may be required to cycle or catch the bus to school because of longer journeys to school by car due to the detours needed to avoid filters.

### ***GPs and other healthcare practitioners***

Feedback received suggested that healthcare professionals based at GPs and healthcare centres should be given permits to drive through filters. Permits should be available for patients needing to drive to surgeries and health centres if they live outside the permit area. Particular concern is if GPs/healthcare centres need to travel through a filter to reach parts of their catchment.

Concern is expressed about recruitment and retention of healthcare staff. There is concern that the proposals will exacerbate health inequalities and disadvantage less well-off people and people in most vulnerable groups, particularly in areas less well served by public transport.

Some recognise the health benefits that encouraging more non car travel will realise.

### ***Places of Worship***

Buses often don't run early enough for Sunday morning services. Many people attending church are older and find walking, cycling and catching the bus difficult, but don't qualify for a Blue Badge. The proposals may put people off from attending and volunteering to help with the running of places of worship.

Could clergy be allowed a car permit to carry out pastoral visits? Often a number need to be made each day. The council needs to monitor the impact of the scheme on places of worship.

Some places of worship are the only one of a particular denomination in a very large area so people can't simply choose another place of worship to avoid a longer car journey around the filter points.

### ***Layla Moran MP***

Ms Moran supports the objectives of the scheme but expresses concern at the unfairness of people living outside of but near to the city not being offered day passes for driving through the filters. It seems unfair to offer day passes to residents of the city who will benefit most from the proposals including plentiful options for improved travel by public transport.

Concern is expressed about the negative safety impact of allowing HGVs to drive through the filters. Time restrictions should be considered for HGVs. The justification

for allowing vans to drive through filters is unclear. This could lead to people buying vans to allow them to continue driving in the city on a day-to-day basis.

Car club vehicles should be given permits to drive through filters.

Bus service improvements for residents in and out of the city need to be spelt out more clearly. Reducing fares should also be an aim of the scheme.

Specific concerns are raised about the possible negative impact of the proposals on the Botley Road and the A34. The former because of the location of the Thames Street filter and the latter because of the possible displacement of traffic and pollution onto the A34 if people continue to drive to avoid the filters.

### ***Elected Councillors***

Need to hold more public meetings about the proposals. Car permits should be available to people living in areas outside of but close to the city, particularly those that don't have good bus services. Some are concerned that there are too many exemptions (including vans and HGVs for example) and too many permits would be given for residents to drive through the filters.

Concerns about the possibility of extra traffic and pollution on Botley Road and A34. Generally, there is a concern about the limited amount of modelling of the proposals.

Concern is expressed about the impact of the proposals on the city's economy. Also on more elderly people who have less ability to switch modes including using buses, walking and cycling.

Concern about how the proposals will affect people with disabilities and temporary disablement.

The proposals will make it difficult for elected members to access County Hall, negatively impacting on their work on behalf of constituents.

The new and existing traffic filters should have the same rules about who/what can drive through.

It is suggested that HGVs should only be allowed in the city and to drive through filters if they have adequate safety measures in place.

It is suggested car club cars should have permits to drive through the filters.

Improving the communication about the proposals is important.

Lots of suggestions for how and what to monitor if the trial goes ahead. Monitoring should be extended to roads and settlements outside of the city – there is concern that congestion and pollution will be displaced to these areas.

## ***District Councils***

**Oxford City Council** commented on the traffic filters proposal as part of its response to the Central Oxfordshire Travel Plan. The city council supports the traffic filters in principle but would like to see more detailed evidence from modelling outputs about their impact. It acknowledges that the filters would be introduced by an ETRO which ensures further consultation and monitoring before them being made permanent.

**South Oxfordshire District Council** supports the intended outcomes of the filters but has some concerns about the scheme details. These include the proposed allocation of permits for Oxford residents but not those living outside of but close to the city who have fewer options for non-car travel. Oxford residents have/will have more options to not travel by car so offering permits will mean many will continue to drive. It is suggested that key workers in the district should be given permits. The boundary of the permit area is queried – why are some South Oxfordshire settlements close to the city not included?

Allowing HGVs through the filters could encourage such vehicles to drive through the city rather than around it. Could HGVs be allowed in the city only at certain times?

The proposals do not give enough consideration to improving bus services that benefit residents of the district.

**Vale of White Horse District Council (VoWHDC)** supports the intended outcomes of the filters but has some concerns about the scheme details. These include the fact that most Vale of White Horse residents would not have access to resident day passes. VoWHDC considers that many rural residents have long and slow journeys to Oxford and are not as able to switch to bus and walking and cycling as Oxford residents who are being allowed day passes. In the interest of fairness, VoWHDC residents who need to access Oxford – key workers are mentioned – should be allowed day passes.

Concern is expressed about HGVs and vans being allowed through the filters which may lead to those vehicles taking short cuts through the city to avoid congestion.

Improvements to buses because of the filters does not appear to sufficiently benefit VoWHDC residents.

Concerns raised about the impact of the scheme on air pollution levels particularly in Botley. Also the impact of traffic on A420 and A34.

**Cherwell District Council (CDC)** broadly supports – with some reservations and suggestions – the trial of the traffic filters. It is suggested that the permit system should include new housing to the north of Cutteslowe along the A4165 and possibly some residents and businesses in Kidlington and Yarnton.

The council is concerned that without suitable attractive alternatives for journeys through filter points, people will travel further in their cars. It raises a variety of detailed issues relating to the effective monitoring of the success or otherwise of the trial. CDC would welcome regular discussions during the trial about any adjustment

and mitigation that is needed. Access to the John Radcliffe hospital for Cherwell residents is flagged as an issue that may need addressing.

***“Concerned Residents” Petition***

A petition signed by 3,210 citizens opposing proposals for two of the six proposed trial filters will be submitted to Cabinet by this group. This petition specifically opposes the Marston Ferry Road & Hollow Way filters. They are considered to disproportionately discriminate against elderly, vulnerable, pregnant, and disabled individuals. The petition claims the County Council has not adequately made the case for traffic filters on key connecting roads outside of Oxford city centre.

***County and City Councillor Susanna Pressel and City Councillor Lois Muddiman Petition***

1842 people signed a petition raising concerns that the Thames Street filter would require all traffic to the Westgate car park, Osney Mead, the new Oxpens development and the train station to use Botley Road. It called on the county council to change the plans, so this traffic is directed elsewhere.

***YouGov survey commissioned by Oxfordshire Liveable Streets (OLS)***

During the consultation period, OLS commissioned research by YouGov to ascertain views of Oxford residents about traffic filters. 249 people were asked the following question:

“Six new 'traffic filters' are being considered which are designed to reduce traffic levels across Oxford, making bus journeys quicker and walking and cycling safer. When they are operating, most private cars will not be allowed through without a permit. All other vehicles including buses and emergency services will be allowed at all times. Having read the above, would you support or oppose such a measure?”

In response, 60% supported and 31% opposed the measure.

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Prepared for:



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# Traffic filters: pre-ETRO survey

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November 2022

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Page 239

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data services

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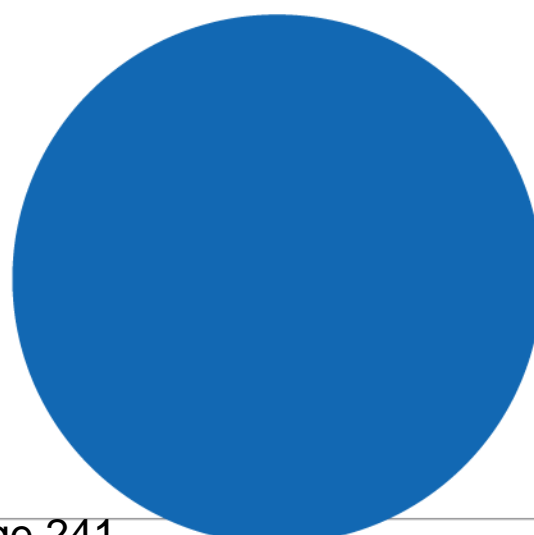
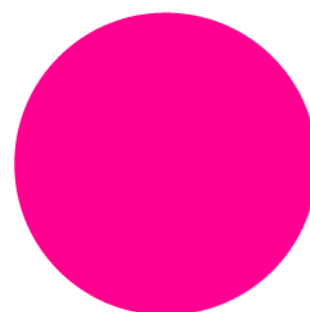
# Contents

<b>Executive summary .....</b>	<b>3</b>
Background to the consultation .....	4
Views on the proposals .....	4
Travel habits .....	5
Levels of support for the permits for car drivers .....	5
How different groups may be affected by the traffic filters.....	6
Comments on the proposals.....	6
<b>Introduction.....</b>	<b>7</b>
Background to the consultation .....	8
About the consultation approach.....	9
About this report.....	10
<b>DEMOGRAPHICS.....</b>	<b>11</b>
<b>Travel Habits.....</b>	<b>17</b>
Differences between respondent types.....	19
Demographic differences .....	20
<b>Traffic Filters.....</b>	<b>24</b>
Context for respondents .....	25
Support for the proposed permits and exemptions.....	26
Characteristics particularly affected by the traffic filters.....	37
Benefits of the traffic filters.....	42
Challenges from the traffic filters .....	45
Assessing the impact of the traffic filters .....	48
Further comments .....	50
<b>Email and letter responses .....</b>	<b>53</b>
<b>Appendix A: Characteristics affected by the filters: tables .....</b>	<b>56</b>
<b>Appendix B: Questionnaire.....</b>	<b>61</b>



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# Executive summary







# Here we summarise the findings from a survey to gather feedback from residents and stakeholders on proposed traffic filters in Oxford.

## **Background to the consultation**

Oxfordshire County Council is proposing to install six traffic filters as a trial under an experimental traffic regulation order (ETRO) within the Oxford city ring road. The filters are designed to reduce traffic congestion, make bus journeys quicker and more reliable, make cycling and walking to work more attractive, and improve air quality.

When they are operating, private cars will not be allowed through without a permit. All other vehicles including buses, coaches, taxis, vans, mopeds, motorbikes and HGVs will be allowed at all times. Residents in Oxford and some areas just outside the city will be able to apply for a permit allowing them to drive through the traffic filters on up to 100 days per year.

Traffic filters on main roads have been part of Oxford's transport strategy since 2015, including the recently adopted Local Transport and Connectivity Plan. Over the last year, the council has been engaging with a wide range of groups including businesses, hospitals, schools and residents. The latest proposals have changed, taking into account feedback from all of that engagement as well as the results of ongoing technical work. If approved by the county council's cabinet, the filters will be installed under an ETRO because it is difficult to assess the impact of the scheme beforehand. An ETRO allows councils to assess and test a scheme over time before making a long term decision about whether to stop or extend the experimental measures or make them permanent.

Regulations require a highways authority to consult with statutory consultees such as emergency services before introducing a ETRO. Given the wide-ranging nature of this scheme, a more comprehensive public consultation was undertaken, to include the statutory consultees, but also to invite comment from the wider public.

This pre ETRO consultation took place from 5 September to 13 October 2022. Response rates were expected to be high and 5700 survey responses were received.

This report details the results from the surveys, and 485 further submissions received by email.

## **Views on the proposals**

The traffic filters are expected to deliver the following benefits:

- Reduced traffic levels
- Faster bus journey times
- Safer cycling and walking
- Improved air quality



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

Where clearly stated, around half of those responding via email supported the plans for the traffic filters.

## **Travel habits**

Respondents' main mode of transport in Oxford was as a car driver, with over seven in ten doing so once a week or more (72%), the same proportion said they walked once a week or more (71%). Half (50%) cycle once a week or more. Mode of travel then falls to one third travelling in a car as a passenger (33%), and one quarter using the bus once a week or more (25%).

## **Levels of support for the permits for car drivers**

Respondents were asked to think about the proposed permits available for private cars to drive through the traffic filters and whether they were being made available to the right people and groups.

Free permits for private cars will be available for:

- 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 (for operational journeys, not commuting)
- Businesses within the permit area using a private car as a goods vehicle
- Residential properties within the permit area eligible for 100 day passes per vehicle per year (up to a max of 3 vehicles per household and one vehicle per person)
- Community transport vehicles
- Those in receipt of mobility-related benefits
- Those in receipt of direct travel payments.

Car permits will be available for all residents and businesses (subject to conditions) located in:

- Oxford City Council's administrative area
- North Hinksey Parish
- South Hinksey Parish
- Cumnor Parish east of the A420, including Botley, Dean Court, Cumnor Hill, Chawley and parts of Cumnor.

Highest support was for the permits for:

- Blue badge holders (either driving the car or being driven in the car) and disabled tax class vehicles (81%)
- Professional Health and care workers (80%)

Lowest support was for permits for:

- Those in receipt of direct travel payments (52%)

### **How different groups may be affected by the traffic filters**

Respondents were asked to think about those who might be particularly affected by the traffic filters and say how they feel they will be affected – in a positive or a negative way.

Most negative impact is for the following groups:

- Age (59%)
- Pregnancy and maternity (55%)
- Disability (52%)

### **Comments on the proposals**

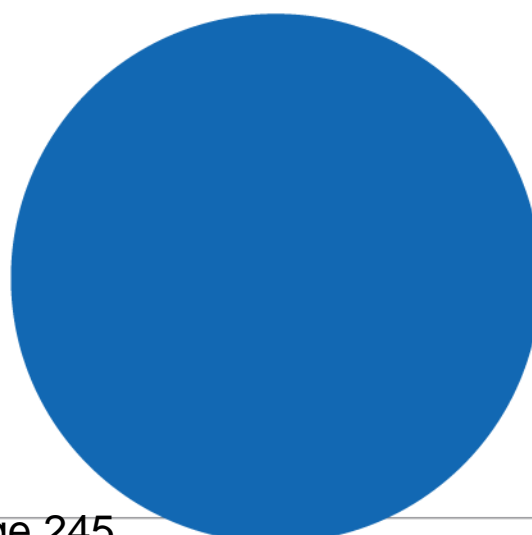
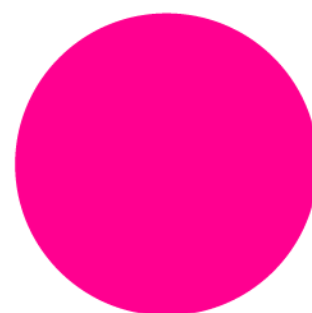
The most common comments on the proposal for the traffic filters were (not in any particular order):

- General concerns about reduced access for car drivers.
- Concerns for access to the hospital and schools.
- The Marston Ferry Road and/or Hollow Way traffic filters being unnecessary and damaging.
- Specific concerns about access for non-professional carers and people with mobility problems that don't qualify them for a blue badge.
- Exemptions being excessive and potentially undermining the scheme's benefits.
- Queries around the areas included in the residential permit scheme, why is Kennington not included?
- Concerns regarding access to the ice rink.
- Displaced traffic – particularly concerns about additional traffic on Botley Road and the ring road.
- Feeling that it may create more pollution by diverting traffic.
- Concerns about permit cost.
- Concerns around the specifics of the exemptions/suggestions for changes (concerns about 3 vehicles per household and potential abuse of the system plus 100 day passes being too many/too few and the suggestion for electric car users to be allowed through).
- Queries regarding letting HGV and vans be exempt.
- Public transport does not provide an adequate alternative for some journeys, there needs to be general improvement before the filters are implemented.
- Current infrastructure concerns – views that the surrounding infrastructure won't support the changes.
- Concerns for longer journey times.
- Concerns for certain sections of society (elderly less likely to cycle etc).
- Impact on businesses – these plans will impact the local economy and may cause businesses to close due to lack of passing trade.
- Concerns regarding enforcing the scheme – will some try to abuse the system?
- Insufficient evidence provided in the consultation.
- Concern that peoples' views will be ignored after the consultation period.



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# Introduction





## In this section we provide details of the background, objectives and methodology used in the consultation survey.

### **Background to the consultation**

Oxfordshire County Council is proposing to install six traffic filters as a trial under an experimental traffic regulation order (ETRO) within the Oxford city ring road. The filters are designed to reduce traffic congestion, make bus journeys quicker and more reliable, make cycling and walking to work more attractive, and improve air quality.

When they are operating, private cars will not be allowed through without a permit. All other vehicles including buses, coaches, taxis, vans, mopeds, motorbikes and HGVs will be allowed at all times. Residents in Oxford and some areas just outside the city will be able to apply for a permit allowing them to drive through the traffic filters on up to 100 days per year.

Three of the filters will be located in the city centre on:

- St Cross Road
- Thames Street
- Hythe Bridge Street

The remaining three filters will be located on:

- St Clements
- Marston Ferry Road
- Hollow Way

Traffic filters on main roads have been part of Oxford's transport strategy since 2015, including the recently adopted Local Transport and Connectivity Plan.

Over the last year, the council has been engaging with a wide range of groups including businesses, hospitals, schools and residents. The latest proposals have changed, taking into account feedback from all of that engagement as well as the results of ongoing technical work.

Government regulations require a highways authority to consult with statutory consultees such as emergency services before introducing a experimental traffic regulation order (ETRO). Given the wide-ranging nature of this scheme, a more comprehensive public consultation was undertaken, to include the statutory consultees, but also to invite comments from the wider public. Feedback from this consultation is the focus for this report.

If approved by the county council's cabinet, the the trial traffic filters, they will be introduced under an ETRO for a minimum of six months. During this trial period, the county council will collect information on the effects of the scheme such as changes in traffic levels and bus journey times and also invite residents, businesses and other stakeholders for their views.



A formal consultation will run for the first six months of the trial period where people can submit their feedback based on their experience of the traffic filters.

At the end of the trial (which could last longer than the first six months, up to a maximum of 18 months), the council will make a decision on whether to make the traffic filters permanent and finalise the exemptions, timings and locations based on all the information collected and feedback received.

Response rates were expected to be high.

### **About the consultation approach**

The council encouraged feedback on the proposals through an online survey which was accessible on Oxfordshire County Council's consultation website Let's Talk Oxfordshire<sup>1</sup> from 5 September until 13 October 2022. A wide range of supporting material was provided including:

- Traffic filters brochure
- Interactive maps showing the traffic filter locations and permit area
- Six maps showing the traffic filters locations
- A summary of the traffic modelling
- An equalities impact assessment
- A climate impact assessment
- A video explaining the traffic filters
- A list of frequently asked questions

Paper copies of the brochure and survey were available at 13 libraries located around Oxfordshire and the council offered the consultation in a range of alternative formats on request.

Oxfordshire County Council also hosted two public engagement events to explain the proposals in more detail and answer questions. The first event took place in person at Wesley Memorial Hall and was attended by over 150 people. The second event took place virtually and has had over 950 views on YouTube.

The consultation exercise, including the two public engagement events were widely promoted. Activity included:

- Radio ads (70 slots over two weeks).
- Bus shelter ads (18 days over two weeks).
- Travel bulletin – sent to 4,300 subscribers.
- Oxfordshire County Council resident newsletter – 'Your Oxfordshire' sent to 36,000 residents.
- Two press releases published on 30 August and 5 September which supported external coverage via BBC online, BBC radio, JackFM, and Oxford Mail.
- A media briefing which was attended by journalists from ITV, BBC Oxford and Oxford Mail.

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<sup>1</sup> [www.letstalk.oxfordshire.gov.uk/traffic-filters-2022](http://www.letstalk.oxfordshire.gov.uk/traffic-filters-2022)



- Videos and other posts on social media
- The county council worked closely with Oxford City Council on cross promoting both the traffic filter and separate Central Oxfordshire Travel Plan consultation.
- Numerous referrals for survey completions were also received via stakeholder promotion, including from the Oxford Bus Company, Cyclox and Oxford Liveable Streets.
- In addition, over 300 stakeholder contacts were emailed in August 2022 to notify them of the consultation.

There has been a high level of interest in this exercise and very good response to the survey, with a total of 5526 online responses and 174 paper copies of the full survey submitted. A full profile (by respondent type and demographics) of who responded to the survey is provided overleaf.

In addition, the council received 485 pieces of feedback in the form of letters and emails. We have provided some feedback on these in the final section of the report.

## **About this report**

DJS Research, an independent market research company, was commissioned by the council to provide an independent analysis of the survey findings and written correspondence.

The survey introduced the proposals then asked respondents a series of questions including open comment based and closed ('tick-box') questions, and an additional open question towards the end where respondents could type in any other comments they had on the Experimental Traffic Regulation Order that had not been covered in their feedback.

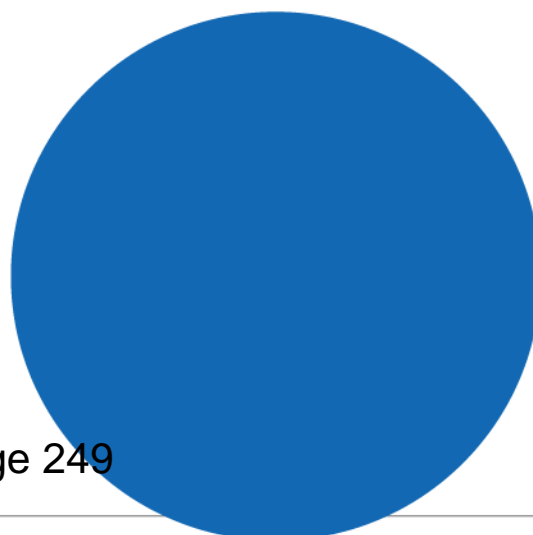
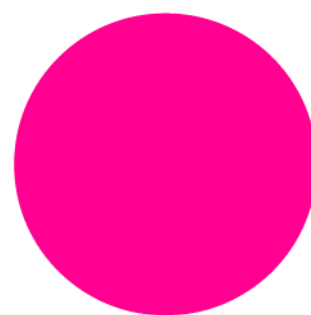
In addition to analysing the closed questions, DJS Research carried out thematic analysis of the open comments from the online and paper survey on a question-by-question basis, coding them into themes so that these could be quantified.

This document summarises the findings from the independent analysis.



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# DEMOGRAPHICS







In total, 5700 responses of the survey were received. A profile of the respondents who completed the consultation is provided in this section.

The majority of respondents answered the survey as an individual, with a smaller number answering as a business, faith organisation, charity/organisation or education establishment. Much smaller numbers answered as a parish, town, district or County Councillor or classified themselves as 'Other', with the remaining responding as part of an interest group, campaign group or campaign organisation. The full breakdown is shown in Table 1 below.

**Table 1: Q. Please select one of the following that best describes the capacity you are completing the survey in:** (All responding n=).

Respondent type	No. Responses	% Responses
As an individual	5416	95%
As a business, faith organisation, charity/organisation or education establishment	194	3%
As part of an interest group, campaign group or campaign organisation	25	0%
As a parish, town, district, or County councillor	31	1%
Other	31	1%
<b>Total</b>	<b>5697</b>	<b>100%</b>

Most age groups are well represented, however only 2% of respondents are under 25. The full breakdown of age groups is shown in Table 2 below.

**Table 2: Q. What is your age?** (All responding n=).

Respondent type	No. Responses	% Responses
Under 16	2	<1%
16-24	109	2%
25-34	579	10%
35-44	1097	20%
45-54	1217	22%
55-64	1000	18%
65-74	869	16%
75-84	347	6%
85 or over	32	1%
Prefer not to say	353	6%
<b>Total</b>	<b>5605</b>	<b>100%</b>



Similar proportions of females and males completed the survey (45% and 42%), with a small number preferring not to say or using another term. Fewer females answered on behalf of businesses or interest groups.

**Table 3: Q. What is your sex?** (All responding n=).

Respondent type	No. responses	% Responses
Female	2478	45%
Male	2342	42%
Other	708	13%
Prefer not to say	23	<1%
<b>Total</b>	<b>5551</b>	<b>100%</b>

Nearly three-quarters of respondents were White (72%), with a small proportion Asian or Asian British (3%), Mixed or multiple ethnic groups (2%) and Black or Black British (1%), Chinese (1%) and Other ethnic groups or backgrounds (1%).

**Table 4: Q. What is your ethnic group or background?**

(All responding n=).

Respondent type	No. Responses	% Responses
Asian or Asian British (Indian, Pakistani, Bangladeshi or any other Asian background)	191	3%
Black or Black British (Caribbean, African, or any other Black background)	40	1%
Chinese	48	1%
Mixed or multiple ethnic groups (White and Black Caribbean, White and Black African, White and Asian, and any other mixed background)	107	2%
White (British, Irish, or any other white background)	4010	72%
Other ethnic group or background	60	1%
Prefer not to say	1093	20%
<b>Total</b>	<b>5549</b>	<b>100%</b>



Two-fifths of respondents reported to have no religion (39%), three in ten were Christian (31%), with small proportions of Muslim, Jewish, Buddhist, Hindu, Sikh and other religions, as shown in Table 5 below.

**Table 5: Q. What is your current religion, if any?** (All responding n=).

Respondent type	No. Responses	% Responses
Buddhist	37	1%
Christian (including Church of England, Catholic, Protestant and all other Christian denominations)	1698	31%
Hindu	21	<1%
Jewish	50	1%
Muslim	119	2%
Sikh	10	<1%
No religion	2149	39%
Prefer not to say	1399	25%
Any other religion	53	1%
<b>Total</b>	<b>5536</b>	<b>100%</b>

One in six respondents said their day-to-day activities were limited because of a long-term illness (17%), as shown in Table 6 below.

**Table 6: Q. Are your day-to-day activities limited because of a long-term illness?** (All responding n=).

Respondent type	No. Responses	% Responses
Yes – limited a lot	272	5%
Yes – limited a little	684	12%
No	3896	70%
Prefer not to say	705	13%
<b>Total</b>	<b>5557</b>	<b>100%</b>

Only 2% of respondents were blue badge holders, as shown in Table 7 below.

**Table 7: Q. Are you a blue badge holder?** (All responding n=).

Respondent type	No. Responses	% Responses
Yes	117	2%
No	5378	98%
<b>Total</b>	<b>5495</b>	<b>100%</b>



One in ten respondents were carers (11%), as shown in Table 8 below.

**Table 8: Q. Are you a carer?** (All responding n=).

Respondent type	No. Responses	% Responses
Yes	604	11%
No	4358	79%
Prefer not to say	546	10%
<b>Total</b>	<b>5508</b>	<b>100%</b>

One quarter of respondents heard about the consultation from friends or relatives, followed by one fifth hearing about the consultation via Facebook.

**Table 9: Q. How did you find out about this consultation?**

Multiple responses permitted. (All responding n=5586).

Respondent type	No. responses	% Responses
Facebook	1061	19%
Twitter	267	5%
Instagram	61	1%
LinkedIn	20	<1%
NextDoor	500	9%
Oxfordshire.gov.uk website	705	13%
Email from Oxfordshire County Council	650	12%
Public engagement session	185	3%
Local news item - newspaper	909	16%
Local news item- online	529	9%
Local news item - radio	154	3%
Local news item- TV	253	5%
Oxfordshire County Councillor District Councillor	166	3%
Parish or town councillor	203	4%
Local community news item	533	10%
Poster/information in local library	222	4%
Local community group/organisation	943	17%
Friend/relative	1382	25%
Other	975	17%



Where possible, we have analysed results based on where respondents live – within Oxford where the traffic filters are located (OX1-OX4 postcodes), the rest of Oxfordshire, or outside Oxfordshire. As is clear from the table below, most respondents lived in the OX1-OX4 postcode areas. The OX1-4 postcode areas include some addresses that are located outside of Oxford and Botley.

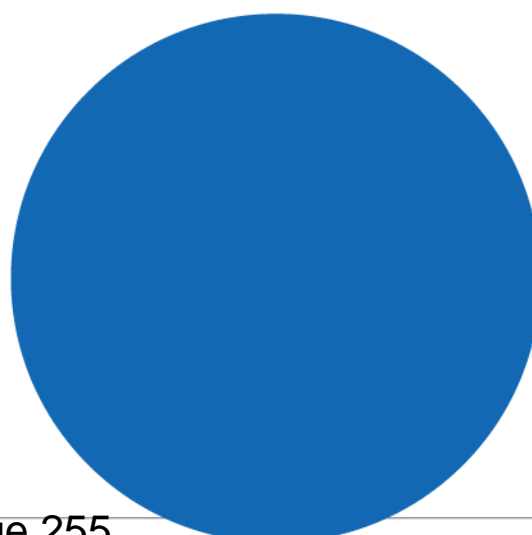
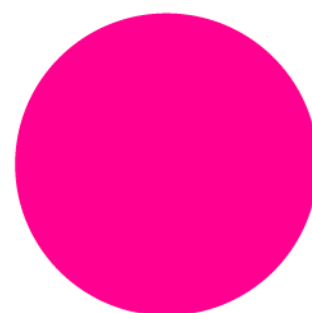
**Table 10: Geo-location** (All responding n=).

<b>Respondent type</b>	<b>No. responses</b>	<b>% Responses</b>
OX1-OX4 postcodes	4016	70%
Other OX postcodes	1178	21%
Non-OX postcodes	72	1%
Unknown	431	8%
<b>Total</b>	<b>5697</b>	<b>100%</b>

In the remainder of this report, where appropriate we have analysed how views differ by the various respondent types and demographic groups outlined above.



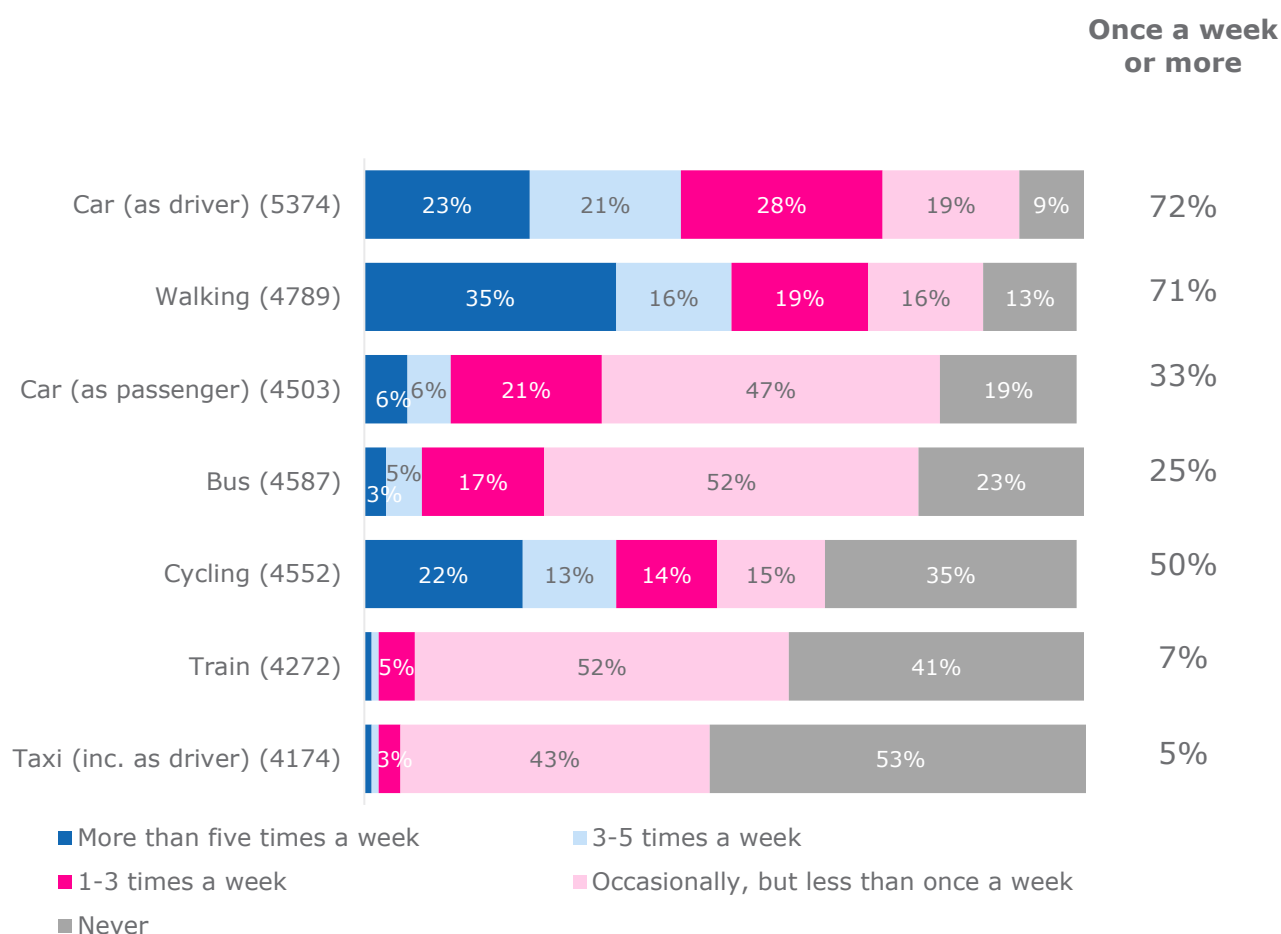
# Travel Habits



## This section details respondents' general ways of travelling for journeys in Oxford

Respondents' main mode of transport in Oxford was as a car driver, with over seven in ten doing so once a week or more (72%), virtually the same proportion said they walked once a week or more (71%). Half (50%) cycle once a week or more. Ways of travelling then fall to one third travelling in a car as a passenger (33%). We have shown the main ways of travelling in Figure 1 below, all others were used once a week or more by fewer than 5%.

**Figure 1: Q. For each of the following ways of travel, please say how often you typically use them for journeys in Oxford** (All responding n=).



The following ways to travel were used by fewer than one quarter of respondents at all (77% or higher said never):

- Park and ride (2% once a week or more, 20% occasionally, 77% never)
- Coach (1% once a week or more, 20% occasionally, 79% never)
- Van (6% used once a week or more, 6% occasionally and 87% never)
- E-scooter or push scooter (1% once a week or more, 7% occasionally, 92% never)
- Motorbike or moped (3% once a week or more, 4% occasionally, 94% never)



- Mini-bus (2% used once a week or more, 4% occasionally and 93% never)
- Park and cycle (1% once a week or more, 2% occasionally, 97% never)
- Mobility scooter/wheelchair (1% once a week or more, 1% occasionally, 98% never)
- HGV (<1% once a week or more, 1% occasionally, 98% never)

## Differences between respondent types

There are some key differences between those answering as an individual and as a business, but the main ways of travelling are consistent across the groups, with either car (as driver) or walking in the top 2. Significant differences between the groups are:

- Individuals are significantly more likely to use the following ways of travel once a week or more than businesses:
  - Cycling
  - Walking
- Whereas, businesses are significantly more likely to use the following ways of travel:
  - Car (as driver)
  - Van
  - Mini-bus
  - Motorbike or moped
  - E-scooter or push scooter
  - Park and ride
  - Park and cycle
  - HGV

**Table 11: Q. For each of the following ways of travel, please say how often you typically use them for journeys in Oxford – % saying once a week or more**  
(All responding n=)

Method of travel	Individuals (5416)	Businesses (194)
Car (as driver)	72%	<b>89%</b>
Car (as passenger)	33%	48%
Van	5%	<b>31%</b>
Bus	25%	23%
Mini-bus	2%	<b>7%</b>
Cycling	<b>50%</b>	45%
Walking	<b>71%</b>	68%
Taxi (including as driver)	4%	9%
Motorbike or moped	2%	<b>11%</b>
Mobility scooter/wheelchair	1%	2%
E-scooter or push scooter	1%	<b>6%</b>
Coach	1%	3%
Park & Ride	2%	<b>8%</b>





Park & cycle	1%	6%
Train	7%	9%
HGV	<1%	5%

### Demographic differences

There are some demographic differences for respondents using different ways of travel 'once a week or more':

### Age

- Car (as driver): Under 25s significantly less likely than other age groups
- Car (as passenger): Under 25s significantly more likely than other age groups
- Bus: Over 75s significantly more likely than other age groups
- Cycling: Over 75s less likely than other age groups
- Walking: Under 25s significantly more likely than other age groups
- Train: 25-34 year olds most likely than other age groups

**Table 12: Q. For each of the following ways of travel, please say how often you typically use them for journeys in Oxford '% saying once a week or more' – by age** (All responding n=).

Method of travel	<25 (111)	25-34 (579)	35-44 (1097)	45-54 (1217)	55-64 (1000)	65-74 (869)	75+ (379)
Car (as driver)	51%	62%	73%	76%	75%	70%	72%
Car (as passenger)	46%	32%	34%	28%	32%	34%	40%
Bus	37%	26%	17%	19%	19%	40%	51%
Cycling	48%	52%	52%	54%	47%	46%	38%
Walking	79%	75%	71%	71%	68%	73%	69%
Train	9%	10%	6%	7%	7%	4%	6%

### Gender

- Car (as driver): Other/prefer not to say significantly more likely
- Car (as passenger): Males significantly less likely
- Bus: Females significantly more likely than males
- Cycling: Males significantly more likely
- Walking: Other/prefer not to say significantly less likely

**Table 13: Q. For each of the following ways of travel, please say how often you typically use them for journeys in Oxford '% saying once a week or more' – by gender** (All responding n=).

Method of travel	Female (2478)	Male (2342)	Other/Prefer not to say (731)
Car (as driver)	72%	71%	78%
Car (as passenger)	35%	28%	44%
Bus	27%	23%	27%



Cycling	45%	<b>55%</b>	45%
Walking	71%	73%	<b>65%</b>
Train	6%	8%	7%

### ***Ethnicity***

- Car (as driver): White background least likely
- Car (as passenger): White background least likely
- Cycling: Asian and Black heritage least likely
- Walking: Black heritage least likely
- Train: Black heritage most likely

**Table 14: Q. For each of the following ways of travel, please say how often you typically use them for journeys in Oxford '% saying once a week or more' – by ethnicity (All responding n=).**

Method of travel	Asian (191)	Black (40)	Chinese (48)	Mixed (107)	White (4010)	Other/P NTS <sup>2</sup> (1153)
Car (as driver)	80%	83%	77%	73%	<b>70%</b>	80%
Car (as passenger)	56%	48%	36%	45%	<b>29%</b>	41%
Bus	27%	22%	28%	32%	25%	25%
Cycling	<b>33%</b>	<b>35%</b>	55%	54%	51%	46%
Walking	70%	<b>63%</b>	67%	74%	72%	68%
Train	4%	<b>18%</b>	15%	11%	7%	7%

### ***Day-to-day activities limited by long term illness, health problem or disability (Q18)***

- Respondents whose day-to day activities are limited by long term illness, health problem or disability (Q18) are more likely than those who don't to use the car (as a driver)
- They are significantly more likely to use a Car (as passenger) or use the bus
- However, they're significantly less likely to cycle, walk or use the train

**Table 15: Q. For each of the following ways of travel, please say how often you typically use them for journeys in Oxford '% saying once a week or more' – by people whose day-to-day activities are limited by long term illness, health problem or disability (Q18) (All responding n=).**

Method of travel	Day-to-day activities limited (956)	Day-to-day activities not limited (3896)
Car (as driver)	75%	70%
Car (as passenger)	<b>43%</b>	28%

<sup>2</sup> PNTS = Prefer not to say



Bus	30%	24%
Cycling	32%	54%
Walking	63%	73%
Train	4%	7%

### Blue badge holders

- Blue badge holders are significantly less likely to cycle, walk or use the train than those who don't have a blue badge but significantly more likely to use a car (as a passenger)

**Table 16: Q. For each of the following ways of travel, please say how often you typically use them for journeys in Oxford '% saying once a week or more' – by blue badge holders (All responding n=).**

Method of travel	Blue Badge Holder (117)	Non-Blue Badge Holder (5378)
Car (as driver)	79%	72%
Car (as passenger)	42%	33%
Bus	19%	25%
Cycling	10%	50%
Walking	25%	72%
Train	1%	7%

### Carers

- Carers are significantly more likely to use the car, either as a driver or as a passenger, and significantly less likely to cycle or walk.

**Table 17: Q. For each of the following ways of travel, please say how often you typically use them for journeys in Oxford '% saying once a week or more' – by carers (All responding n=).**

Method of travel	Carer (604)	Non-carers (4358)
Car (as driver)	83%	70%
Car (as passenger)	43%	30%
Bus	25%	25%
Cycling	39%	52%
Walking	64%	72%
Train	7%	7%



## Location

- Respondents living outside of OX1-OX4 postcodes are significantly more likely to use the car (as a driver) once a week or more than those living in OX1-OX4 postcodes or outside the area.
- Those living outside the OX1 -OX4 postcode area are significantly less likely to use the car as a passenger, the bus or walk than all other locations. No-one living outside the OX1-OX4 postcode area says they cycle at least once a week or more.
- Respondents living within the OX1-OX4 postdcode area are significantly more likely to walk than the other areas.

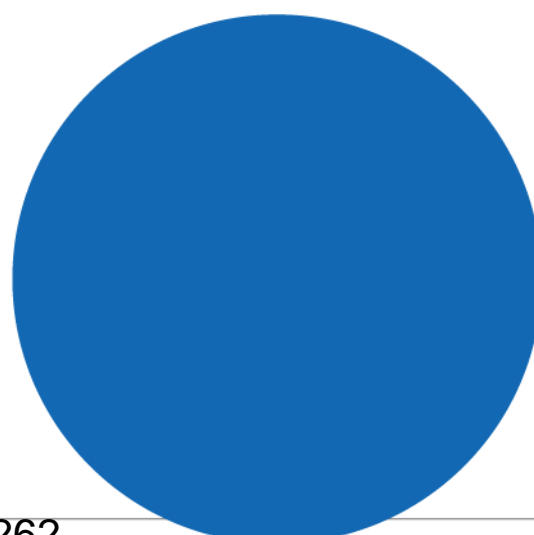
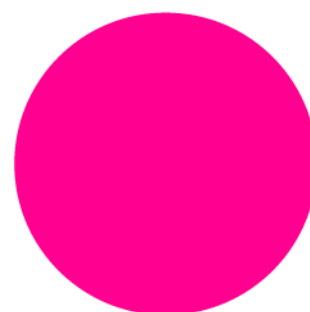
**Table 18: Q. For each of the following ways of travel, please say how often you typically use them for journeys in Oxford ‘% saying once a week or more’ – by location** (All responding n=).

Method of travel	OX1-OX4 postcodes (4016)	Other OX postcodes (1178)	Non-OX postcodes (72)	Unknown (431)
Car (as driver)	72%	<b>74%</b>	68%	70%
Car (as passenger)	35%	29%	<b>9%</b>	35%
Bus	27%	19%	<b>5%</b>	23%
Cycling	56%	32%	<b>0%</b>	38%
Walking	<b>79%</b>	46%	15%	57%
Train	7%	6%	5%	9%

We haven’t shown any differences for the less popular ways to travel.



# Traffic Filters

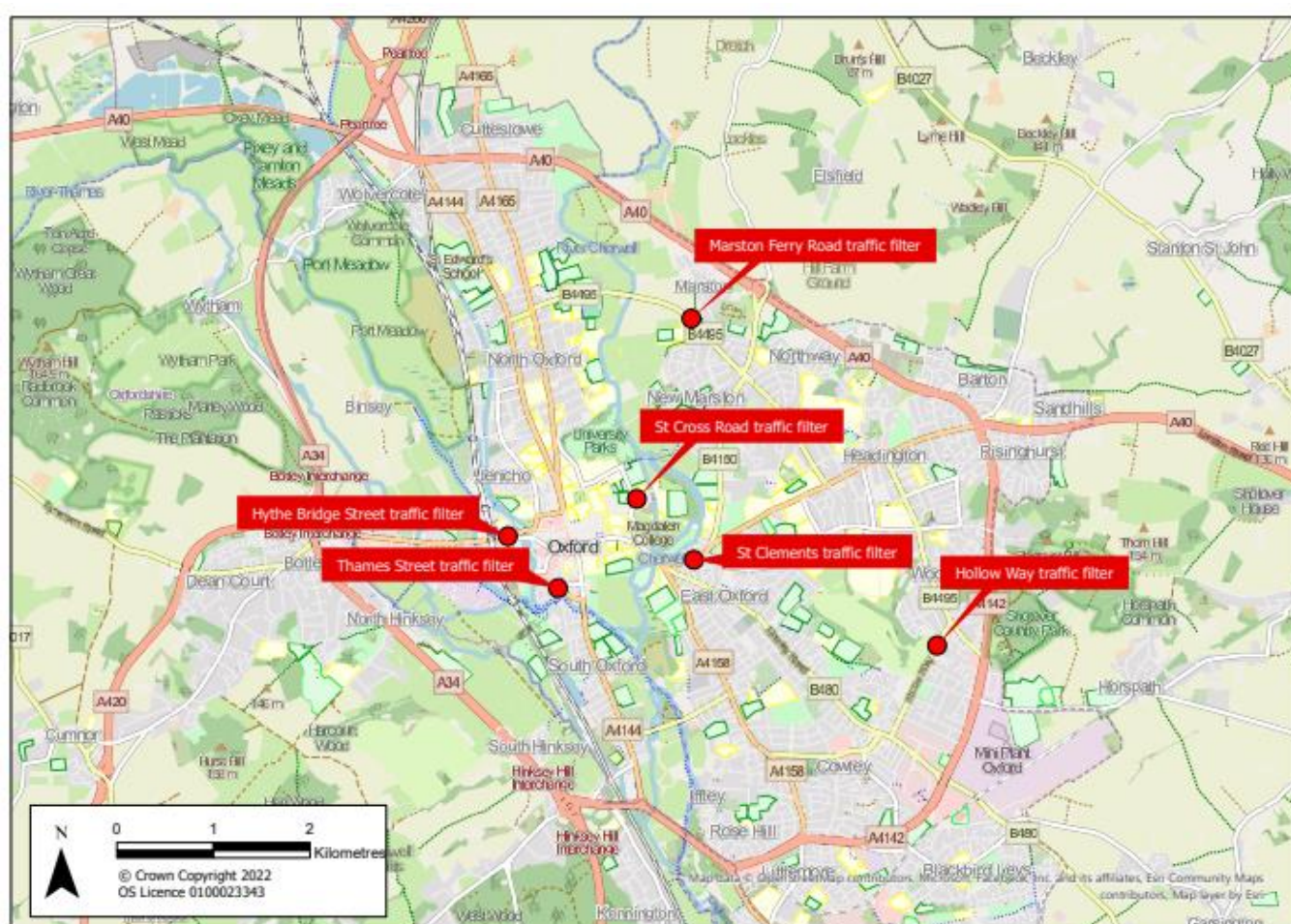


This section gives context on the proposed traffic filters and asks about support for permits and which groups will be most affected

## Context for respondents

The following information was provided to give context to the engagement process:

The Council is planning to implement six traffic filters under an experimental traffic regulation order (ETRO). It is proposing to use an experimental order so the scheme can be monitored carefully, and feedback sought and adjusted in response if necessary.



When they are operating, private cars will not be allowed through without a permit. All other vehicles including buses, coaches, taxis, vans, mopeds, motorbikes and HGVs will be allowed at all times. All destinations remain accessible, but some vehicle drivers may have to change their route or their method of travelling. More details can be found: <https://letstalk.oxfordshire.gov.uk/traffic-filters-2022>.



The following types of vehicles can pass through a traffic filter at any time:

- Cyclists
- E-scooters
- Mopeds and motorbikes
- Vans
- HGVs
- Buses and coaches
- Special vehicles, including emergency vehicles, specialised construction vehicles, hearses, and others
- Taxis and private hire vehicles
- Private cars with permits

The full list of private cars with permits is:

- 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 using a private car to carry heavy or bulky loads for business purposes
- Residents in these areas 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

Traffic filters are part of Oxfordshire County Council's central Oxfordshire travel plan (which was also open for consultation until 13 October 2022). The proposed traffic filters are expected to:

- Reduce traffic levels by around 20% across the city within the ring road.
- Reduce traffic levels by more than a third within the city centre.
- Increase bus and Park and Ride use by up to 10%.
- Enable new and improved bus routes.
- Reduce overall accidents within the city by up to 15%.
- Significantly improve air quality due to traffic reductions.
- Increase cycle mode share by over 10%.

### **Support for the proposed permits and exemptions**

Respondents were asked to think about whether the proposed permits are being made available to the right people and groups and say how strongly they support or oppose permits for each vehicle type. Generally, respondents had support for most groups:





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Highest support for permits was for:

- Blue badge holders (either driving the car or being driven in the car) and disabled tax class vehicles (81%)
- Professional Health and care workers (80%)

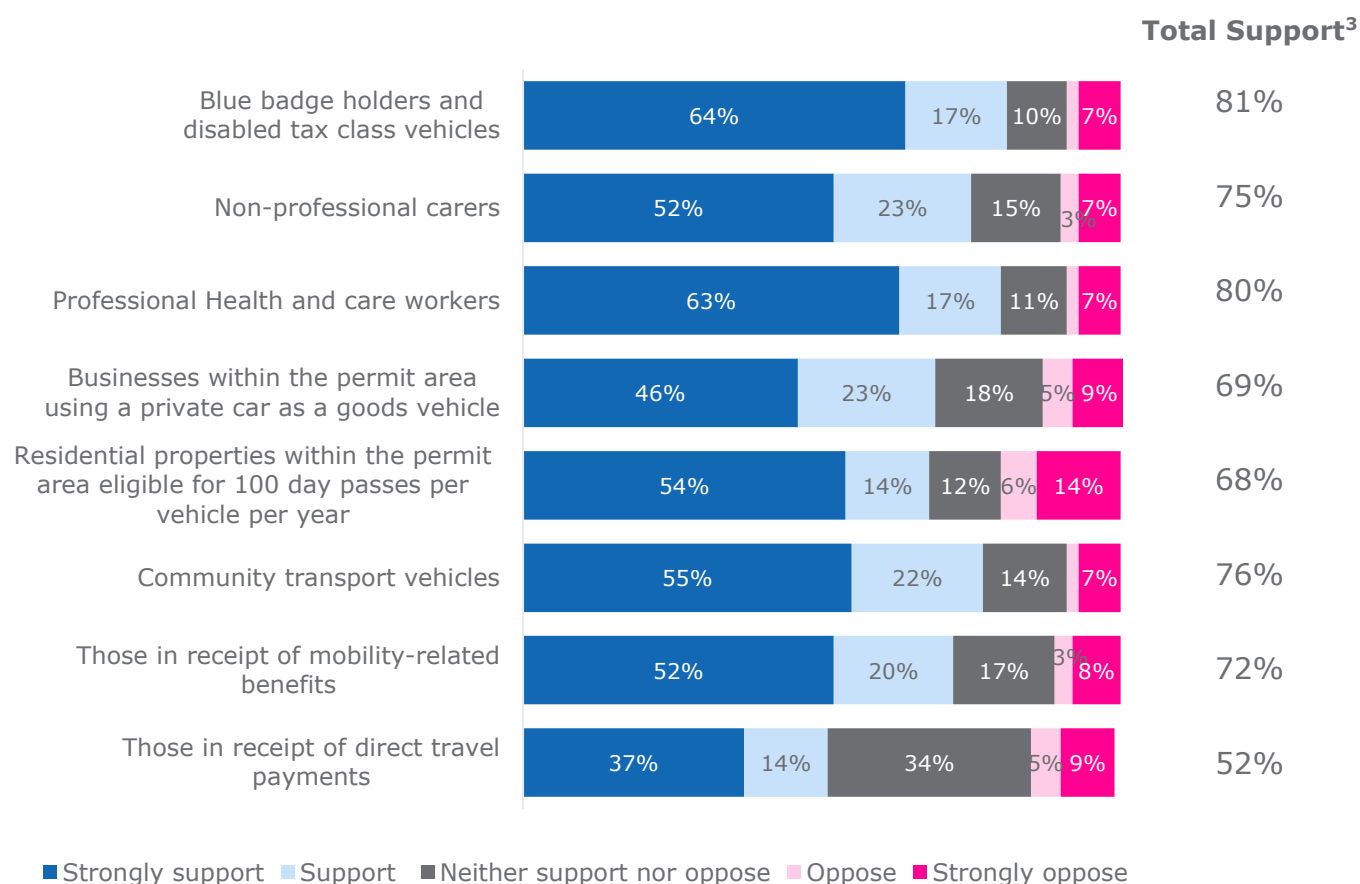
Lowest support for permits was for:

- Those in receipt of direct travel payments (52%)





**Figure 2: Q. 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?** (All responding n=5526).



### ***Differences between respondent types***

There aren't many differences between those answering as an individual and as a business, the only exceptions to this are for businesses within the permit area using a private car as a goods vehicle and those in receipt of direct travel payments, where there is significantly less support from individuals.

Base sizes for Interest groups and Councillors are too low to compare significance. It is worth noting that Interest groups gave the lowest support for all groups receiving permits.

<sup>3</sup> Total support = the proportion of respondents strongly supporting or supporting added together



**Table 19: Q. 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? Total support** (All responding n=).

People and groups	Individuals (5416)	Businesses (194)
Blue badge holders and disabled tax class vehicles	81%	79%
Non-professional carers	75%	75%
Professional Health and care workers	80%	81%
Businesses within the permit area using a private car as a goods vehicle	68%	<b>81%</b>
Residential properties within the permit area eligible for 100 day passes per vehicle per year	69%	72%
Community transport vehicles	76%	79%
Those in receipt of mobility-related benefits	72%	75%
Those in receipt of direct travel payments	51%	<b>59%</b>

### **Demographic differences**

There are a number of differences when looking at the different demographic groups showing total support for the various people and groups. We have shown the three main groups in the section below, with the remaining ones shown in the Appendix.

### **Age**

- Blue badge holders: Under 25s gave the lowest support score
- Non-professional carers: Over 75s gave significantly higher support scores than other age groups
- Professional Health and care workers
  - Under 25s gave the lowest support score
  - Over 65s show the strongest support
- Residential properties within the permit area eligible for 100 day passes per vehicle per year: Over 65s significantly higher support scores than younger age groups
- Community transport vehicles
  - Under 25s gave the lowest support score
  - Over 65s show the strongest support
- Those in receipt of mobility-related benefits: Over 75s significantly higher support scores than younger age groups
- Those in receipt of direct travel payments
  - Under 25s gave the lowest support score but not as many differences for other permit groups



**Table 20: Q. 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? Total support – by age** (All responding n=).

People and groups	<25 (111)	25-34 (579)	35-44 (1097)	45-54 (1217)	55-64 (1000)	65-74 (869)	75+ (379)
Blue badge holders	<b>78%</b>	83%	81%	80%	82%	85%	86%
Non-professional carers	71%	77%	73%	73%	76%	79%	<b>86%</b>
Professional Health and care workers	<b>72%</b>	81%	79%	79%	82%	<b>86%</b>	<b>88%</b>
Businesses within the permit area	65%	69%	67%	69%	69%	72%	71%
Residential properties within the permit area	64%	64%	66%	67%	69%	<b>75%</b>	<b>78%</b>
Community transport vehicles	71%	77%	75%	76%	79%	81%	83%
In receipt of mobility-related benefits	69%	74%	71%	70%	74%	76%	<b>82%</b>
In receipt of direct travel payments	<b>48%</b>	53%	51%	50%	53%	55%	60%

## Gender

- Females were significantly more likely to support the proposed permits for all groups.

**Table 21: Q. 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? Total support – by gender** (All responding n=).

People and groups	Female (2478)	Male (2342)	Other/Prefer not to say (731)
Blue badge holders	<b>86%</b>	79%	71%
Non-professional carers	<b>81%</b>	72%	63%
Professional Health and care workers	<b>86%</b>	78%	70%
Businesses within the permit area	<b>74%</b>	65%	63%
Residential properties within the permit area	<b>73%</b>	65%	64%
Community transport vehicles	<b>82%</b>	75%	64%
In receipt of mobility-related benefits	<b>78%</b>	70%	60%
In receipt of direct travel payments	<b>57%</b>	48%	44%

## Ethnicity

- Black or black British ethnicities gave the lowest support for all permit types. Significantly lower than all other ethnic groups for:
  - Blue badge holders
  - Non-professional carers
  - Professional carers
  - Businesses within the permit area
  - Community transport vehicles

**Table 22: Q. 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? Total support – by ethnicity** (All responding n=).

People and groups	Asian (191)	Black (40)	Chinese (48%)	Mixed (107)	White (4010)	Other/PNTS (1153)
Blue badge holders	76%	<b>53%</b>	81%	79%	85%	71%
Non-professional carers	72%	<b>45%</b>	81%	71%	79%	64%
Professional Health and care workers	77%	<b>50%</b>	83%	81%	84%	71%
Businesses within the permit area	71%	<b>45%</b>	75%	68%	70%	64%
Residential properties within the permit area	71%	<b>53%</b>	67%	69%	69%	65%
Community transport vehicles	72%	<b>48%</b>	81%	78%	80%	65%
In receipt of mobility-related benefits	69%	<b>45%</b>	73%	72%	76%	60%
In receipt of direct travel payments	53%	<b>33%</b>	52%	48%	54%	43%



## Limited day-to-day activities

There was only one significant difference for respondents whose day-to-day activities were limited because of a long-term illness – for those in receipt of mobility-related benefits, although this group tended to be generally more supportive for all permit types than those without limited day-to-day activity.

**Table 23: Q. 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? Total support – by day-to-day activities limited** (All responding n=).

People and groups	Day-to-day activities limited (956)	Day-to-day activities not limited (3896)
Blue badge holders	85%	83%
Non-professional carers	80%	76%
Professional Health and care workers	84%	82%
Businesses within the permit area	72%	69%
Residential properties within the permit area	71%	69%
Community transport vehicles	79%	79%
In receipt of mobility-related benefits	<b>78%</b>	73%
In receipt of direct travel payments	56%	52%

## Blue badge holders

Blue badge holders were generally more supportive of all permit types, and probably unsurprisingly they were significantly more supportive for permits for blue badge holders and those in receipt of mobility-related benefits. They were also significantly more in support of permits for those in receipt of direct travel payments.

**Table 24: Q. 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? Total support – by Blue badge holder** (All responding n=).

People and groups	Blue badge holder (117)	Non-blue badge holder (5378)
Blue badge holders	<b>90%</b>	81%
Non-professional carers	81%	75%
Professional Health and care workers	85%	81%
Businesses within the permit area	74%	69%
Residential properties within the permit area	73%	68%
Community transport vehicles	82%	77%
In receipt of mobility-related benefits	<b>86%</b>	72%
In receipt of direct travel payments	<b>67%</b>	51%



## Carers

Carers were generally more supportive of all permit types and were significantly more supportive for permits for businesses within the permit area and for those in receipt of direct travel payments.

**Table 25: Q. 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? Total support – by carers** (All responding n=).

People and groups	Carer (604)	Non-carer (4358)
Blue badge holders	85%	83%
Non-professional carers	80%	76%
Professional Health and care workers	85%	82%
Businesses within the permit area	<b>74%</b>	69%
Residential properties within the permit area	73%	69%
Community transport vehicles	81%	79%
In receipt of mobility-related benefits	77%	74%
In receipt of direct travel payments	<b>60%</b>	52%

## Location

- Respondents living in OX1-OX4 postcodes are most likely to support the majority of the permit types, significantly so for residential properties within the permit area.

**Table 26: Q. 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? Total support – by location** (All responding n=).

People and groups	OX1-OX4 postcodes (4016)	Other OX postcodes (1178)	Non-OX postcodes (72)	Unknown (431)
Blue badge holders	83%	78%	79%	74%
Non-professional carers	76%	72%	74%	67%
Professional Health and care workers	82%	78%	78%	76%
Businesses within the permit area	69%	69%	67%	68%
Residential properties within the permit area	<b>70%</b>	64%	67%	62%
Community transport vehicles	78%	74%	78%	70%
In receipt of mobility-related benefits	73%	70%	68%	65%
In receipt of direct travel payments	52%	50%	56%	47%



## Further comments

Open comments have been coded into themes and the following topics were raised:

**Table 27: Q. Would you like to add any further comments about the proposed permits?** (All responding n=3928).

	No. Responses	% Responses
Disagree with permit system/100 days insufficient	747	9%
Concerns over lack of access to essential locations (e.g. hospital, work, shopping, schools etc.)	738	9%
Disagree with schemes/Can't see benefits	730	9%
Concerns for elderly/(hidden)disabled/young children/those with illnesses	429	5%
Disagree with restrictions on residents/Will cause stress/problems for residents	386	5%
Disagree with restrictions in general	314	4%
The permits are too generous	312	4%
Concerns for businesses/the local economy	300	4%
Permits should be given to a wider selection of areas	274	3%
Public transport isn't appropriate for everyone	256	3%
Will increase congestion/pollution	255	3%
Will increase journey times	223	3%
Public transport needs general improvement	203	2%
Concerns for care workers being able to move freely	182	2%
The traffic/pollution will move to other areas of the city	182	2%
Oppose traffic filter locations	176	2%
Public transport needs to cover more routes	173	2%
Does not think it will work/Unrealistic	149	2%
Concerns for the future of the city centre	146	2%
Public transport needs to be more frequent/reliable	145	2%
Public transport needs to be affordable/cheaper/free	139	2%
Not properly thought out	127	2%
Survey criticism	121	2%
Walking/Cycling isn't an option for everybody	120	1%
Permits should not cost	109	1%
Permit system will encourage more car purchases	106	1%
Negative opinion of LTNs	99	1%
Vans and HGVs shouldn't be exempt	94	1%
Electric Vehicles should be exempt	85	1%
Will cost more to travel	73	1%
Concerns over reaching sport venues (esp. Ice Rink)	71	1%



	No. Responses	% Responses
Support having fewer cars on the roads	59	1%
Too many vehicle types are exempt	55	1%
Doesn't believe consultation will have any impact on the outcome/Listen to the voters	53	1%
Improve cycling/pedestrian infrastructure (e.g. routes, make safer etc.)	51	1%
Residents pay tax/insurance on their cars so shouldn't be restricted	50	1%
Travelling will become more difficult	46	1%
This is poorly timed with the recession/cost of living going up	45	1%
Support/agree with the scheme	41	1%
Fine is unfair	33	<1%
Should improve the infrastructure before implementing anything	24	<1%
Motorcycles/Mopeds should be exempt	23	<1%
Motorbikes and mopeds should not be exempt	19	<1%
Improve P&R (open longer, cheaper/free etc.)	15	<1%
Incentivise Electric Vehicle usage	13	<1%
Encourage/support car sharing	11	<1%
Coaches should not be exempt	10	<1%
Other	235	3%
Not answered	60	1%

Whilst some respondents were opposed to having a limit on the number of residential permits, others thought they were too generous and some thought that the permit areas should be extended to other areas, Kennington being mentioned quite frequently. Other respondents had concerns about being able to reach essential locations, and there was disagreement with the schemes in general.

Some verbatim comments from respondents relating to permits, traffic levels and exemptions are listed below.

"As a resident on Thames Street I strongly support the filter and would go further - making coaches and HGVs go via Speedwell Street."

"I believe that electric vehicles (EVs) should also be in the exempt group. As currently planned, the scheme fails to promote carbon-free driving. For example, with the existing proposal an owner of an EV could sell it and buy an old diesel van, which they could then drive freely through the filters 24/7. If EVs were exempt, this would be a great way to encourage movement away from fossil-fuel-based transport."

"It is good that the filters will allow some (but not too much) traffic through to enable businesses and carers to do their jobs."





"It is so important to reduce the traffic in Oxford. You have my full support. London buses usually come in into the centre with few people on them. Why do they not terminate at the Park & Ride but allow the ticket holder to use the P&R bus?"

"I do NOT support these proposals. The filter scheme is ill conceived and does not consider the practical impact for everyday users. However, the survey does not allow me to state this. The survey only allows me to support or oppose the issue of permits to specific user groups."

"The council have laid out who they believe should get permits and have just gone by what is correct in the days of WOKE that is why a hard-working person who needs to drive to work maybe miles away can only do so 100 days a year and cannot use their car at weekends?"

"HGVs should be banned 08.00 to 18.00 and vans should be banned 08.00-16.00. I strongly support the exemption for mopeds and motorcycles; they make efficient use of road space and should be encouraged."

"I strongly support the exemption for mopeds and motorcycles; they make efficient use of road space and should be encouraged. Motorcycles and mopeds hardly pollute at all particularly if they have a catalytic converter fitted. They filter easily and are the answer to congestion."

"Seems like a well-thought-through list of exemptions."

"Permit area is discriminatory. People who live in villages around Oxford look to it for many facilities and social activities."

"Difficult to get into city to visit shops- can't carry a large amount of shopping on a bus? How will shops/cafes/restaurants and museums survive without customers?"

"The scheme is very much out of balance with certain areas, e.g. New Marston and Headington being forced to use the ring road for most journeys without permits whereas other areas are not so affected. The permits should be biased towards these hard hit areas rather the whole of the city, so fewer permits for those not so affected and more to those that are. Outside the ring road should have a smaller allocation of permits."

"Why can't people in Kennington, Ridley, and Abingdon be allowed to purchase permits?"

"There are a lot of unpaid carers who look after friends/family who won't be able to travel through these filters and not everyone can get a blue badge who might need to use a car to travel."

"The Marston Ferry Road filter seems nonsensical. There are no existing bus routes, there is an amazing, protected cycle lane, and there are no houses along it."

"I'm only saying 'strongly support' because I don't want this scheme at all, and I'm not given that option. All of these groups of people should have the right to drive around Oxford at any time, without your ridiculous and expensive scheme hindering them."

"Electric cars should be allowed to travel through the filters."

"This is not a long-term strategy. EV owners should be allowed to drive through filters as these have very low emissions! The nine protected permit holders could have the highest polluting vehicles."

"There should be no new traffic filters. The alternative is fraught with problem of accidents and delays in traffic."

"Why will Botley and Cumnor residents be allowed permits but not Kennington residents?"



"I live in Garsington. I would like to be able to get a permit. There is no Park and Ride nearby. The bus is less than once an hour in daytime, poor on Sundays."

### Characteristics particularly affected by the traffic filters

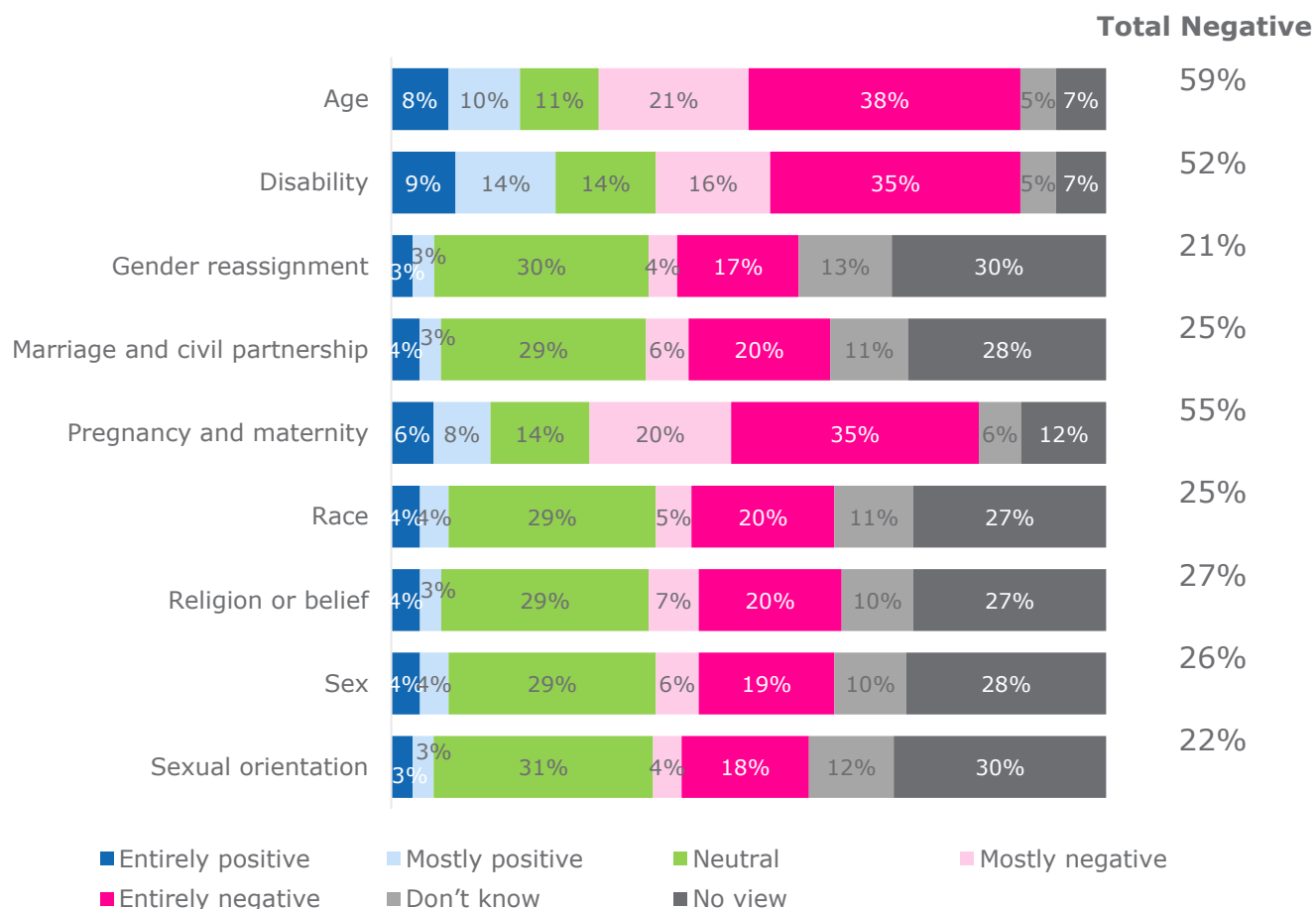
Respondents were asked to think about how the traffic filters might affect protected characteristics under the Equality Act 2010. Most negative impact is for the following groups:

- Age (59%)
- Pregnancy and maternity (55%)
- Disability (52%)

Around one quarter or less said that the remaining groups would be negatively impacted, as shown in Figure 3 below. Over one quarter had "no view" on the following characteristics being affected by the traffic filters:

- Gender reassignment (30%)
- Marriage and civil partnership (28%)
- Race (27%)
- Religion or belief (27%)
- Sex (28%)
- Sexual orientation (30%)

**Figure 3: Q. Thinking about those who might be particularly affected by the traffic filters, please indicate how you feel they will be affected.** (All responding n=5697).





A summary of responses by the different sub-groups are provided overleaf, with the full results shown in Appendix A.

### ***Differences between respondent types***

Businesses are slightly more likely to think that each characteristic will be negatively impacted than individuals, but there are no significant differences between the groups.

It is worth noting that respondents from Interest groups and Councillors are less likely to think that the traffic filters will have a negative impact than individuals or businesses, but base sizes are relatively low so should be treated as indicative rather than conclusive.

### ***Demographic differences***

There are a few significant differences between the different demographic groups, but it is mainly older respondents who gave **lower** negative scores, white and Chinese ethnicities; Carers gave significantly higher scores than non-carers for all characteristics:

#### **Age**

- Older respondents gave higher negativity scores for age and disability than the other characteristics. They gave significantly lower negativity scores than the other age groups for the following characteristics:
  - Gender reassignment
  - Marriage and civil partnership
  - Race
  - Religion or belief
  - Sex
  - Sexual orientation
- Respondents in the 35-44 age group gave higher negativity scores for pregnancy and maternity than the other age groups.

#### **Gender**

Respondents who said they identified with an 'Other' gender or preferred not to state their gender gave significantly higher negative scores than males and females for all characteristics.

#### **Ethnicity**

White and/or Chinese respondents gave the lowest negativity scores for all characteristics.

#### **Limited day-to-day activities**

Respondents whose day-to-day activities were limited gave higher negativity scores than those who didn't have limited activities, significantly so for the age, disability, pregnancy and maternity, race, religious belief and sex characteristics.



## Blue badge holders

Blue badge holders gave higher negativity scores than those without a blue badge, significantly so for the age and disability characteristics.

## Carers

Carers gave significantly higher negativity scores than non-carers for all characteristics.

## Location

- Respondents living in OX1-OX4 postcodes gave lower negativity scores than the other locations for the age and disability characteristics.
- Where we don't know where respondents are located, they tend to give higher negativity scores for the following characteristics:
  - Gender reassignment
  - Race
  - Sex
  - Sexual orientation

When asked if they wanted to provide further comments about the impact on the different characteristics, respondents gave some criticism of the survey wording, asking why some of the characteristics were relevant to this study.

## Further comments

The following themes emerged from the coding of the open comments:

**Table 28: Q. Would you like to add any further comments about those who might be particularly affected by the traffic filters?** (All responding n=3364).

	No. Responses	% Responses
Survey criticism	694	11%
Concerns for elderly/(hidden)disabled/young children/those with illnesses	669	11%
Disagree with schemes/Can't see benefits	580	9%
Unsure what sex/race/gender/marital status/age/sexual orientation has to do with the scheme	502	8%
Concerns over lack of access to essential locations (e.g. hospital, work, shopping, schools etc.)	424	7%
Walking/Cycling isn't an option for everybody	241	4%
Public transport isn't appropriate for everyone	240	4%
Will increase congestion/pollution	200	3%
Disagree with restrictions on residents/Will cause stress/problems for residents	172	3%
Support/agree with scheme/Can see the benefits	163	3%
Will increase journey times	159	3%



	No. Responses	% Responses
Cars are a necessary and essential part of everyday life for most people	140	2%
Concerns for local businesses/economy	131	2%
Concerns over attending religious buildings/services	121	2%
Concerns for those with Protected Characteristics/Unsure what protected characteristics have to do with the scheme	99	2%
The traffic/pollution will move to other areas of the city	94	2%
Public transport needs general improvement	91	1%
Difficulty entering Oxford from surrounding/rural areas	89	1%
Disagree with resident permit system/Resident permit is not long enough and needs to be increased	88	1%
Public transport needs to be more frequent/reliable	83	1%
Will create class division/Scheme favours the rich over the poor	81	1%
Public transport needs to cover more routes	77	1%
Negative opinion of LTNs	76	1%
Support having fewer cars on the roads	73	1%
Will cost more to travel	72	1%
Public transport needs to be affordable/cheaper/free	70	1%
This will be bad for people's wellbeing/mental health/will lead to social isolation	64	1%
This will only split up communities/families	60	1%
This is discriminatory against women	60	1%
Does not think it will work/Unrealistic/Will make roads more dangerous	55	1%
Will make journeys more difficult	53	1%
Concerns for care workers being able to move freely	51	1%
Everyone will benefit	51	1%
Concerns for visitors	49	1%
Concerns over reaching sport venues (esp. Ice Rink)	40	1%
Doesn't believe consultation will have any impact on the outcome/Listen to the voters	40	1%
None/Nothing	39	1%
Not properly thought out	35	1%
This isn't necessary/We don't need this/Not a priority	29	1%
Vans and HGVs shouldn't be exempt	21	<1%
Should improve the infrastructure before implementing anything	11	<1%
Fine is unfair	5	<1%
Other	129	2%
Not answered	110	2%



Respondents gave negative feedback about the wording of the survey questions. Verbatims suggested that the questions were leading in favour of the schemes rather than being impartial:

"I don't understand this question at all. All people have, for example, age, so this is in effect asking about the impact on everyone. If you mean a particular age group, say so - i.e. I think this might negatively impact people who have young children or families as transport to extra-curricular activities/lessons is often difficult and time consuming and there are often no direct bus routes. Most of these categories appear to be entirely orthogonal to traffic filters."

"Redirecting pollution and creating more traffic on other parts of Oxford that will lead to these through roads that the filter is diverting. Strongly oppose."

"Everyone will be disadvantaged regardless of race, religion, or sexual orientation. Well done, you've ruined Oxford for everyone."

"Elderly people and people with disabilities who are insufficiently infirm to qualify for a blue badge will suffer from lack of access to important services. Many people who have doctors in the city centre - including pregnant women - will find it more difficult to access their services. Many people go to religious services in the city centre will find it more difficult to attend."

"People need to have the option to drive to places if they are minorities in sex, gender, race, religion etc. because public transport & cycling/walking leaves people massively open to discrimination, harassment and even assault. People with disabilities who have not yet claimed any benefits or are unable to would be badly affected. The elderly who are often too proud to admit they struggle with mobility would likely struggle with these new enforcements."

"You need to think about parents with young children on those areas who need to get their children to school and continue to their jobs. Buses or cycling is not the answer."

"There will be no special dispensation for those pregnant or recent mothers, who will find it more difficult to walk, cycle or use public transport than others, and who may also have more need to attend clinics in various locations across the city."

"There is no reason that restricting the use of private petrol and electric cars should have a negative impact on any user, providing that sufficient mitigations and green alternatives are offered. Restricting the use of private petrol and electric cars, with appropriate mitigations and alternatives will improve the roads for ALL users, including for those who need to use private petrol and electric cars."

"I fail to see how the filters can affect anyone of the groups listed above, except those within the age, disability or pregnancy and maternity groups."

"Everyone is affected by this. The Headley way set up also doesn't work. Marsh lane is always blocked coming into Oxford. So how will it deal with even more traffic? You are destroying communities, businesses, and the heart of Oxford."

"The scheme will cause outright chaos. LTNs have already caused traffic chaos and businesses to go bust. Gated roads can only add to this. Utter disgrace and waste of money."



## Benefits of the traffic filters

The survey stated that:

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

- Reduced traffic levels
- Faster bus journey times
- Safer cycling and walking
- Improved air quality”

There weren't many benefits spontaneously mentioned, however respondents could see the benefits almost to the same extent as they could not see the benefits.

### Table 29: Q. Do you have any comments on the scheme's benefits?

(All responding n=4814)

	No. Responses	% Responses
The traffic/pollution will move to other areas of the city	1240	13%
Disagree with schemes/Can't see benefits	764	8%
Support/agree with scheme/Can see the benefits	656	7%
Plan will increase congestion/traffic	444	5%
Plan will increase pollution	432	5%
Will result in increased journey times	403	4%
Public transport needs to be more frequent/reliable	379	4%
Does not think it will work/Unrealistic	333	4%
Public transport needs generally improving	325	3%
Improve cycling/pedestrian infrastructure (e.g. routes, make safer etc.)	313	3%
Concerns for local businesses/economy	308	3%
Public transport needs to be affordable/cheaper/free	304	3%
The scheme would not improve safety/make it more dangerous for cyclists	289	3%
Negative opinions of LTNs	277	3%
Disagree with restrictions on residents/Will cause stress/problems for residents	264	3%
Concerns over lack of access to essential locations (e.g. hospital, work, shopping, schools etc.)	254	3%
Public transport needs to cover more routes	253	3%
Exempting too many vehicle types (especially vans and HGVs)	232	2%
Infrastructure for cyclists/pedestrians does not need improving e.g. already cycle lanes in place	189	2%
Wants less pollution/congestion in the city/Wants better air quality	184	2%
Cycling/walking isn't an option for everybody	173	2%
Wants to see the research behind the planning	163	2%



	No. Responses	% Responses
Concerns for elderly/(hidden)disabled/young children/those with illnesses	112	1%
Encourage EV/Electric Vehicles should be exempt	102	1%
Cyclists need to be policed/they are irresponsible/a danger to themselves	100	1%
Public transport is not an option for everyone	97	1%
Reducing traffic is essential	88	1%
Difficulty entering Oxford from surrounding/rural areas	86	1%
This scheme doesn't go far enough/needs to be more ambitious	55	1%
Improve P&R (open longer, cheaper/free etc.)	53	1%
Infrastructure for public transport needs improving e.g. Bus lanes	50	1%
Need more information	48	1%
Will create class division/Scheme favours the rich over the poor	46	1%
Public transport does not need improving e.g. its fast enough, already bus lanes in place	37	<1%
More enforcement/monitoring on drivers needed (e.g. speed cameras, limits etc.)	37	<1%
This will be a detriment to people's mental health/doesn't consider the wellbeing of residents	31	<1%
The maintenance for roads/pavements needs improving (e.g. less potholes)	29	<1%
OCC need to listen to residents/voters	27	<1%
Traffic levels do not need improving/are fine as they are	26	<1%
Improved parking options	25	<1%
Make parking less accessible (e.g. fewer, more expensive, harder access etc.)	22	<1%
Motorcycles/mopeds should be exempt	17	<1%
Will require a culture change	11	<1%
Other	161	2%
Not answered	70	1%

We have added some verbatim comments below that add some context to the comments:

"They will not reduce traffic levels, they will increase traffic levels because people who want to drive still will but will have fewer routes to take, making those routes busier."

"Air Quality improvements, and more Active Travel, will also generate very desirable public and private health benefits. This should be stressed in the objectives. When the trial will be assessed, the scheme's value should include a measure of improved health. Safety will only be improved if (i) the hours of operation are extended into the late evening (ii) other essential measures are introduced the same time, e.g. enforcing the existing no left turn from Cowley to Iffley Road at The Plain; engaging all schools in a walk-the-final-furlong





campaign; prioritising cycle and micro mobility Holywell <> Longwall by inhibiting vehicular traffic to and from St Cross Road, etc etc. These supporting co-measures would act synergistically with the traffic filters. The total effect would be greater than the sum of the parts."

"Yes, strongly support these objectives. Shifting journeys to low carbon modes should also be listed as a specific objective."

"The benefits are vital. They are threatened by excessive exemptions."

"I am optimistic that all of these can be achieved by the scheme. Improving bus journey times is particularly important."

"Undoubtedly it will improve air quality, and hopefully lead to safer walking/cycling in the city, but I worry the problems will move to the ring road and the few open roads within the city."

"It is a very crude method of achieving this. Also, why then will the centre of Oxford, much less inhabited than other parts, be especially targeted for this treatment? If the nation or county as a whole is expected to cut down on driving, the proposals look unduly one sided. Why does Oxford city face such drastic measures and the rest of the county continues driving like there is no tomorrow. It makes us feel like guinea pigs."

"The supposed benefits are insufficient and aim at tackling the wrong issues. The council should be focusing on reducing emissions through other means that do not affect the working families of Oxford in such extraordinary ways. Focus on insulation and grants for electric vehicles should be prioritised over further road-related reductions."

"I think the filters are an excellent idea. As a regular bus user, improved journey times are important to me. I would also like to cycle more, but am put off by the danger from the current traffic levels. The scheme would help to improve this and encourage cycling."

"The traffic levels will not be reduced - the ring road will just become congested. They will need more buses instead of cancelling routes like 4B. Air is going to be much worse on roundabouts. Walking is already safe, and cycling should be safer with lower speed limits."

"These benefits will make Oxford a better city to live in and visit."

"Generally in favour of all of the above, but totally unconvinced that the scheme proposed will deliver these."

"These are good aims, but with the over-broad exceptions to the filters, these benefits are unlikely to be particularly noticeable."

"So far my experience has been that bus journey times are slower as the narrowing of the roads restricts two-way traffic for large vehicles. Often buses are stuck behind cyclists."

"Are the buses going to be fully electric? They are not at present, and you are taking readings which give a false reading."

"On the ring road, traffic levels will increase significantly and air quality for house build by side of ring road will be worse."

"They are all excellent aims and it would be wonderful if we could achieve them."

"Climate change is happening right now. We need to cut down on car use. Also, Oxford is a much safer and nicer place with fewer cars."

"Traffic levels will increase elsewhere, along with pollution."



## Challenges from the traffic filters

The questionnaire survey stated that:

“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”

Increased journey times and displacement of traffic to other areas were respondents’ main comments on the scheme’s challenges.

**Table 30: Q. Do you have any comments on the scheme’s challenges?**

(All responding n=4973)

	No. Responses	% Responses
Will increase journey times	1121	12%
The traffic/pollution will move to other areas of the city	929	10%
Will increase pollution/congestion	918	10%
Disagree with schemes/Can’t see benefits	697	7%
Concerns over lack of access to essential locations (e.g. hospital, work, shopping, schools etc.)	505	5%
Disagree with restrictions on residents/Will cause stress/problems for residents	456	5%
Not everybody is able to change their travel route/method/times (e.g. work, school runs etc.)	454	5%
Concerns for local businesses	431	5%
Support/agree with scheme/Can see the benefits	262	3%
Public transport needs general improvement	260	3%
Will cost more to travel	248	3%
Concerns for elderly/(hidden)disabled/young children/those with illnesses	211	2%
Negative opinion of LTNs	199	2%
Difficulty entering Oxford from surrounding/rural areas	192	2%
Not properly thought out	185	2%
Support discouraging car use	171	2%
Changing travel method/route is not possible for everybody	155	2%
Public transport needs to be more frequent/reliable	139	2%
Will hopefully convince people to use alternative transport	136	1%
Public transport needs to be affordable/cheaper/free	133	1%
Public transport needs to cover more routes	106	1%



	No. Responses	% Responses
Current infrastructure will not be able to handle the increase in traffic	102	1%
Improve cycling/pedestrian infrastructure (e.g. routes, make safer etc.)	100	1%
Should improve the infrastructure before implementing anything	100	1%
Some locations have no alternative routes	97	1%
Will create class division/Scheme favours the rich over the poor	97	1%
The plan is not environmentally friendly	93	1%
Agree that the schemes challenges need to be addressed	81	1%
Agree with having fewer cars on the roads	80	1%
Haven't considered alternative for if there is a car accident/flood etc.	78	1%
Concerns over reaching sport venues (esp. Ice Rink)	76	1%
Resident permit is not long enough	76	1%
This is poorly timed with the recession/cost of living going up	74	1%
Will increase road traffic accidents/road rage	68	1%
Concerns for the tourism industry	52	1%
Encourage cycling/walking	45	1%
These are not challenges	45	1%
These are benefits	33	<1%
Want a less polluted city	32	<1%
Electric vehicles should be exempt	22	<1%
Only implement filters during quiet times	8	<1%
Exemption list is too long	4	<1%
Other	232	2%
Not answered	62	1%
Don't know	10	<1%

We have added some verbatim comments below that add some context to the comments:

"Unless there is an instantaneous, major, improvement in buses and cycle routes we will lose staff (e.g. in NHS) who will simply move to a better place to work. This is a disaster waiting to happen. Businesses and public sector already struggle to retain staff as local cost of living is high; inability to drive to work will simply make key workers relocate away from Oxford."

"You are taking away choice. You are increasing pollution. You are causing traffic jams. You are causing issues for those with mobility problems (both mental and physical). The scheme should IMPROVE the speed and frequency of cars coming and going through the city and not force cars out onto the ring road, massively increasing journey times. Allow cars to use ALL streets. It will only take one spill, accident, or sinkhole on the ring road to cause chaos. Drivers will be unable to take alternative routes as you've taken them away from us."

"Longer routes lead to more pollution. Cars in congested roads use more fuel."



"I feel this is necessary for the bigger picture of reducing traffic."

"Are you going to pay for the increased petrol bills of those people who need to go to work and will have to take longer journeys every day? If you truly are trying to cut down on pollution, the fact that some journeys and routes will be longer makes this scheme counterproductive!"

"I cannot take a different route. We have chosen where to live based upon where we work. Then, we chose schools and nurseries based on that. So, if my route were to need to change, it would mean going all the way down the Botley Rd to make one drop off, turning around and driving all the way back and then around to the north of Oxford to get to work. This will mean I have to drive 3x as far each car journey, and I suspect it will be the same for many others as there is no other option with the buses being as bad as they are and the traffic filters. All the challenges listed basically mean longer journeys and worse air quality/environmental impact. The exact opposite of what you should be striving for."

"The zero-emission zone needs to be expanded. I feel zero carbon vehicles could be allowed through some of the filters. Pollution and noise matters more than just traffic."

"I see the advantages but am not convinced this outweighs the inconvenience and disruptions."

"Filters should only be in place for peak travel, i.e. 7.30am to 9.30am."

"I'm happy to cope with these challenges as a car driver. The thing that bothers me is an issue of fairness. When you say 'some car journeys' and 'some car drivers' will face challenges, you neglect to mention that these journeys and drivers are not evenly distributed through our city, and that Oxford's wealthiest communities face little impact from the scheme while less affluent suburbs are cut off."

"It is utterly unfair and has massive redistributive effects."

"Reaching the train station might become difficult, I think the train station should still be easily accessible without paying a permit or a fee."

"There is no mention of access to hospitals, and other health facilities. And how these proposals could well create congestion by displaced traffic."

"Totally agree but that will increase congestion and pollution on the roads."

"Will be very frustrating and annoying for a lot of people."

"Signage needs to be properly designed and information provided to sat navs. The 'dead end' & 'no through road' changes in parts of Oxford are hard to navigate now"

"Longer journeys mean more traffic and pollution."



## Assessing the impact of the traffic filters

Most respondents support assessing the impact of the scheme, but the next most common comment is for those opposing the idea.

**Table 31: Q. 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?** (All responding n=4370).

	No. Responses	% Responses
Support assessing the impact/Can see the benefits	933	12%
Disagree with impact/Can't see benefits/Oppose the idea	518	7%
Should monitor across a wider area/not just those with the traffic filters	426	6%
The results need to be shared - you are not trusted/believes the result could be rigged	370	5%
Need more information i.e. how will it be monitored?	355	5%
Concerns for local businesses/economy	354	5%
The traffic/pollution will move to other areas of the city	281	4%
Air quality in surrounding areas needs to be monitored	268	4%
Residents' views need to be listened to	251	3%
Monitor traffic levels on ring road	202	3%
Monitor the impact on quality of life	190	3%
Concerns over lack of access to essential locations (e.g. hospital, work, shopping, schools etc.)	188	3%
Monitor flow of traffic	174	2%
Monitoring and research should be done before and after	174	2%
LTNs have already been monitored with negative impact	171	2%
Unsure whether/does not think it will work/unrealistic	158	2%
Waste of money, time and resources	138	2%
Disagree with restrictions on residents/Will cause stress/problems for residents	129	2%
Monitor the impact on residents' mental health and wellbeing	127	2%
Plan will increase congestion/traffic	122	2%
Buses need to be monitored (journey times, how many passengers)	121	2%
Monitoring journey times (there is only an option to monitor bus journey times and not for other vehicles)	111	2%
Concerns for elderly/(hidden)disabled/young children/those with illnesses	109	1%
Plan will increase pollution	109	1%
Doesn't believe consultation will have any impact on the outcome/Listen to the voters	108	1%
Walking/Cycling isn't an option for everybody	107	1%
It depends when the assessment takes place (e.g. weather, school holidays dependent etc.)	91	1%



	No. Responses	% Responses
Public transport needs generally improving	88	1%
Should be complemented by surveys	82	1%
Improve cycling/pedestrian infrastructure (e.g. routes, make safer etc.)	74	1%
Would like frequent updates i.e. updates showing positive and negative impacts of the traffic filters	70	1%
This should be assessed by an independent body to avoid biased data	63	1%
No view	58	1%
Public transport needs to be more frequent/reliable	58	1%
Individual costs e.g. fuel/public transport costs	53	1%
Journey times will be increased	47	1%
Wants less pollution/congestion in the city/Wants better air quality	41	1%
Monitoring specific times of day e.g. rush hour	39	1%
Road traffic accidents should be monitored	36	1%
Monitor vehicle types e.g. Vans, cars, buses etc.	32	<1%
Clear targets are needed as a baseline	29	<1%
Monitor the noise pollution	20	<1%
Neighbouring residents should also be monitored	16	<1%
The speed of vehicles should be monitored	13	<1%
Exempting too many vehicle types (especially vans and HGVs)	11	<1%
The scheme would not improve safety/make it more dangerous for cyclists	4	<1%
Other	442	6%
Don't know	1	<1%
Not answered	49	1%

"Where are you monitoring? How far from city centre? Will you be canvassing surrounding residents to ask how it is impacting their ability to work & travel?"

"Yes great. Hopefully we will see benefits in all these areas. However, our cycling and walking infrastructure is still poor in a lot of places in Oxford when comparing to European places who champion this such as the Netherlands."

"You should put air quality detectors on roads that will be affected with the overflow of cars. Cars won't just disappear, and people will magically get the bus. For some people cycling is not an option, and buses are not reliable to go to work."

"The success of this scheme cannot be accurately measured if monitoring is restricted to the scheme area. Measurements should also be taken in the areas immediately surrounding the scheme area (including the A34 and in local shopping area which are likely to see an increase traffic due to displacement for West Gate (Abingdon, Banbury, East Oxford, etc)."

"These are only useful if the monitoring has happened for many months before the filters are introduced to see the change. And only useful if the ring road and other entrances into the city are also monitored to see what the impacts there are."



"So long as these monitoring methods are applied both to the roads where the filters are implemented and to the other nearby roads that are likely to be used as diversions, this makes perfect sense."

"To collect a complete and accurate set of data one of the assessment points should be at the junctions of Magdalen Rd and Cowley Rd staffed 24/7 for 4 weeks in term time (preferably by County Cllrs who do not live within the city boundaries)."

"I suggest you monitor the impact on the main ring roads around Oxford which will become gridlocked."

"Please do monitoring in a clear, simple and regular way. There should also be ongoing surveys and opinion polls with data made available online."

"Impacts on local small business should be considered, especially at Westgate area."

"Very necessary. How long for?"

### Further comments

Respondents used this question to highlight general disagreement with the proposal, concerns for the impact on local businesses/economy or traffic being displaced to other areas. There was support for the proposal from others, but generally with additional thought needed.

**Table 32: Q. Do you have any other views on the proposals?**

(All responding n=4606)

	No. Responses	% Responses
Disagree with proposal(s)	1605	17%
Concerns for local businesses/economy	530	6%
Concerns over lack of access to essential locations (e.g. hospital, work, shopping, schools etc.)	525	6%
Supportive of proposal(s)	509	5%
Public transport needs general improvement	495	5%
Doesn't seem properly planned out	478	5%
Disagree with restrictions on residents/Will cause stress/problems for residents	475	5%
The traffic is/will move to other areas	295	3%
Concerns for elderly/(hidden)disabled/young children/those with illnesses	280	3%
Negative opinion of LTNs	280	3%
Public transport needs to be affordable/cheaper/free	263	3%
Improve cycling/pedestrian infrastructure (e.g. routes, equipment provision etc.)	242	3%
Doesn't believe consultation will have any impact on the outcome/Listen to the voters	224	2%
Does not think it will work/Unrealistic	209	2%
Public transport needs to cover more routes	196	2%



	No. Responses	% Responses
Difficulty entering Oxford from surrounding/rural areas	195	2%
Plan will increase pollution	183	2%
Increased journey times (due to more traffic)	179	2%
Cars are sometimes necessary (e.g. large shops, moving large items etc.)	160	2%
Need more information	144	2%
Will create a class division between those who can afford EVs and those who can't/Preference for richer residents	132	1%
Residents/the community don't want this	117	1%
Negative impact on quality of life e.g. due to more time travelling, less social time with families/friends	111	1%
Improve P&R (open longer, cheaper/free etc.)	102	1%
Waste of money, time and resources	102	1%
Survey criticism	78	1%
Resident permit is not long enough	77	1%
Electric Vehicles should be exempt	62	1%
Should investigate/familiarise with the current infrastructure	62	1%
Cost implications	60	1%
More areas need to be eligible for permits	58	1%
Concerns for the tourism industry	54	1%
This is poorly timed with the recession/cost of living going up e.g. petrol prices	52	1%
Should conduct a trial	46	1%
This isn't necessary/We don't need this/Not a priority	43	1%
Disagree that vans and HGVs should be exempt	42	<1%
Doesn't trust council to implement change properly	26	<1%
This is a money-making scheme and nothing to do with the environment	24	<1%
There should be an incentive for not using your car	23	<1%
Should introduce a congestion charge	22	<1%
Consultation period not long enough	18	<1%
Motorcycles/mopeds should be exempt	18	<1%
The maintenance for roads/pavements needs improving (e.g. less potholes, street lighting)	16	<1%
Public transport should be more eco-friendly	11	<1%
More police presence	8	<1%
Closure of Oxford train station to coincide with planned start date	7	<1%
Other	506	5%
Don't know	4	<1%
Not answered	181	2%





## Comments included:

"I propose a time limit on the restrictions, i.e. roads closed from 9am to 4pm."

"Coaches should not be allowed through unless they are school vehicles. Tourist coaches should never be allowed in the city centre as they clog up the roads, block cycle lanes, and lead to huge groups of people blocking pavements."

"Please be very careful with your computer modelling, was clearly based on a computer model where vehicle users drive slowly and courteously to more vulnerable travellers. The reality is very different. Please actually watch what happens at the Westgate at the weekend with regard to gridlocked traffic rather than relying on 'simulations'."

"Strongly support but need good provision of bus, walking and cycling facilities on all the routes affected by the filters."

"I wholeheartedly support this proposal, and encourage the council to continue to think boldly about encouraging more active and public transport. Reducing car traffic on the road opens up so many opportunities - I would love to see light rail running from Cowley to the railway station."

"The measures are good, but there should be clear targets so the number of permits can be changed to ensure the targets are achieved."

"I support measures to reduce traffic particularly into city centre but feel proposals are poorly designed, particularly in reducing connections between east and west Oxford and the number of exemptions make them incredibly complex and costly. At a time when the country is facing severe economic issues, these need to be a primary consideration. Also, recent years have seen reductions in bus services so what are proposals to reverse this?"

"I appreciate that the trial traffic filters are part of a bigger picture for change in Oxfordshire, I really hope that other schemes will be implemented soon, and that funding will be allocated towards making the city safer and easier for cyclists and pedestrians. The current state of pavements in the city centre is appalling!"

"I am against traffic filters, they don't really tackle traffic or pollution issues, they just move them around."

"The experimental period is suggested to be 'summer 2023 for at least six months'. The experimental period should be for at least a year, as travel behaviour varies seasonally (e.g. fewer may want to cycle on a wet February evening)."

"A ridiculous waste of time and money, only benefiting cyclists. Ruining Oxford to everyone else."

"It's disgusting and if people want quiet roads they should live in the country, you can't have it both ways. Its cutting through the heart of local residents. We do not feel listened to."

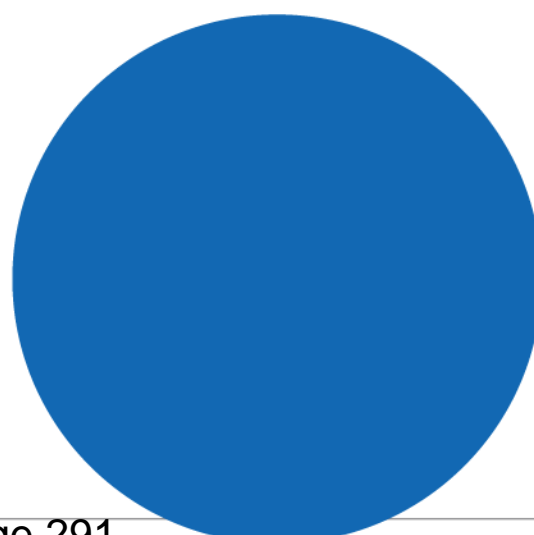
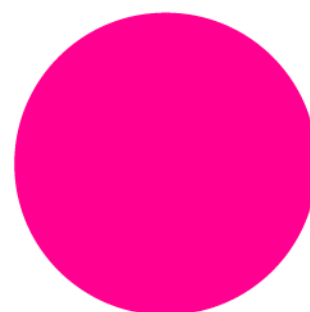
"I think the filters will cause a lot of irritation and aggro, and will probably cause more problems than they solve."

"Don't believe this will be a fair consultation and I believe that Oxford will a city people won't want to come into to shop or visit therefore businesses will suffer."



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# Email and letter responses





In addition to the feedback received from questionnaire returns, 485 emails and letters were received with comments about the proposals. 360 were from individuals and 121 from stakeholders. These responses were not included in the questionnaire survey code frame as feedback was more general overviews of the plans or supplementary to a completed survey.

Summarising the email responses, where it is clearly stated, around half support the plans for the traffic filters.

A notable proportion of the emails contained the same/similar wording (c. 100 out of 485 emails):

"I am writing to support the traffic filters, but I think they should be more ambitious: 24/7 in the city centre, and fewer exemptions and permits."

"I am writing to lend my full support to the Oxford Traffic Filter proposals currently out for consultation but recommend that they are made even more ambitious: 24/7 in the city centre, and fewer exemptions and permits. Please please please don't lose your nerve... you have so much more invisible, tacit support that you know. And long-term, reducing our habitual reliance on cars is the biggest single way to reduce emissions."

Other emails detailed additional/alternative plans:

"Rather than re-routing traffic to the Ring Road, thus increasing air pollution and the use of more petrol it would seem to be better to have a Congestion Charging Zone in the Cambridge model. The closure of the Marston Ferry Road in particular for journeys from 7am-7pm on every day except Sunday seems excessive. Could there not be a hiatus in off-peak hours to allow normal traffic to access the Ring Road, for instance, from Marston rather than having to go through Summertown, thus endangering cyclists and pedestrians and increasing the air pollution in Summertown and as a result, overall in Oxford? There is a concern among shops in the city centre that all trade will be killed off by these measures. As you are allowing motorbikes to use the routes with impunity, there should be a way to measure their speeds accurately. In my opinion, there is not one motorbike obeying the speed limits on our city streets, including the Banbury and Woodstock Roads and that includes the Deliveroo Mopeds and Motorbikes and even the electric bikes. Please introduce speed cameras and fines for them."

"As a woman in my 30s I'm in the most high-risk group to get killed while cycling in Oxford. I am writing to support the proposed traffic filters (bus gates), but I think they should be more ambitious: 24/7 in the city centre, and fewer exemptions/permits for residents & taxis. Cycling in Oxford remains terrifying (yes, including since the limited Quickways went in) - and the filters as currently proposed won't go far enough to make a real change to that."



"I am writing to support the Traffic Filters, but I think they should be more ambitious: 24/7 in the city centre, and fewer exemptions and permits."

Some emails requested further information:

"Do 'Non-professional carers (in receipt of carer's allowance)' include those with an 'underlying entitlement' to Carers Allowance. Clarify whether 'Those in receipt of mobility-related benefits' includes those using the 'Motability scheme'."

"How do I apply for a resident's permit (up to 100 days per year) to drive through the traffic filter areas? The council leaflet on this specifies 'visit our website' but doesn't specify which website. A website address, with a link to the application procedure, would be the most helpful!"

And around a third of the emails voiced opposition to the plans:

"I am really upset with these changes. Our whole area feels as if we are being penalised in our own houses of residence. This feels really unnecessary and unfair. Update us with how things go".

"I am writing to oppose the Traffic Filters. They will result in much longer motor vehicle journeys which will increase pollution. They will result in much more traffic on the ring road which will cause more congestion. They will discriminate against people who have to use cars or taxis because they are too old or infirm to walk or bicycle. They will require extra buses going on new routes through the filters".

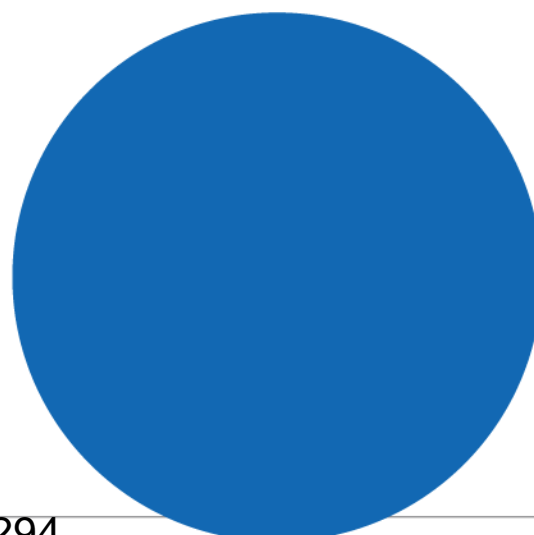
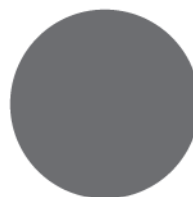
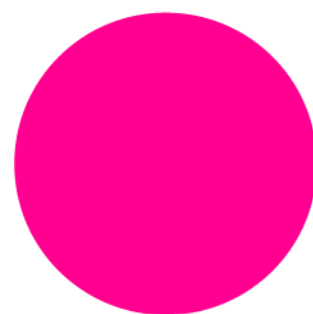
"Thank you for this reply. I strongly suspect this WILL be a problem in practice. One idea would be to suspend the operation of the filters in event of disruption on Ring Road. I hope this will be possible. Your aim is laudable, and I support the concept, but the existing actions of the City Council/Highways go against your objectives because they have allowed yet more development at busy junctions without increased access of the already existing congestion at the Wolvercote Roundabout. The truth is that the Ring Road/A 34 is currently a problem with no satisfactory alternative, and I suspect this will only get worse. OCC's existing policy of simply hoping that endless development will turn out OK on the day is not a satisfactory solution. Putting it from my (selfish) point of view I do need access to and from my flat otherwise than waiting for nightfall. As do all residents of North Oxford who will see the traffic diverted to our area from the areas blocked off by filters. It is obvious when you think about it."

"I would like to protest against the proposal to introduce traffic filters at various sites in the city of Oxford. I am opposed to them for the following reasons: 1. They will send much more traffic onto the Oxford ring Road which will become congested. 2. Because people will have to drive on the ring road their journeys will be longer causing more pollution. 3. Some of the roads, e.g. Marston Ferry Road, do not carry much traffic so buses are not delayed on them."



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# Appendix A: Characteristics affected by the filters: tables





The following tables show the figures for each sub-group answering the following question: Thinking about those who might be particularly affected by the traffic filters, please indicate how you feel they will be affected.

**Table 33: Respondent Type**

% Total negative (All responding n=).

Characteristic	Individuals (5416)	Businesses (194)
Age	59%	66%
Disability	52%	57%
Gender reassignment	21%	26%
Marriage and civil partnership	25%	30%
Pregnancy and maternity	55%	57%
Race	25%	26%
Religion or belief	27%	31%
Sex	26%	29%
Sexual orientation	22%	25%

**Table 34: Age**

% Total negative (All responding n=).

Characteristic	<25 (111)	25-34 (579)	35-44 (1097)	45-54 (1217)	55-64 (1000)	65-74 (869)	75+ (379)
Age	52%	50%	57%	59%	61%	62%	60%
Disability	53%	42%	49%	52%	54%	53%	51%
Gender reassignment	32%	21%	23%	22%	20%	15%	15%
Marriage and civil partnership	34%	27%	29%	26%	22%	18%	17%
Pregnancy and maternity	55%	52%	59%	55%	54%	50%	47%
Race	36%	26%	29%	27%	23%	18%	15%
Religion or belief	36%	26%	30%	27%	26%	20%	20%
Sex	35%	26%	29%	27%	24%	18%	14%
Sexual orientation	32%	22%	24%	22%	20%	15%	14%

**Table 35: Gender**

% Total negative (All responding n=).

<b>Characteristic</b>	<b>Female (2478)</b>	<b>Male (2342)</b>	<b>Other/Prefer not to say (731)</b>
Age	63%	52%	64%
Disability	56%	44%	60%
Gender reassignment	18%	21%	32%
Marriage and civil partnership	22%	26%	35%
Pregnancy and maternity	58%	49%	62%
Race	22%	24%	37%
Religion or belief	25%	26%	36%
Sex	25%	23%	36%
Sexual orientation	18%	21%	33%

**Table 36: Ethnicity**

% Total negative (All responding n=).

<b>Characteristic</b>	<b>Asian (191)</b>	<b>Black (40)</b>	<b>Chinese (48)</b>	<b>Mixed (107)</b>	<b>White (4010)</b>	<b>Other/PNTS (1153)</b>
Age	55%	79%	58%	64%	56%	67%
Disability	51%	68%	35%	55%	48%	63%
Gender reassignment	34%	39%	17%	27%	17%	31%
Marriage and civil partnership	44%	42%	25%	35%	21%	36%
Pregnancy and maternity	60%	68%	56%	62%	51%	64%
Race	47%	61%	31%	42%	20%	36%
Religion or belief	42%	58%	19%	42%	23%	36%
Sex	42%	45%	25%	42%	21%	36%
Sexual orientation	35%	37%	19%	35%	17%	32%

**Table 37: Day-to-day activities limited**

% Total negative (All responding n=).

Characteristic	Yes (956)	No (3896)
Age	70%	54%
Disability	64%	46%
Gender reassignment	21%	19%
Marriage and civil partnership	23%	23%
Pregnancy and maternity	61%	51%
Race	26%	22%
Religion or belief	29%	24%
Sex	27%	23%
Sexual orientation	20%	19%

**Table 38: Blue badge holder**

% Total negative (All responding n=).

Characteristic	Yes (117)	No (5378)
Age	71%	58%
Disability	70%	51%
Gender reassignment	27%	21%
Marriage and civil partnership	28%	25%
Pregnancy and maternity	59%	54%
Race	28%	25%
Religion or belief	31%	27%
Sex	29%	25%
Sexual orientation	25%	21%



**Table 39: Carers**

% Total negative (All responding n=).

<b>Characteristic</b>	<b>Yes (604)</b>	<b>No (4358)</b>
Age	70%	56%
Disability	66%	48%
Gender reassignment	26%	18%
Marriage and civil partnership	30%	22%
Pregnancy and maternity	62%	52%
Race	31%	22%
Religion or belief	34%	24%
Sex	32%	22%
Sexual orientation	25%	19%

**Table 40: Location**

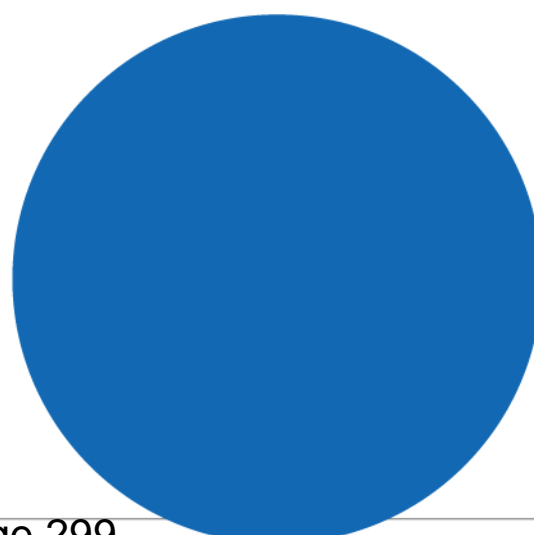
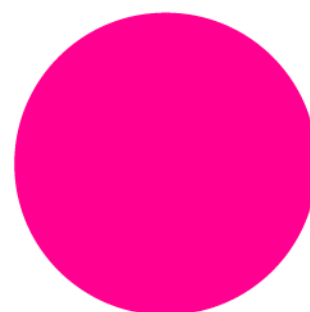
% Total negative (All responding n=).

<b>Characteristic</b>	<b>OX1-OX4 Postcodes (4016)</b>	<b>Other OX Postcodes (1178)</b>	<b>Non-OX Postcodes (72)</b>	<b>Unknown (431)</b>
Age	57%	65%	60%	59%
Disability	51%	56%	51%	50%
Gender reassignment	21%	23%	14%	25%
Marriage and civil partnership	25%	27%	14%	28%
Pregnancy and maternity	54%	59%	51%	52%
Race	25%	25%	15%	27%
Religion or belief	27%	28%	18%	28%
Sex	25%	27%	18%	30%
Sexual orientation	21%	22%	13%	26%



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# Appendix B: Questionnaire





Oxfordshire County Council is consulting on the use of an Experimental Traffic Regulation Order (ETRO) to trial the use of six traffic filters in Oxford. We last consulted in 2019 and have since conducted extensive stakeholder engagement. As a result, a number of changes are now being proposed, including new exemptions for the filters. Please complete this survey and post it to FREEPOST OXFORDSHIRE COUNTY COUNCIL (no further address needed).

## Part 1 – Who are you?

### Q01.

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

(Choose any one option) (required)

<input type="checkbox"/>	As an individual
<input type="checkbox"/>	As a business, faith organisation, charity/organisation or education establishment
<input type="checkbox"/>	As part of an interest group, campaign group or campaign organisation
<input type="checkbox"/>	As a parish, town, district or County councillor
<input type="checkbox"/>	If another option applies please click here

Do you have any further comment on this:

### Q02.

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:

(required)

**Q03.**

If you are responding as a councillor, please give your name and the parish or town/ward or division you represent below:

Your name and the area you represent:  
(required)

Your name:.....

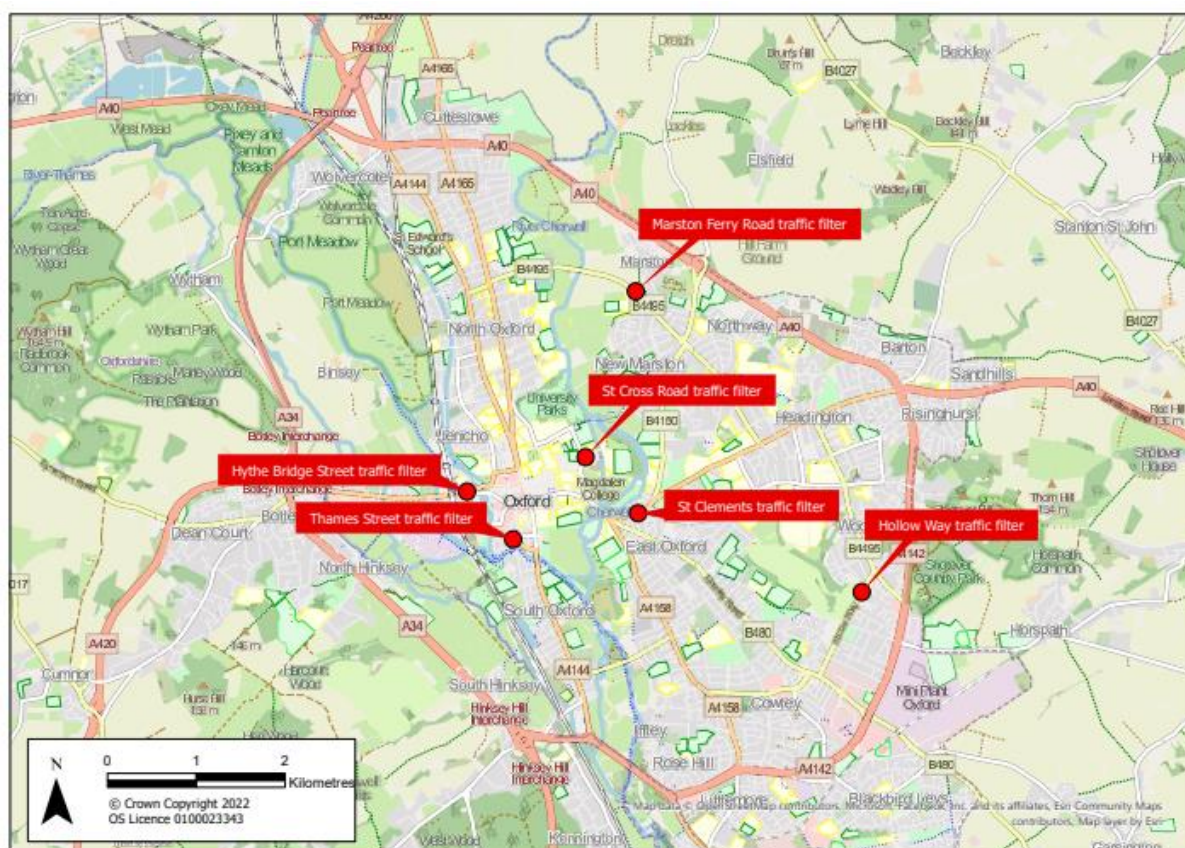
Area you represent: .....

**Part 2 – Travel habits****Q04.**

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

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

## Part 3 – Traffic Filters



Traffic filters are points on roads through which only certain types of motor vehicles may pass. All destinations remain accessible, but some vehicle drivers may have to change their route or their method of travelling.

The following types of vehicles can pass through a traffic filter at any time:

- Cyclists
- E-scooters
- Mopeds and motorbikes
- Vans
- HGVs
- Buses and coaches
- Special vehicles, including emergency vehicles, specialised construction vehicles, hearses, and others
- Taxis and private hire vehicles
- Private cars with permits



**Q05.**

**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?**

(Can select multiple answers) (required)

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 using a private car to carry heavy or bulky loads for business purposes
- Residents in these areas 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

	<b>Strongly support</b>	<b>Support</b>	<b>Neither support nor oppose</b>	<b>Oppose</b>	<b>Strongly oppose</b>
Blue badge holders (either driving the car or being driven in the car) and disabled tax class vehicles	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Non-professional carers ((in receipt of carer's allowance)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Professional Health and care workers	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Businesses within the permit area using a private car as a goods vehicle	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Residential properties within the permit area eligible for 100 day passes per vehicle per year (up to a max of 3 vehicles per household)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Community transport vehicles	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Those in receipt of mobility-related benefits	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Those in receipt of direct travel payments.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>



**Q06.**

**Would you like to add any further comments about the proposed permits?**

(Optional)

**Q07.**

**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.**

(Can select multiple answers) (required)

Nine protected characteristics	Entirely positive	Mostly positive	Neutral	Most negative	Entirely negative	Don't know	No view
Age	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Disability	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Gender reassignment	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Marriage and civil partnership	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Pregnancy and maternity	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Race	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Religion or belief	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Sex	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Sexual orientation	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**Q08.**

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

(Optional)



**Q09.**

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?**

(Optional)

•

**Q010.**

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?**

(Optional)

•

**Q011.**

**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?**

(Optional)

**Q012.**

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

(Optional)

•





## Part 4 – Demographic and monitoring questions

Thank you for your feedback on the Oxford traffic filters. We would now like to ask some more questions about you.

### Q013.

#### Base: All respondents

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

(Choose all that apply)

Code	Answer list
<input type="checkbox"/>	Facebook
<input type="checkbox"/>	Twitter
<input type="checkbox"/>	Instagram
<input type="checkbox"/>	LinkedIn
<input type="checkbox"/>	NextDoor
<input type="checkbox"/>	Oxfordshire.gov.uk website
<input type="checkbox"/>	Email from Oxfordshire County Council Public engagement session
<input type="checkbox"/>	Local news item - newspaper
<input type="checkbox"/>	Local news item - online
<input type="checkbox"/>	Local news item - radio
<input type="checkbox"/>	Local news item - TV
<input type="checkbox"/>	Oxfordshire County Councillor District Councillor
<input type="checkbox"/>	Parish or town councillor
<input type="checkbox"/>	Local community news item
<input type="checkbox"/>	Poster / information in local library
<input type="checkbox"/>	Local community group / organisation
<input type="checkbox"/>	Friend / relative
<input type="checkbox"/>	Other (please specify)



We would like to know more about you so that we can understand more about our customers and residents, as it helps us to know if we are hearing the views of a wide range of people and communities.

If you do not wish to provide any of this information, please select prefer not to say.

All information given is anonymous and is governed by the General Data Protection Regulations 2018 which you can read by going to this website: [www.gov.uk/government/publications/guide-to-the-general-data-protection-regulation](http://www.gov.uk/government/publications/guide-to-the-general-data-protection-regulation)

•  
**Q014.**

**What is your postcode?**

If you are responding as a resident please provide the first four or five digits of your postcode (but not the letters at the end).  
e.g. OX1 1 or OX14 5.

•  
**Q015.**

**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.

Q16.	What is your age? (Choose one option)	Q17.	What is your sex? (Choose one option)
<input type="checkbox"/>	Under 16	<input type="checkbox"/>	
<input type="checkbox"/>	16 - 24	<input type="checkbox"/>	Female
<input type="checkbox"/>	25 - 34	<input type="checkbox"/>	Male
<input type="checkbox"/>	35 - 44	<input type="checkbox"/>	Prefer not to say
<input type="checkbox"/>	45 - 54	<input type="checkbox"/>	I use another term (please state here)
<input type="checkbox"/>	55 - 64		.....
<input type="checkbox"/>	65 – 74		
<input type="checkbox"/>	75 - 84		
<input type="checkbox"/>	85 or over		
<input type="checkbox"/>	Prefer not to say		

**Q018.****What is your ethnic group or background?**

(Choose one option)

<input type="checkbox"/>	Asian or Asian British (Indian, Pakistani, Bangladeshi or any other Asian background)
<input type="checkbox"/>	Black or Black British (Caribbean, African, or any other Black background)
<input type="checkbox"/>	Chinese
<input type="checkbox"/>	Mixed or multiple ethnic groups (White and Black Caribbean, White and Black African, White and Asian, and any other mixed background)
<input type="checkbox"/>	White (British, Irish, or any other white background)
<input type="checkbox"/>	Prefer not to say
<input type="checkbox"/>	Other ethnic group or background (please specify)
	.....

**Q019.****What is your current religion, if any?**

(Choose one option)

<input type="checkbox"/>	Buddhist
<input type="checkbox"/>	Christian (including Church of England, Catholic, Protestant and all other Christian denominations)
<input type="checkbox"/>	Hindu
<input type="checkbox"/>	Jewish
<input type="checkbox"/>	Muslim
<input type="checkbox"/>	Sikh
<input type="checkbox"/>	No religion
<input type="checkbox"/>	Prefer not to say
<input type="checkbox"/>	Any other religion (please state below)
	.....

**Q020.****Are your day to day activities limited because of a long term illness?**

(Choose one option)

<input type="checkbox"/>	Yes - limited a lot
<input type="checkbox"/>	Yes – limited a little
<input type="checkbox"/>	No
<input type="checkbox"/>	Prefer not to say

**Q021.**

### Are you a blue badge holder?

[ ]	Yes
[ ]	No

**Q022.**

**Base: All respondents**

Are you a carer?

(Choose one option)

<input type="checkbox"/>	Yes
<input type="checkbox"/>	No
<input type="checkbox"/>	Prefer not to say

## Data protection and privacy \*

Under the Data Protection Act 2018, we (Oxfordshire County Council) have a legal duty to protect any personal information we collect from you. Oxfordshire County Council is committed to open government and this may include quoting extracts from your consultation response in our report.

We will not however, disclose the names of people who have responded unless they have provided consent. For this purpose, we ask that you are careful not to disclose personal information in your comments – for example the names of service users or children. If you do not want all or part of your response to be made public, or shared with councillors, please state below which parts you wish us to keep confidential.

View Oxfordshire County Council's privacy notice online at [www.oxfordshire.gov.uk/privacy-notice](http://www.oxfordshire.gov.uk/privacy-notice)

**Q023.**

**Please use this space to tell us if there is any specific part of your response you wish to keep confidential:**

--



## Stay in touch

We invite you to sign up to get regular email updates on news, events, and developments from across the county.

**Q24.**

**Would you like to sign up?**

<input type="checkbox"/>	Yes
<input type="checkbox"/>	No

**Q25.**

If you have chosen 'Yes' for 'Would you like to sign-up?', please provide your email address below, so we can contact you and send a link to our sign-up page where you can tailor which communications you receive:

--

Thank you for taking the time to answer these questions.



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# For more information

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**Main concerns raised during the consultation and engagement about the proposals, and officer responses (any figures quoted are based on the traffic filters scheme proposed during the consultation between 5th September and the 13th October)**

Main concerns about the proposals	Response
General concerns about reduced access and extended journey times for car drivers; this includes to essential locations such as hospitals, schools	<ul style="list-style-type: none"> <li>• No part of the city will become inaccessible by car; however, the scheme may extend car journeys</li> <li>• Alternative modes will be improved as a direct result of the trial traffic filters</li> <li>• Additional exemptions (including day passes) are proposed for certain car drivers</li> </ul>
Strong opposition to Marston Ferry Road and/or Hollow Way traffic filters	<ul style="list-style-type: none"> <li>• Alternative modes will be improved as a direct result of the trial traffic filters</li> <li>• Phased introduction now recommended</li> <li>• Additional exemptions (including day passes) are proposed for certain car drivers</li> </ul>
Concern that insufficient evidence was provided in the consultation	<ul style="list-style-type: none"> <li>• The evidence published was deemed sufficient for people to form a view on the proposals.</li> <li>• The scheme is proposed as a trial initially. A public consultation will run during the first six months of the trial, allowing people to judge the evidence of the scheme's impacts first hand</li> </ul>



Displaced traffic and pollution – particularly about additional traffic on Botley Road and the ring road including A34. There is a concern that the effects of the traffic filters will exacerbate the congestion caused by low traffic neighbourhoods (LTNs)

- Peak hour traffic is forecast to reduce by 20% within the city and 35% within the city centre
- Peak hour traffic on the ring road and outer sections of the radial routes is forecast to increase by a total of 3%
- Traffic on Botley Road west of the junction with Seacourt Park and Ride is forecast to increase by around an average 10% across a typical weekday, whereas on Hythe Bridge Street traffic is forecast to reduce by around an average 50% across a typical weekday. On the inner section of Botley Road at Osney Bridge, weekday flows are expected to reduce by 4% but it is acknowledged there is a risk of increases in traffic at certain times of the day (e.g. weekends, when Westgate is busiest) as a result of the traffic filters.
- These increases may increase congestion in places – this will be monitored carefully during the trial, if approved
- Additional exemptions are proposed to reduce pressure on Botley Road particularly from Westgate traffic
- If approved, the trial will be carefully monitored in many different locations around the city including the ring road and its approaches to ensure it is achieving its aims and objectives
- The effects of existing LTNs have been taken into account in all of the traffic forecasts quoted above.

Exemptions are excessive and will undermine the scheme's benefits; this includes concerns about allowing HGVs and vans at all times and offering 100 day passes to residents

- The exemptions proposed seek to strike a balance between car access and traffic reduction. Model forecasts suggest the scheme objectives will be met with the proposed exemptions in force.
- If HGVs and vans were not exempted, there would likely need to be significant detours including additional use of the ring road and A34

	<ul style="list-style-type: none"> <li>Reducing exemptions would not necessarily increase the benefits, because fewer exemptions result in more traffic displacement, which may increase vehicle mileage and emissions overall whilst providing few – if any – additional bus, cycle and pedestrian benefits.</li> <li>If approved, the trial will be monitored carefully to ensure it is achieving its aims and objectives</li> </ul>
Concerns about impact on businesses and the city's economy	<ul style="list-style-type: none"> <li>Overall, traffic filters will benefit the majority of modal users travelling for leisure and commuting purposes, and benefit business trips undertaken on all modes.</li> <li>In addition, traffic filters will deliver a range of benefits that aim to improve the overall quality of life for residents in the form of reduced air pollution and improved health and enhanced place and urban environment and support the overall vision to deliver economic success in a way that is low-carbon, inclusive and sustainable.</li> <li>If approved, the trial will be monitored carefully to ensure it is achieving its aims and objectives</li> </ul>
Concerns about access for non-professional carers, the very young, older people and/or those with mobility problems that don't qualify them for a blue badge	<ul style="list-style-type: none"> <li>Additional exemptions are proposed to help address these concerns</li> </ul>
Consultation is not genuine and/or has been rushed to meet ZEBRA deadlines and/or concern that views will be ignored	<ul style="list-style-type: none"> <li>The consultation has yielded substantial feedback, which has been used to improve the proposals</li> <li>The consultation approach reflects the fact that a 6-month consultation will be</li> </ul>

	carried out during the trial
Criticism about specific question in consultation survey about the impact traffic filters would have on people with protected characteristics	<ul style="list-style-type: none"> <li>As a county council we are not in a position to say we know for sure that someone will not be affected by the trial, by virtue of their sex, race, or religious beliefs (for example). We therefore allowed space for people to share their views on how the trial may affect them</li> </ul>
Bus services do not provide an adequate alternative for some journeys, including from outside of the city; improvements to bus services should be made before trying filters	<ul style="list-style-type: none"> <li>Oxford's bus network is already very comprehensive and will be improved by the scheme, including some additional bus services. These benefits will be felt by services serving the rural areas including Park &amp; Ride</li> <li>Bus journey times within the inner sections of the city are expected to be 15% in the am and pm peak periods</li> <li>The total forecast increase in bus trips on an average weekday between 0700 and 1900 is around 2,400 trips with a further 650 increase in Park and Ride</li> </ul>
Improvements to infrastructure are needed to encourage people to cycle and walk more often	<ul style="list-style-type: none"> <li>Significant reductions in traffic levels and associated improvements to congestion and pollution as a result of the filters will make cycling and walking safer and more attractive.</li> <li>On average, as a result of the filters, walking and cycling trips are forecast to increase by almost 20,000 each weekday between 0700 and 1900</li> <li>Cycling casualties are estimated to decrease by around 13% as a result of the reductions in traffic</li> <li>Some cycling infrastructure measures are proposed, albeit only initially on a temporary basis given that the filters would be introduced as a trial if approved</li> </ul>

	by Cabinet
Concerns about possible charges for exemptions and permits, specifically residents day passes	<ul style="list-style-type: none"> <li>• There are no current plans to charge residents for day passes</li> </ul>
Concerns about some areas that are not included in the permit area, specifically about some residential areas close to Oxford; those living further away will be less able to use public transport.	<ul style="list-style-type: none"> <li>• The permit area was drawn to include those most affected by the proposed traffic filters. People living further away will generally have fewer journeys affected by the filters and each of those journeys will also be less affected compared to people living closer to the filters. Some minor adjustments to the area where 100 day passes will be available are recommended in the light of feedback.</li> <li>• A change is proposed such that people living in Oxfordshire but outside of the permit area can apply for 25 day passes per vehicle per year to drive through the filters (with a maximum of one vehicle per person and two vehicles per household)</li> <li>• Existing bus services starting outside of the city will benefit from the improvements brought about by the filters. Also Park &amp; Ride which is suitable for many rural residents who have access to a car.</li> </ul>

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## Recommended scheme changes in response to consultation

Officers recommend the following changes in response to the public consultation:

1. Delay the planned start date for the trial until after Botley Road re-opens following improvements to Oxford station and Botley Road rail bridge.

**Reason:** to facilitate an effective and representative trial

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2. Amend the timings for the filters as follows:

Hythe Bridge, Thames Street, St Cross Road and St Clements: 7 days a week; 7am – 7pm (as consulted on)

Hollow Way and Marston Ferry Road: Monday – Saturday only; 7am – 7pm (as consulted on), but with phased introduction (7am – 9am and 3pm – 6pm initially, only moving to 7am – 7pm operation if supported by monitoring)

**Reason:** to confirm whether a part-time filter allows bus journey times to be reduced along Marston Ferry Road AND pedestrian and cycle improvements to be delivered at the Marston Ferry Road/Banbury Road junction during the inter-peak period (modelling suggests this will not be possible). Temporary pedestrian and cycling improvements will be implemented and bus delays monitored. If buses are significantly delayed, these temporary improvements could be removed and the part-time operation retained, or the part-time operation removed and junction improvements retained.

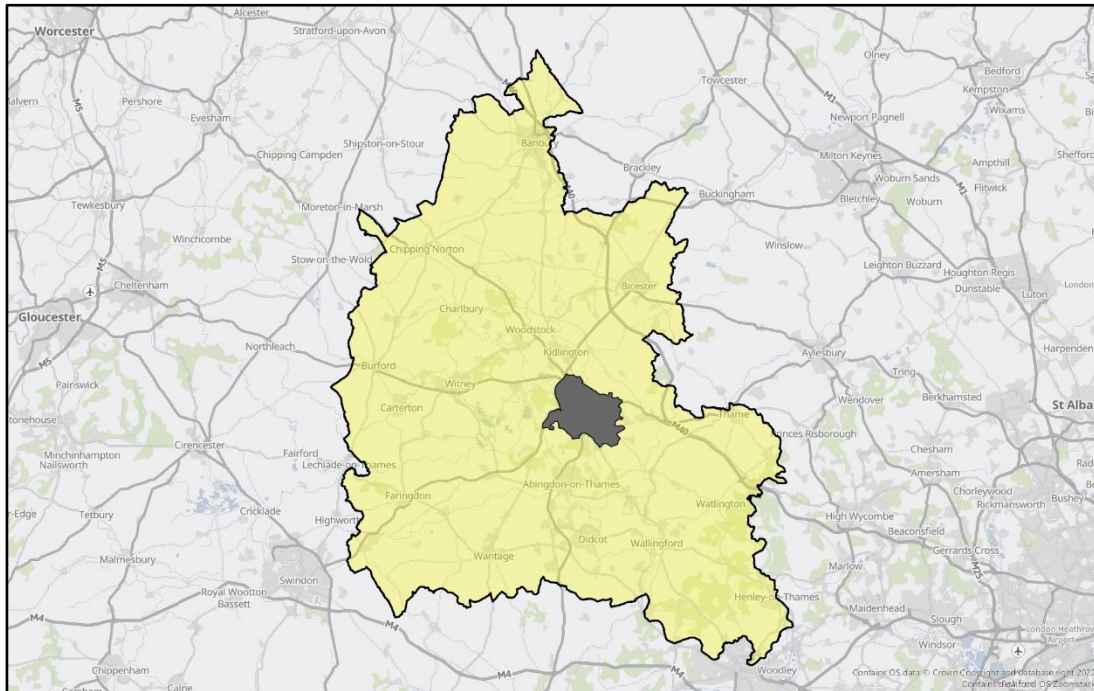
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3. Amend the proposals to expand the residents' day passes beyond the Oxford Permit Area by adding a yearly maximum total of 25 day passes per vehicle for residents in the rest of Oxfordshire outside the Oxford Permit Area (see Figure 1) with a maximum of one vehicle per person and up to two vehicles per household). Residents in the Oxford permit area, who are most affected by the scheme, would still receive a yearly maximum total of 100 day passes per vehicle (with a maximum of one vehicle per person and up to three vehicles per household).

**Reason:** to reduce possible pressure on Botley Road and address concerns about car access and economic impacts

Officers recommend the number of day passes for Oxfordshire residents outside the Oxford permit area is limited to a maximum of 25 day passes to ensure the overall impact on traffic levels in the city is minimised, whilst helping to distribute traffic more evenly by allowing more car-borne visitors to use routes other than Botley Road to access the main city centre car parks and Oxford station. This aspect of the scheme will be closely monitored during the trial.

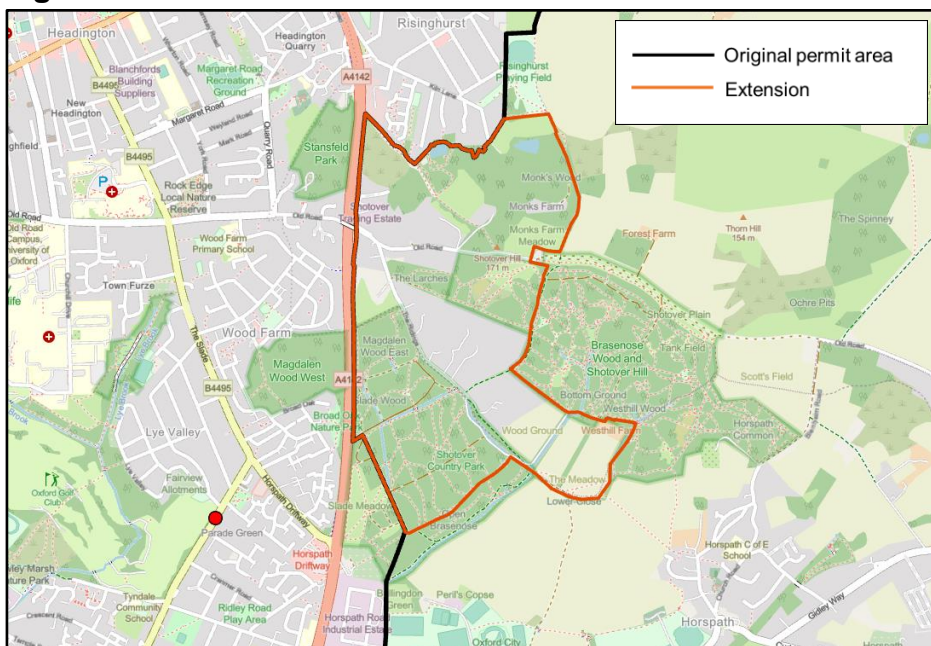
**Figure 1: Oxfordshire Permit Area (shaded yellow, outlined black – excludes area shaded grey)**



4. Amend the permit area to include properties in the Shotover Hill area (see Figures 2 and 4).

**Reason:** this area has no access to the ring road other than via the city

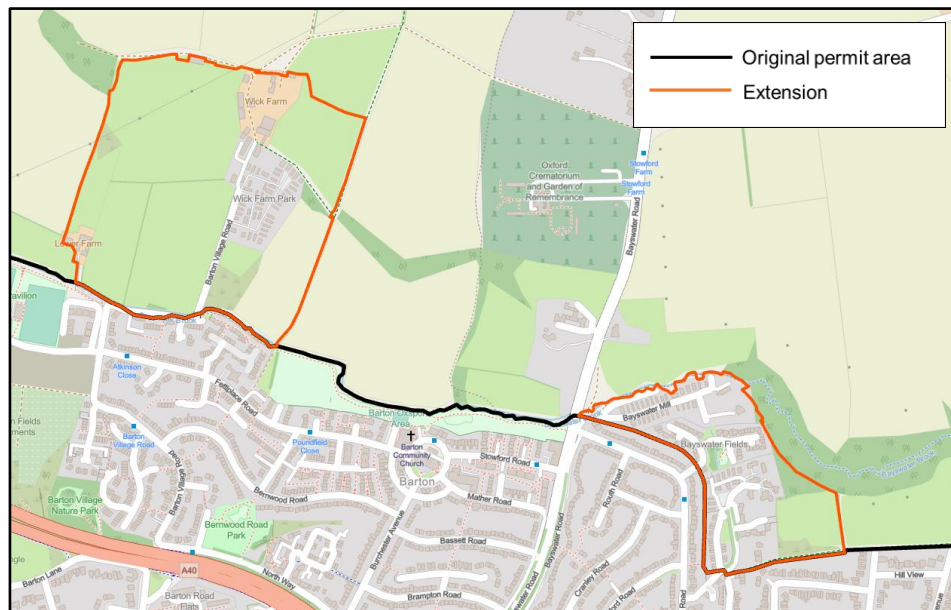
**Figure 2: extension to Oxford Permit Area at Shotover Hill**



5. Amend the permit area to include residential areas immediately adjacent to Barton (see Figures 3 and 4).

**Reason:** these areas are part of, and accessed from, Barton

**Figure 3: extensions to Oxford Permit Area at Barton**



6. Expand the eligibility criteria for the non-professional carers' exemption to include anyone with informal caring responsibilities, but restrict the exemption to ONE traffic filter of the applicant's choosing

**Reason:** to facilitate informal care arrangements

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7. Add a new, short-term exemption for patients receiving frequent hospital treatments for ONE traffic filter of the applicant's choosing

**Reason:** to facilitate access to healthcare

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8. Add a new, short-term exemption for people with short-term mobility problems

**Reason:** to facilitate access for people with short-term mobility problems who are not eligible for a blue badge

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9. Add a new exemption for cars operating as part of qualifying car clubs open to the general public.

**Reason:** to help promote shared cars over car ownership

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10. Make existing and future car-free developments ineligible for residents' day passes

**Reason:** to support car-free development policies



— Original permit area (as consulted on)  
 — Extensions to permit area  
 ● Traffic filter

The map displays the Oxford region with various towns and villages labeled, including Wytham, Cutteslowe, Sunnymead, Marston, Headington, Sandhills, Headington Quarry, Shotover Hill, Cowley, Horspath, Blenheim, Sandford-on-Thames, Kennington, Littlemore, Rose Hill, Ifley, Cold Harbour, New Hinksey, Grandpoint, Christ Church Meadow, Headington Hill, New Marston, Park Town, Norham Manor, Jericho, Osney, New Botley, Botley, North Hinksey Village, Harcourt Hill, Chawley, Dean Court, Henwood, Wootton Village, Boars Hill, and Sandford-on-Thames. The original permit area is outlined in black, while extensions are shown in orange. Red dots indicate traffic filter locations at several key points along the roads.

### Introduction

This annex confirms the definition of the final scheme put forward for approval in respect of:

- Roads where traffic filters are to be located
- Timing of traffic filter operation
- Applicability to vehicle categories
- Permits and related boundaries
- Existing and future car-free development

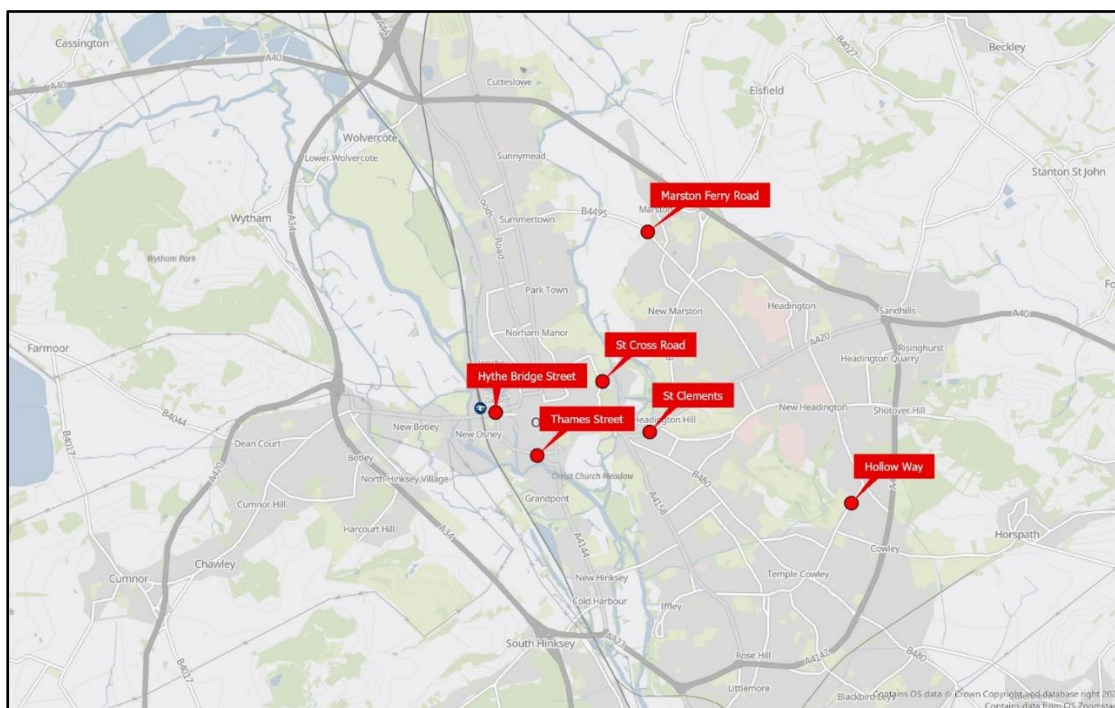
This document is a summary of the scheme's features and is not a legal document. All features of the scheme will be legally defined in the Experimental Traffic Regulation Order(s) for the scheme

### Roads where traffic filters are to be located

Six experimental traffic filters will be introduced using an Experimental Traffic Regulation Order (or Orders) on the following roads in Oxford (and as shown in Figure 1):

- Hythe Bridge Street, between Rewley Road and Frideswide Square
- Thames Street, just east of Blackfriars Road
- St Cross Road, just south of Manor Road
- St Clement's Street, just east of Jeune Street
- Hollow Way, between James Wolfe Road and Dene Road
- Marston Ferry Road, just west of the entrance to the Swan School

**Figure 1 - Locations of the six traffic filters**



## Timing of traffic filter operation

Traffic filters located on Hythe Bridge Street, Thames Street, St Cross Road and St Clement's Street will operate seven days a week from 7am to 7pm.

Traffic filters on Hollow Way and Marston Ferry Road will (subject to monitoring) operate six days a week (Monday to Saturday), also from 7am to 7pm. However, their introduction will be phased, so that they would initially operate only from 7am to 9am and 3pm to 6pm.

Only if supported by monitoring, their operation will be extended from 7am to 7pm.

## Applicability to vehicle categories

When in operation, the traffic filters will only prohibit passenger cars – i.e. category M1 vehicles (“vehicles used for the carriage of passengers and comprising not more than eight seats in addition to the driver's seat”).

All other categories of vehicle are exempt.

## Permits and related boundaries

Permits to allow some M1 vehicles (passenger cars) to pass through the traffic filters during the operating hours will be available for certain vehicle types or users, as set out in Table 1.

**Table 1 - Traffic Filter Permits available for M1 vehicles**

Permit type	Restrictions
Emergency service and qualifying health service vehicles	None
Taxis, private hire vehicles	None
Hearses	None
Blue badge holders	Up to a maximum of two nominated vehicles per blue badge holder
Disabled tax class vehicles	None
Professional health or care workers	For operational journeys, not commuting
Non-professional carers	Includes anyone with informal caring responsibilities with exemption for ONE traffic filter of the applicant's choosing

Patients receiving frequent hospital treatments	For ONE traffic filter of the applicant's choosing for the duration of the treatment
People with short-term mobility problems	Short-term permit only
Car club vehicles	Belonging to a qualifying car club open to the general public
Residents in the Oxfordshire Permit Area ( <b>Figure 2</b> )	<p>25 day passes* per calendar year per vehicle</p> <p>Maximum one vehicle per person (must be the registered keeper or owner)</p> <p>Maximum two vehicles per household</p>
Residents in the Oxford Permit Area ( <b>Figure 3</b> )	<p>100 day passes* per calendar year per vehicle</p> <p>Maximum one vehicle per person (must be the registered keeper or owner)</p> <p>Maximum three vehicles per household</p>
Cars used as goods vehicles by businesses based in the Oxford Permit Area	None

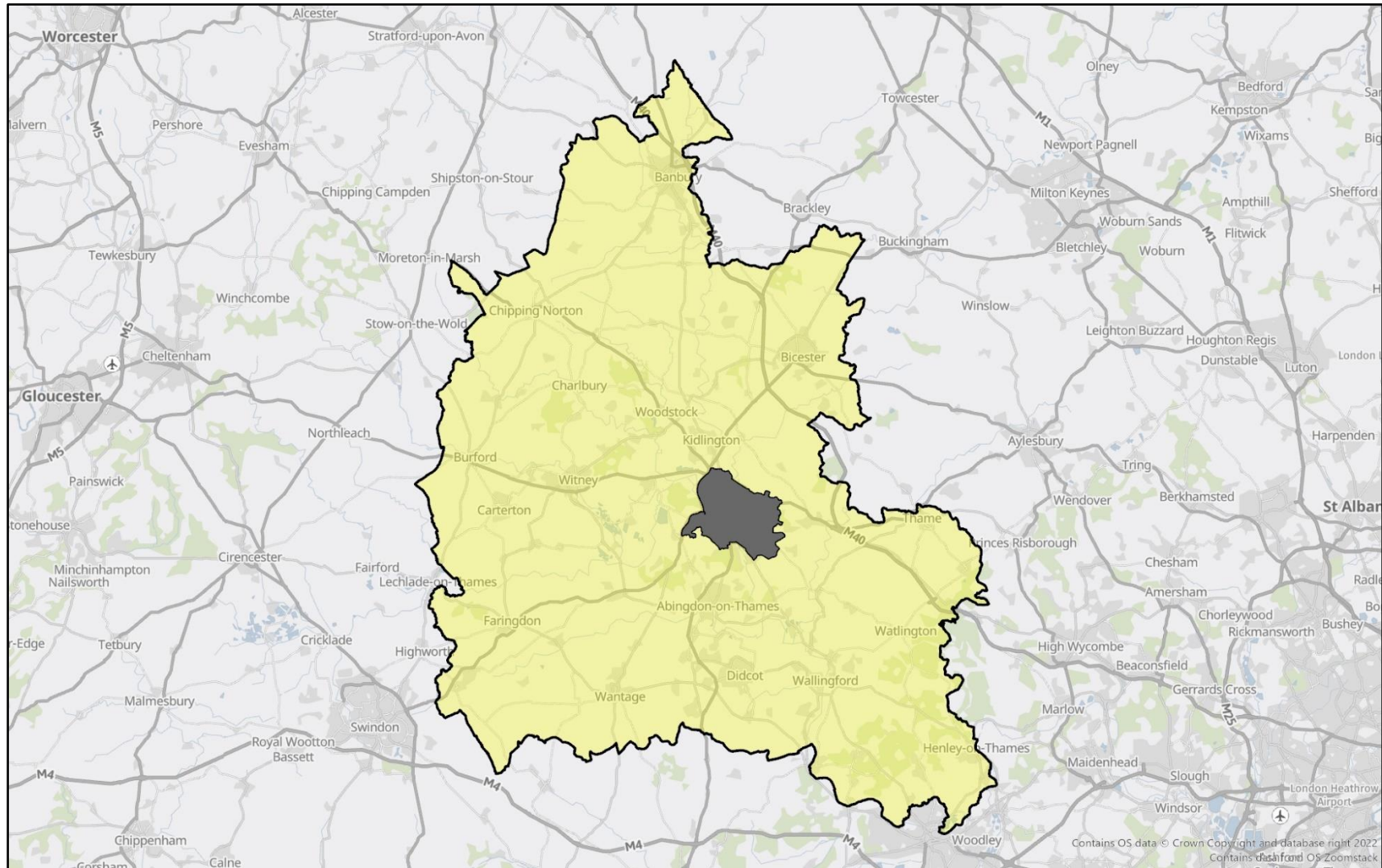
\*A vehicle with a day pass will be permitted to drive through all six traffic filters at any time of day.

### Existing and future car-free development

Existing and future car-free developments in Oxfordshire are ineligible for residents' day passes.

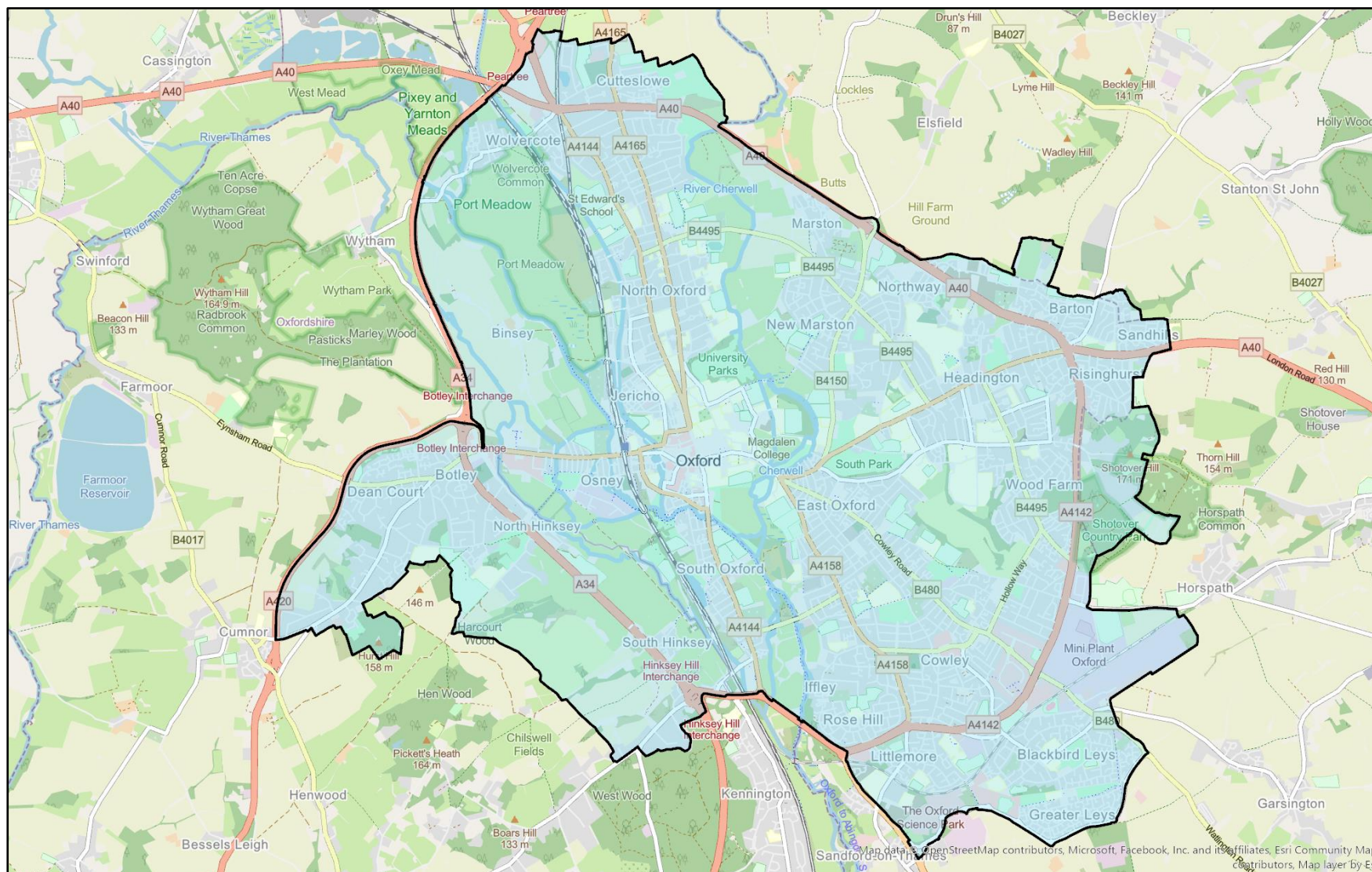


**Figure 2 – Oxfordshire Permit Area (shaded yellow, outlined black – excluding area shaded grey)**





**Figure 3 – Oxford Permit Area (shaded blue, outlined black)**



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## Strategic assessment, impacts and benefits

1. Traffic filters on key routes across Oxford are intended to improve bus services and journey times, reduce collisions, improve conditions for walking and cycling and improve air quality across the city. When they are operating, private cars will not be allowed through the filters without a permit.

## Strategic assessment

2. The traffic filters make a strongly positive contribution to achieving the relevant aims under each theme of the Local Transport and Connectivity Plan (LTCP). The traffic filters support:
  - **Improved health and wellbeing** from reduced traffic flows in areas where air quality is poor and there are high volumes of vulnerable users whose health is adversely affected. Less traffic means a more attractive environment for healthy, active modes (walking and cycling) and creates space for further improvements in walking and cycling infrastructure.
  - **Healthy-place shaping** through reducing traffic, creating opportunities for pedestrianisation and improving public spaces and supporting achievement of “healthy streets” indicators relating to clean air, making roads easier to cross, improving safety, enabling walking and cycling and creating places where everyone is welcome and people feel relaxed.
  - Improvements to the **Environment** by enabling people to shift to more sustainable modes of transport with lower carbon emissions and supporting investment in 159 zero emission buses, saving 7,500 tonnes of carbon per year.
  - Increased walking and cycling **connectivity** by reducing traffic in areas of high pedestrian and cycle movement. Local goods and freight movements to and within the city will be more efficient, through the exemption for goods vehicles from filters.
  - **Productivity** by reducing traffic which improves bus journey times, enables quicker movement of goods and services and enables reallocation of road space to other modes. It supports overall vision to deliver economic success in a way that is low-carbon, inclusive and sustainable.
  - **Inclusivity** through improved local journeys for people in Protected Characteristic Groups including for Blue Badge holders and support/care workers through filter exemptions. Traffic filters will benefit those who currently use buses, including some disabled people, women (who are more likely to use public transport than men), and ‘Black/African/Caribbean/Black British’ residents who have the highest public transport mode share by ethnic group in Oxford.



## Expected impacts

Any quoted figures in the following are based on supporting technical analyses and assessments of the proposed Traffic Filters as consulted on between 5<sup>th</sup> September and the 13<sup>th</sup> October.

### *Changes in Traffic and Transport Demand*

3. As a result of the scheme car person trips wholly within the city (trips that start and finish within the city boundary) are forecast to reduce by 20% overall, equivalent to 24,800 fewer trips across the average 12-hour weekday (07:00 to 19:00). The reduction in total car trips, including trips to or from the city, is around 26,300. This represents a reduction of 9% in total car trips to, from and within the city.
4. Total traffic flows are forecast to reduce by 35% to 40% across the city centre in inner parts of the city. The largest reductions in traffic levels are forecast in the city centre and on the main roads within the B4495 arc.
5. The traffic filters will cause some vehicles to divert via the ring road, potentially increasing the flows on the outer sections of some radial roads within the city and on the ring road (A34, Eastern By-Pass Road and A40).
6. This includes forecasts of significant increases on the A4144 Woodstock Road; however, further analysis confirms there is insufficient capacity to achieve these increased traffic forecasts, so we would expect any increases to be lower. The proposed northbound bus lane on Woodstock Rd will also protect buses from any increases in delay on this section.
7. Traffic increases are also forecast on Botley Road west of the junction with Seacourt Park and Ride by around an average 10% across a typical weekday, whereas on Hythe Bridge Street traffic is forecast to reduce by around an average 50% across a typical weekday. On the inner section of Botley Road at Osney Bridge, weekday flows are expected to reduce by 4% but it is acknowledged there is a risk of increases in traffic at certain times of the day (e.g. weekends, when Westgate is busiest) as a result of the traffic filters.
8. On the A34 near Oxford and Botley, transport modelling is forecasting changes in traffic flows in the morning and evening peaks, as a result of the filters, by up to 5%, varying by location and direction. During the interpeak flows are forecast to increase by up to around 10%. It is worth noting that observed current flows (2022) on the A34 remain 5-10% below pre-pandemic levels (2018/19).

### *Bus Performance and Demand (incl. Park and Ride)*

9. The total forecast increase in bus trips on an average weekday between 0700 and 1900 is around 2,400 trips with a further 650 increase in Park and Ride trips. As a result of the pandemic and the lasting behavioural impacts (e.g. more home working) Park and Ride demand remains significantly below the levels seen pre-pandemic, so forecast increases in Park and Ride use can be accommodated at existing sites if the trial is approved.
10. Overall, the bus journey time reduction within the inner sections of the city, where traffic flows reduce significantly, is expected to be around 15% in the AM and PM peak periods, and around half that level in the inter-peak (when congestion levels are typically lower). This equates to an average journey time reduction of around 10% over the day as a result of the traffic filters.
11. The efficiency savings that improved journey times will deliver will help support the introduction of new bus services, including improved services across Oxford's 'Eastern Arc'. Across the Oxford SmartZone area as a whole, bus efficiency is expected to increase by 6.5% as a result of the traffic filters.

### *Walking and Cycling*

12. As a result of the filters, walking and cycling trips on an average weekday between 0700 and 1900 are forecast to increase by almost 20,000, the majority of which (17,500) are wholly within the city.
13. Traffic filters would significantly reduce traffic levels in the city, and hence improve the quality of environment and safety (real and perceived) that will, in its own right, encourage increased cycle demand.
14. The traffic filters will also require existing private car trips (those not exempt or using a resident day pass) to consider alternatives. For some trips this will involve re-routing but the improvement in the cycling environment will encourage others to transfer from car to cycle.

### *Air Quality*

15. An air quality assessment has been performed to understand the impact of the traffic filters scheme in 2024 in terms of nitrogen dioxide (NO<sub>2</sub>) and particulate matter (PM<sub>10</sub> and PM<sub>2.5</sub>). The area assessed covers both the Oxford City and Botley AQMAs. The assessment confirms the scheme would not result in any exceedances of the national air quality objectives. NO<sub>2</sub> concentrations, are predicted to decrease on 76% of the assessed road links and at 91% of existing monitoring locations as a result of the filters.

16. Road links which show a predicted increase in NO<sub>2</sub>, PM<sub>10</sub> and PM<sub>2.5</sub> concentrations as a result of the scheme are located on road links outside of the city centre. This includes the A420 Botley Road near Botley Interchange and A4144 Woodstock Road near Wolvercote Roundabout (both for NO<sub>2</sub>), but again, the scheme does not result in any exceedances of the national air quality objectives.

### *Road Safety*

17. As a result of the traffic filters, a total reduction in road casualties of 9% is estimated, almost entirely driven by reductions in levels of traffic within the ring road. Cycling casualties, which are more spatially concentrated in areas where traffic is forecast to reduce, are estimated to decrease by around 13%, whereas motorised casualties are estimated to reduce by around 6% (and pedestrian casualties to fall by 10%).
18. In absolute terms traffic filters are estimated to reduce casualties by around 34 per year, of which over half would be reduced cycle casualties. Within the overall figure the forecast increase in traffic on the ring road is estimated to increase casualties on the ring road by fewer than 3 per year.

### *Business Impacts*

19. A qualitative assessment of potential impacts of traffic filters on businesses – looking at type, size and location of business – has been undertaken. Overall, traffic filters will benefit the majority of people travelling for leisure and commuting purposes, and benefit business trips undertaken on all modes.
20. Many businesses (businesses with fleets of vehicles, taxi/private hire operators, bus operators) will directly experience positive travel time and reliability impacts, as they will be exempt from the filters and will benefit from reduced congestion.
21. Impacts on consumer services businesses will vary according to location, nature of the customer base and modes of travel used for access. It is expected that there will be a positive impact on consumer services businesses in the city centre where most customers travel by non-car modes.
22. For consumer services businesses in district centres, the availability of resident permits and likely low levels of car use for access combine to minimise the potential negative impact on customer demand. There is a possible negative impact on businesses which rely on customers travelling more than two days a week by car (who therefore cannot always use a day pass), but it can be expected that this is a small minority.
23. There may be a moderate labour market impact (specifically recruitment and retention) for schools and hospitals as a result of longer journey times for car journeys which may influence the decisions of staff about work location. Recruitment and retention in schools and hospitals may also benefit from positive impacts of filters in

making bus journeys quicker and more reliable and reducing the likelihood of bus services being cut, enabling schools to recruit and retain staff who rely on public transport.

### *Climate Action*

24. A Climate Impact Assessment for the traffic filters concluded the scheme will have a net positive impact particularly in terms of reducing travel by private car and increasing use of walking, cycling and public transport. Also, the traffic filters will support the introduction of brand-new electric buses accelerating electrification of transport in Oxfordshire.
25. Separately, an assessment of changes in CO<sub>2</sub> by 2024 as a result of the traffic filters, compared to a scenario without the filters in place, shows a 6% reduction in total annual CO<sub>2</sub> emissions from road transport in Oxford.

### *Natural Habitats*

26. The scheme's potential impacts on the Oxford Meadows SAC (Special Areas of Conservation) has been assessed. No impacts requiring mitigation have been identified.

### *Equalities*

27. Traffic filters are likely to have a net positive impact for residents, including Protected Characteristic Groups.
28. The Traffic Filters are likely to reduce traffic volumes and create improved conditions for buses, leading to reduced journey times by public transport. This will disproportionately benefit those who currently use buses, including some disabled people, women (who are more likely to use public transport than men), and 'Black/African/Caribbean/Black British' residents who have the highest public transport mode share by ethnic group in Oxford.
29. There are also likely to be benefits for those who cycle (predominantly those aged 16-24 and those aged 25-44) due to the removal of through-traffic within the Traffic Filters. This will create a safer and more accessible environment for people cycling and has the potential to encourage people from all backgrounds to cycle.
30. It is acknowledged that the Traffic Filters may inconvenience drivers and those who rely on cars; e.g. older people and people from certain ethnic groups. Where the Traffic Filters increase journey times, this may have a disproportionately negative impact on non-professional carers for disabled and/or older residents who are more likely to be making regular trips by car. However, it is important to recognise that motor vehicle access to all locations has been maintained, and exemptions for Blue Badge holders, disabled tax class vehicles, taxis and private hire vehicles, and both

professional and non-professional health and care workers will mitigate the worst of these potential impacts. The ability for residents to obtain day passes will also help mitigate impacts on people making fewer regular journeys for caring purposes

# Proposed Amendments to Trial Traffic Filter Proposals – Implications for Technical Annexes and Background Reports for Cabinet

## Introduction

1. The development of the traffic filter proposals and the assessment of their impacts was informed by technical analysis and reporting which are provided as Annexes or Background reports to the Cabinet paper. The technical analysis and reporting are based on the Traffic Filter scheme definition consistent with that which formed the basis for the September 2022 Public Consultation.
2. In response to feedback and issues raised through the Public Consultation and wider engagement undertaken in September / October 2022, officers are recommending several amendments to the proposals. The reasons for the proposed amendments are set out in Annex 7.
3. The purpose of this annex is to confirm the outcomes of a review of these changes to the scheme definition on previously undertaken technical analysis and reporting and whether any updates to this work are required.

## Proposed amendments

4. The following amendments to the Traffic Filters scheme are proposed:
  - Changing the timings for the filters as follows:
    - Hollow Way and Marston Ferry Road: Monday – Saturday only; 7am – 7pm, but with a phased introduction (7am – 9am and 3pm – 6pm initially, only moving to all-day operation if supported by monitoring). Hythe Bridge, Thames Street, St Cross Road and St Clements to remain unchanged at: 7 days a week; 7am – 7pm.
  - Amending the proposals to expand the residents' day passes beyond the Oxford permit area by adding a yearly maximum total of 25 day passes per vehicle for residents of Oxfordshire (with a maximum of one vehicle per person and up to two vehicles per household). Residents in the Oxford permit area, who are most affected by the scheme, would still receive a yearly maximum total of 100 day passes per vehicle (with a maximum of one vehicle per person and up to three vehicles per household).
  - Amending the permit area to include properties in the Shotover Hill area and residential areas immediately adjacent to Barton.
  - Adding a new, short-term exemption for patients receiving frequent hospital treatments for ONE traffic filter of the applicant's choosing.
  - Adding a new, short-term exemption for people with short-term mobility problems who are not eligible for a Blue Badge.
  - Adding a new exemption for car club cars.
  - Expanding the eligibility criteria for the non-professional carers' exemption to include anyone with informal caring responsibilities but restrict the exemption to ONE traffic filter of the applicant's choosing.
  - Making residents of existing and future car-free developments (whether inside or outside the permit area) ineligible for residents' day passes.
5. Overall, the amendments do not affect the fundamental rationale for the proposals, and the location and design of the filters is unaffected. The amendments focus on the operation of the filters (timing), and the definition of permits and exemptions and terms of their geography and eligibility criteria.

## Implication for on Annexes and Background papers – Summary

6. The relevant Annexes and Background reports to the Cabinet Paper are listed in Table 0.1 along with an assessment of whether or not they are affected by the proposed changes to the Traffic Filter proposals.

**Table 0-1 Technical Annexes and Background Reports and Impact of Amendment**

Annex Title	Description of Impact
Annex 9. Summary of scheme benefits and impacts	Amendments will impact on traffic levels and therefore the results from transport modelling, road safety and air quality will be impacted. These will be relatively marginal and are described further below.
Annex 14. Equalities Impact Assessment	Proposed changes will generally mitigate potential impacts identified in the Equalities Impact Assessment. These impacts are described below and have been included in Annex 14.
Annex 13. Climate Impact Assessment	Carbon impacts will reflect changes to traffic levels from amendments – described below.
Background paper title	Description of Impact
Strategic Assessment	Amendments will impact on traffic levels and therefore the results from transport modelling, road safety and air quality will be impacted. These will be relatively marginal and are described further below.
Scheme Drawings	<b>No impact.</b> Design unaffected by amendments.
Road Safety Audit Stage 1	<b>No impact.</b> RSA based on scheme drawings, hence unaffected.
Transport Modelling Report : Local Model Validation Report	<b>No impact.</b> Report covers 'baseline' modelling only, and not impacts of Traffic Filters.
Transport Modelling Report : Forecasting Report	Amendments will have an impact on traffic levels. These will be relatively marginal and are described further below.
Air Quality Assessment	Air quality impacts will reflect changes to traffic levels from amendments – described below.
Road Safety Assessment	Road Safety impacts will reflect changes to traffic levels from amendments – described below.
Equalities Impact Assessment – Full Report	Proposed changes will generally mitigate potential impacts identified in the Equalities Impact Assessment. These impacts are described below.
Habitats Regulations Assessment Report Stage 1	<b>No impact.</b>
Habitats Regulations Assessment Report Stage 2	<b>No impact.</b>
Business Impact Assessment	The proposed amendments would not have any material impact on the Business Impact Assessment.

## Impact on Transport and Traffic Forecasts and Associated Assessments (Air Quality, Safety, Climate)

The Transport Modelling Report: Forecasting Report summarises the expected transport and traffic impacts of Traffic Filters. The amendments will, in some cases, affect the level of traffic from the proposals, though generally only by a marginal amount. This is summarised in **Table 0-2**.

**Table 0-2 Proposed Amendments - Impacts on Traffic and Transport**

<b>Proposed Amendment</b>	<b>Impact on Transport and Traffic Forecasts</b>
Change to the timings for the filters: Hollow Way and Marston Ferry Road: Monday – Saturday only; 7am – 7pm, but with a phased introduction (7am – 9am and 3pm – 6pm initially, only moving to all-day operation if supported by monitoring).	No impact on modelling of ‘all day’ operation of Marston Ferry Road or Hollow Way, which is the scenario reported within the Forecasting Report.
Amend the proposals to expand the residents’ day passes beyond the Oxford permit area by adding a yearly maximum total of 25 day passes per vehicle for residents of Oxfordshire (with a maximum of one vehicle per person and up to two vehicles per household).	The overall change in traffic levels that results from trips to / from outside the city represents only around 7.5% of the total reduction in traffic. The day passes would only affect a small minority of these. The main effect is expected to be re-routing (i.e. via traffic filters using a ‘pass’) rather than changing mode. Making residents from wider Oxfordshire eligible for permits should help to distribute traffic more evenly by allowing more car-borne visitors to use routes other than Botley Road to access the main city centre car parks and Oxford station.
Amend the permit area to include properties in the Shotover Hill area and areas immediately adjacent to Barton	Likely to result in a very small increase in traffic levels compared to those in the Forecasting Report. The inclusion of Shotover Hill and areas immediately adjacent to Barton within the day pass scheme represents an increase in households within the permit area, compared to the original area, of less than 0.4%.
Adding a new, short-term exemption for patients receiving frequent hospital treatments for ONE traffic filter of the applicant’s choosing	The extension of eligibility criteria addresses a key equalities concern but is not expected to have a material impact on traffic levels.
Adding a new, short-term exemption for people with short-term mobility problems	The extension of eligibility criteria addresses a key equalities concern but is not expected to have a material impact on traffic levels.
Adding a new exemption for car club cars	The exemption for car club cars is expected to have a very marginal impact on car use. The exemption may also encourage and enable lower car ownership.
Expanding the eligibility criteria for the non-professional carers’ exemption to include anyone with informal caring responsibilities, but restrict the exemption to ONE traffic filter of the applicant’s choosing	Impact not explicitly modelled, as overall impact of exemption expected to be relatively marginal. The extension of eligibility criteria addresses a key equalities concern but is not expected to have a material impact on traffic levels.
Making existing and future car-free developments ineligible for residents’ day passes	Modelling is for 2024, and implicitly assumes eligibility for all residents (current and those in future developments). The amendment would therefore marginally reduce traffic levels from those modelled.

7. Overall, therefore, the proposed amendments are expected to have only very marginal impacts compared to the scheme definition that underpin the reporting within the Technical Analysis.
8. The transformational impacts on Traffic Filters based on the ‘modelled’ scheme - overall car trips are estimated to reduce by 20% for trips wholly within the city, and car traffic in the city centre by around 50% - would remain of a similar order with the proposed amendments.
9. The impacts on Air Quality, Road Safety and Climate are all based on the forecast traffic flows from the forecasting model. The marginal changes to traffic from the proposed amendments means that the impacts in these associated assessments would be similarly negligible.



## Impact on Equalities Impact Assessment of Proposed Amendments to the Traffic Filters

10. This section provides a summary of the anticipated impacts of the proposed amendments to the Traffic Filters on protected characteristics.

### Impact on people with protected characteristics

11. The following amendments are likely to have an impact on those with protected characteristics, notably **Age** and **Disability**:
  - The amendment to the timings of the Traffic Filters
  - Expanding the exemptions policy to allow anyone with informal caring responsibilities, patients receiving frequent hospital treatment and people with short-term mobility problems through the traffic filters.
12. The expected impact of these amendments has been assessed in **Table 0-3**.
13. The impacts identified of proposed amendments are all positive compared to the scheme definition that formed the basis for the full EqIA report (provided as a background paper). We do, however, note that the proposed amendments introduce some further complexity to the proposals, with implications for the communications that would accompany their introduction.

Table 0-3: Impact assessment

Proposed amendment	Impact of amendment(s)	Protected characteristic impacted	Impact on those with protected characteristics	Residual impact
Amendment to the timings of the Traffic Filters	Different Traffic Filters will have differing times of operation, requiring drivers to be aware of the specific times of operation at each location.	<b>Disability</b> - Some disabled people may find the changes to the environment confusing and may be distressed by the need to change route when travelling by private car or taxi.	Differing timings across the various Traffic Filters has the potential to further confuse some disabled people about the proposed scheme.	Some disabled people may still find the changes to the environment confusing, therefore the mitigation already proposed in the EqIA (OCC to provide clear communications on the proposals) remains valid and should be given high priority
Expanding the exemptions policy to allow anyone with informal caring responsibilities to pass through the Traffic Filters	Exempting anyone with informal caring responsibilities will ensure that anyone who provides care to disabled or older residents can drive through the Traffic Filters. This will likely reduce journey times.	<b>Disability, Age</b> – both protected characteristics can rely upon essential care to be provided by non-professional carers	Reduced journey times will likely reduce discomfort and anxiety for some disabled people.	n/a
Patients receiving frequent hospital treatment to be exempt from the Traffic Filters	Exempting these people will allow them to travel by car to the hospital without having to avoid Traffic Filters.	<b>Disability, Age</b> – both protected characteristics are more likely to need to make frequent hospital visits	Reduced journey time/distance will likely benefit people making these frequent trips.	n/a
People with short-term mobility problems to be exempt from the Traffic Filters	Exempting these people will allow them to drive to without having to avoid Traffic Filters.	<b>Disability, Age</b> – both protected characteristics are more likely to have mobility problems (short term or otherwise)	Reduced journey time/distance for people travelling by car.	n/a

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# Oxford Traffic Filters: Proposed Bus Service Enhancements

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# Oxford Traffic Filters: Proposed Bus Service Enhancements

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Contents

1 Introduction..... 1

2 Proposed Eastern Arc Bus Service Enhancements..... 2

Context ..... 2

Proposed Enhancements..... 2

Benefits..... 3

Funding and Delivery..... 4

3 Proposed North – West Oxford Bus Service Enhancements..... 5

Context ..... 5

Proposed Enhancements..... 5

Figures

Figure 2-1 Proposed Eastern Arc Service Enhancements ..... 3

Figure 3-1 Proposed North West Bus Route..... 6

Tables

Table 2-1 Proposed Eastern Arc Service Enhancements ..... 2

# 1 Introduction

- 1.1 The proposed Traffic Filter trial will improve bus journey times and productivity across Oxford, improving the passenger experience, increasing bus use, enabling investment in modern, low- and zero-emission buses, and supporting new or improved bus services. This note identifies two specific opportunities for bus service enhancements.
- 1.2 Oxford's bus network is largely commercially operated and will continue to respond to the local bus market. Other services changes may therefore result from the proposed Traffic Filters over time.



## 2 Proposed Eastern Arc Bus Service Enhancements

### Context

- 2.1 The proposed Traffic Filter trial will be accompanied by bus service enhancements across the Eastern Arc. The purpose of these improvements is to provide better bus connectivity – through new and enhanced routes - to provide viable and attractive alternatives to car journeys affected by the filters and to enhance provision for all users. All existing and proposed new routes and services would also benefit from the reduced bus journey times that the traffic filters will deliver.

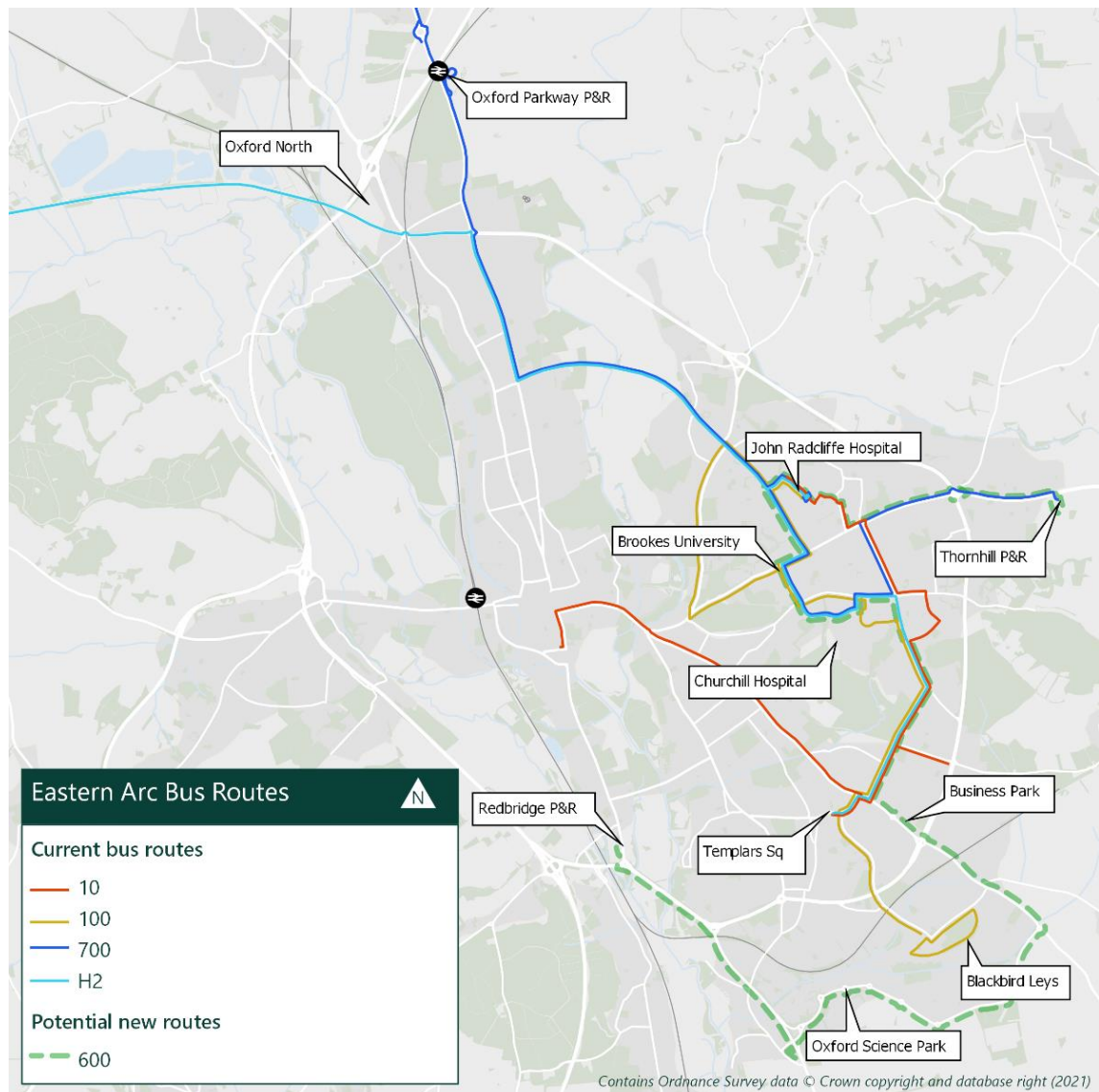
### Proposed Enhancements

- 2.2 Bus service enhancements would be delivered in two Phases. Phase 1 enhancements represent the minimum level of improvement that will be delivered in time for the start of the traffic filter trial. We will work with partners to deliver Phase 2 in time for the start of the traffic filter trial, but if additional funding is not available in time this may come later.
- 2.3 The proposed enhancements are described in Table 2-1 and presented in Figure 2-1.

**Table 2-1 Proposed Eastern Arc Service Enhancements**

Route	Description	Frequency increase within Arc	New / extended route	Additional P&R
New Route (600)	<ul style="list-style-type: none"> <li><b>Phase 1 Enhancement:</b> New route / service from Redbridge P&amp;R, Science Park, Cowley, JR Hospital to Thornhill P&amp;R at 2 buses per hour (bph)</li> <li><b>Phase 2 Enhancement:</b> Increase to 3bph</li> </ul>	Y	Y	Y
H2	<ul style="list-style-type: none"> <li><b>Current:</b> Oxford North to Headington at 1 bph</li> <li><b>Phase 1 Enhancement:</b> Extend services to Cowley and increase to 2bph</li> <li><b>Phase 2 Enhancement:</b> increasing to 3bph</li> </ul>	Y	Y	
700	<ul style="list-style-type: none"> <li><b>Current:</b> Kidlington to Thornhill P&amp;R via Headington at 2 bph</li> <li><b>Phase 1:</b> As current</li> <li><b>Phase 2 Enhancement:</b> Increase to 3bph</li> </ul>	Y		Y
10	<ul style="list-style-type: none"> <li><b>Current:</b> JR Hospital to City Centre via Cowley at 5bph</li> <li><b>Phase 1 &amp; 2:</b> Unchanged from current</li> </ul>			
100	<ul style="list-style-type: none"> <li><b>Current:</b> Blackbird Leys to JR Hospital via Brookes at 3bph</li> <li><b>Phase 1 &amp; 2:</b> Unchanged from current</li> </ul>			

**Figure 2-1 Proposed Eastern Arc Service Enhancements**



## Benefits

### Phase 1 Benefits

- 2.4 The Eastern Arc Phase 1 improvements will be the minimum level of improvement delivered in 2024 alongside the traffic filters. Phase 1 will deliver the following benefits:
- Enhanced connectivity within the Eastern Arc.
    - The H2 service will provide a new direct linkage between North Oxford / Summertown and Cowley at an initial minimum frequency of 2 bph.
    - The new 600 service will provide a new route between Redbridge P&R, the Science Park, Oxford Business Park, Cowley and Headington to Thornhill P&R at an initial minimum frequency of 2 bph.
  - These services will increase the combined service frequency on key sections of the Eastern Arc, as these services would be additional to the existing 10 and 100 routes and services.

For example, the frequency between Cowley and Headington will increase from 8 services per hour in each direction currently to 12 services per hour in Phase 1.

- The improvements provide additional P&R services between Redbridge and Thornhill Park & Rides and the Science Park, Business Park and hospitals.

2.5 The service enhancements complement the wider bus improvements that the traffic filters will deliver and enable through:

- Improved journey times across the Eastern Arc bus routes, enabled by the traffic reduction achieved by the filters.
- The introduction of zero-emission buses which will replace existing diesel fleet for all services operating wholly within the Oxford SmartZone area.

#### *Phase 2 Benefits*

2.6 The traffic filters, future planned developments and further planned bus improvement will serve to increase bus demand from 2024 onwards. This will allow for Phase 2 further enhancements in service frequency from 2 buses per hour to 3 buses per hour on each of the H2, 700 and proposed 600 services. These would provide for 3 bph from each of Oxford Parkway and Redbridge P&R to the Eastern Arc and a combined 6bph from Thornhill P&R to the hospitals.

### **Funding and Delivery**

2.7 The enhancement of bus services within the Eastern Arc will be delivered by operators but will to be part funded by Oxfordshire County Council.

2.8 OCC has undertaken an analysis of the funding requirement for the Eastern Arc enhancements alongside the funding sources available to deliver bus service improvements, including from committed developer contributions.

2.9 Based on this analysis the Phase 1 enhancements can be funded from identified committed funding and delivered from 2024, alongside the introduction of traffic filters.

2.10 The delivery of Phase 2 enhancements will be subject to additional funding that is not yet committed. Phase 2 funding will could be from future developments / contributions and potentially from the revenue generated by the proposed Workplace Parking Levy.

## 3 Proposed North – West Oxford Bus Service Enhancements

### Context

- 3.1 The proposed Traffic Filter trial will be accompanied by bus service enhancements between north and west Oxford. The purpose of these improvements is to provide better bus connectivity to provide viable and attractive alternatives to car journeys affected by the filters and to enhance provision for all users. All existing and proposed new routes and services would also benefit from the reduced bus journey times that the traffic filters will deliver.

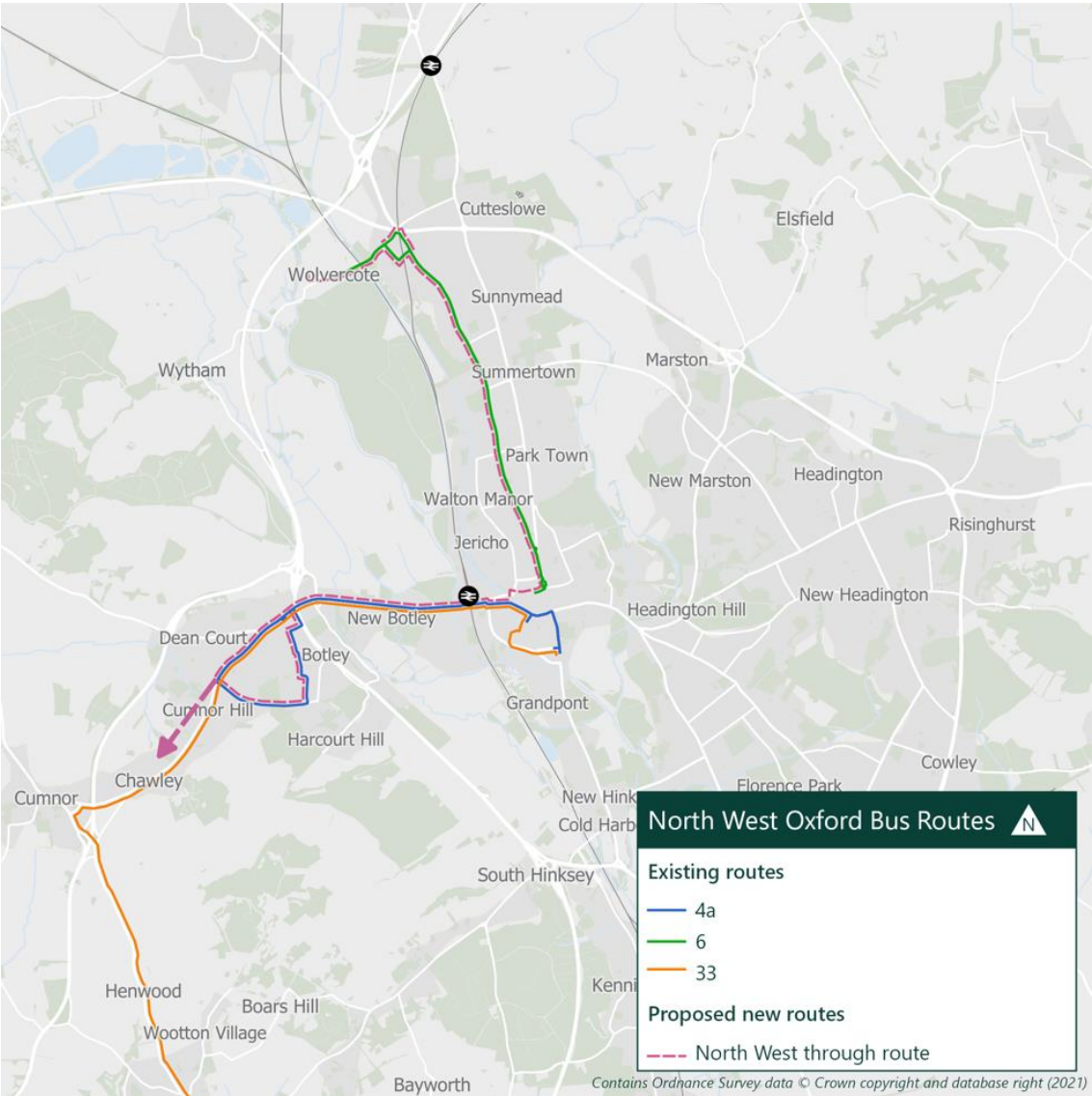
### Proposed Enhancements

- 3.2 Existing services 6 and 4a/ 33<sup>1</sup> would be linked together in Oxford city centre to create a new through service, providing direct links between Wolvercote, Woodstock Road, Oxford city centre, Oxford rail station, Botley Road, Botley and Cumnor.
- 3.3 The new service would operate at 4 buses per hour (bph) between Wolvercote and Cumnor Hill and existing service frequency to Cumnor and beyond would be maintained or enhanced.
- 3.4 The proposed enhancements are presented in Figure 3-1.

---

<sup>1</sup> The 4b service was withdrawn in September 2022 and replaced by the 33, such that the combined 4A and 33 between Botley and the city centre provides the equivalent service previously provided by the 4A and 4B.

Figure 3-1 Proposed North West Bus Route



## Control Information

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# **Oxford trial traffic filters**

## **Monitoring Framework, November 2022**

### **Introduction**

This note provides a basis for monitoring of the trial traffic filters proposed in Oxford. It is a monitoring framework, and should a decision be made to go ahead with the Experimental Traffic Regulation Order (ETRO), a detailed monitoring plan will be prepared well in advance of the start of the ETRO.

The county council's Local Transport and Connectivity Plan sets a clear vision to deliver a net-zero transport system that enables Oxfordshire to thrive, protects the environment and makes the county a better place to live for all residents. It includes ambitious targets such as:

- reducing 1 in 4 car trips by 2030
- delivering a net-zero transport network by 2040 and
- having zero, or as close as possible, road fatalities or life-changing injuries by 2050.

Monitoring of the traffic filters is fundamental to understanding their effectiveness in supporting these wider objectives and targets and to inform whether they are successful in supporting more specific project objectives to reduce traffic levels within Oxford and which in turn reduces bus journey times and supports increased walking, cycling and public transport use. Monitoring will also help to identify whether any changes to the scheme design and/or supporting measures are required, particularly during the first six months of the ETRO period as well as informing any final decisions about whether to make the traffic filters permanent or not.

The plan should therefore allow a broad range of effects to be monitored on an ongoing basis, particularly in terms changes in traffic levels, bus journey times and reliability, road collisions and air quality, as well as enforcement systems including administration and use of exemptions and permits. The consultation on the ETRO, should it be approved, will also be an opportunity to gather views and experiences from those directly affected by the trial scheme including residents and businesses across the city.



## Monitoring Framework

The following confirms the framework for data collection and information collation required to monitor the trial traffic filters. The monitoring plan should seek to reduce the need for new data collection wherever possible to reduce resource and minimise costs, therefore making as much use of existing monitoring carried out by Oxfordshire County Council, Oxford City Council and third parties. Any new data is to be funded through the project.

Below lists the key questions to be answered through a monitoring plan:

- To what extent has the trial scheme:
  - reduced bus journey times?
  - improved bus journey reliability?
  - reduced car trips?
  - increased walking and cycling and public transport use?
  - resulted in people changing behaviours in any other ways, for example, re-timing of trips, deciding to shop elsewhere?
  - reduced road collisions?
  - improved air quality?
  - reduced carbon emissions from transport?
  - led to an increase in public transport accessibility (in terms of people's ability to reach desired services and activities by public transport)?
- What are the users' experiences of the exemptions, permits & enforcement systems?
- What is the operator's (the Council's) experience of the exemptions, permits & enforcement systems?
- Are any changes to the scheme design and/or supporting measures required to:
  - further reduce bus journey times and journey reliability?
  - encourage more modal shift from car to walking, cycling or public transport?
  - mitigate any negative effects of displaced traffic?
  - mitigate any negative social/distributional effects?
  - mitigate any negative economic effects?
- What lessons can be learnt from the trial to inform a decision on whether to make the traffic filters permanent?

There are also some specific Equality Impact Assessment questions/activities to be covered by a monitoring plan:

- How has the scheme affected access to healthcare for Protected Characteristic Groups?
- How has the scheme affected non-Blue Badge holders who travel by taxi?
- Crime and anti-social behaviour including fear of crime deterring mode shift by women, for example.

- Did the Council promote the scheme, making all content accessible, and seek to support residents through the transition period?

## Data Collection and Information Collation

To help answer the questions above the following table sets out the likely data collection and information collation requirements and the rationale for inclusion.

Data collection activity	Reason for inclusion
Air quality exposure	To understand the air quality impacts of the scheme via changes in air quality data, particularly NO <sub>2</sub> , PM <sub>10</sub> and PM <sub>2.5</sub> concentrations
Vehicle traffic flows	To understand changes in traffic flow in and around the city centre & whether there has been any displacement of traffic
	To understand changes in traffic flow on A34 and whether there has been any displacement of traffic
Public car parking demand	To understand changes in public car parking demand
Vehicular fleet information	To understand changes in the number and type of vehicles travelling past the traffic filter locations and other areas of the city
Traffic filter compliance	To understand compliance and non-compliance; reasons for contravention
Journey time and journey time variability data - Bus journeys	To understand changes in bus journey times by route, time of day etc.
Journey time and journey time variability data - General traffic	To understand changes in vehicle journey times
Walking and cycling counts	To understand changes in the number of people walking & cycling to and within the city

Bus services	To understand changes in services incl. whether cross city and Eastern Arc bus routes were implemented and when (and any other services)
Bus demand	To understand changes in demand by route / stop.
Public transport demand - Park & Ride	To understand changes in demand accessing/egressing P&Rs
Public transport demand - Rail	To understand changes in demand accessing/egressing station
Business surveys	To understand whether any changes are required to mitigate negative impacts and users' experiences of the exemptions, permits & enforcement systems
Resident surveys	To understand any changes in behaviour including increased physical activity and sense of safety (walkers and cyclists); users' experiences of the exemptions, permits & enforcement systems; crime and anti-social behaviour perception
Shop vacancy rates	To understand changes in vacancy rates
Footfall data	To understand changes in footfall
Pedestrian interview surveys	To understand changes in access mode, spend, frequency and purpose of visit
Service user experience	Users' experiences of the exemptions, permits & enforcement systems; whether promotional material of scheme was accessible, and seek to support residents through the transition period
Protected Characteristic Groups	To understand how the scheme has affected access for PCGs; whether promotional material of scheme was accessible, and seek to support residents through the transition period
Road collision data	To understand changes in road collisions

## **Data Reporting Cycles**

A high-level summary of the data collected should be regularly reported to the Project Board as part of the standard reporting procedure. This will enable the Senior Responsible Officer and other board members (as decision makers) to have regular oversight of the effects the scheme, providing the opportunity to identify any effects that may require mitigation or risks to achieving the project objectives at the earliest opportunity.

As part of the scheme monitoring the county council should also commit to publishing the following so that data and evidence will be shared with the public and stakeholders:

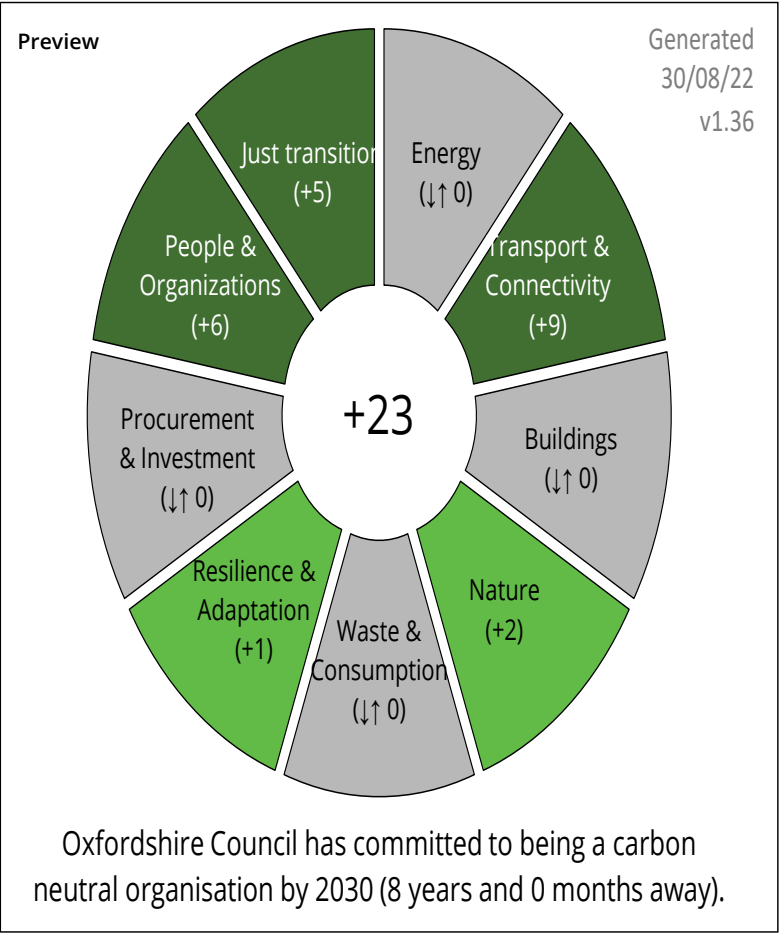
- A pre-trial baseline monitoring report.
- Quarterly monitoring reports for the duration of the trial (ETRO) period.
- A final monitoring and evaluation report at the end of the trial period and to inform any final decisions about the filters including whether they should be made permanent or not.

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Climate Impact Assessment

Summary

Directorate and Service Area	Environment & Place, and Transport & Infrastructure
What is being assessed	The Oxford Traffic Filters scheme. It is proposed to use an experimental traffic regulation order to trial the introduction of the Traffic Filters. Impacts of the scheme will be monitored during the trial and before any decisions to introduce traffic filters on a permanent basis are made. Some technical work is underway with emerging findings used to inform some of this assessment, but the assessment will be reviewed following the consultation on the ETRO and during the trial period if approved. As no decisions have yet been made to introduce these proposals, this is an interim assessment and which will be updated as technical work progresses and ahead of any Cabinet decision.
Is this a new or existing function or policy?	Proposals for traffic filters in Oxford were first proposed in Connecting Oxfordshire, the county council's previous Local Transport Plan adopted in 2015, and more specially the Oxford Transport Strategy. Traffic filters are included in the current Local Transport & Connectivity Plan, adopted in 2022, and emerging transport strategy for central Oxfordshire (the Central Oxfordshire Travel Plan).
Summary of assessment	It is proposed to use an experimental traffic regulation order to trial the introduction of the Traffic Filters. This means the filters can be tested, and any changes made, before a decision to introduce the filters on a permanent basis is made. Some technical work to better understand the scheme's potential impacts is also underway, with emerging results suggesting that traffic filters could bring about large reductions in traffic and congestion, particularly within and on approaches to the city centre. This in turn will mean faster and more reliable buses, better road safety including for pedestrians and cyclists, and improved air quality. Whilst a large number of car trips are expected to transfer to public transport, walking and cycling, some car trips may also change the time travelled or route used to avoid the filters. This may lead to some traffic increases on the ring road and outer sections of the city's radial routes. These and other potential impacts will be monitored during the trial to establish whether alternative routes become busier. If needed, changes could be made to the scheme, such as the timing of the filters and/or amending permitted access.
Completed by	Stewart Wilson
Climate action sign off by	Tammy Marrett
Director sign off by	
Assessment date	44798



Detail of proposal

Context / Background	<p>Traffic Filters are part of Oxfordshire County Council's Local Transport &amp; Connectivity Plan (adopted in 2022) and Oxford City Council's Local Plan (adopted in 2020). The councils engaged with the public and stakeholders on initial proposals for traffic filters and a workplace parking levy in October 2019, and published updated proposals in February 2022. Since February 2022, the councils have engaged with a large number of local and national stakeholders. Changes to the traffic filter proposals since the 2019 engagement exercise have been made as a result of feedback from the public and stakeholders and more recent technical work including assessment of equality impacts, for example. A consultation on whether to introduce the traffic filters using an experimental traffic regulation order (ETRO) is being carried out during September and October 2022. Responses to this consultation will be reported to the county council's Cabinet in November 2022, and will inform their decisions about whether or not to proceed with the ETRO.</p>
Proposal	<p>Traffic filters are points on roads through which only certain types of vehicles (e.g. buses, taxis and cycles) may pass, similar to the existing bus gate in Oxford High Street. Any vehicle that goes through the filter but is not exempt will be issued with a penalty notice charge. The proposals include six traffic filters; three of these will be located in the city centre on St Cross Road, Thames Street and Hythe Bridge Street, the remaining three filters will be located on St Clements, Marston Ferry Road and Hollow Way. For the trial, it is currently proposed to exempt some vehicles from the traffic filters including Blue Badge Holders, residents living within the permit area, health and care works, for example. Further details of these and other exemptions are published as part of the ETRO consultation. Automatic number plate recognition (ANPR) cameras will be installed to monitor vehicles going through the traffic filters. Traffic signs will also identify the location of each traffic filter, including operational hours and vehicles that are exempt to travel through. The preferred strategy is to introduce measures which reduce the number of vehicles on Oxford's roads, whilst allowing essential .</p>
Evidence / Intelligence	<p>The previous evidence base for the Local Transport Plan is summarised within the LTP itself. Outcomes of the October 2019 Traffic Filter and WPL engagement (known as Connecting Oxford) are set out in the Cabinet paper (<a href="https://mycouncil.oxfordshire.gov.uk/documents/s49498/CA_JAN2120R12%20-%20Connecting%20Oxford%20Report.pdf">https://mycouncil.oxfordshire.gov.uk/documents/s49498/CA_JAN2120R12%20-%20Connecting%20Oxford%20Report.pdf</a>) and more detailed report of engagement (<a href="https://mycouncil.oxfordshire.gov.uk/documents/s49499/CA_JAN2120R14%20-%20Connecting%20Oxford%20Annex%203.pdf">https://mycouncil.oxfordshire.gov.uk/documents/s49499/CA_JAN2120R14%20-%20Connecting%20Oxford%20Annex%203.pdf</a>). The latest proposals are a result of that previous and more recent engagement and emerging technical work including transport and air quality modelling, a Habitats Regulation Assessment, and assessment of the equality implications of the proposals which is set out in a seperate Equality Impact Assessment report.</p>
Alternatives considered / rejected	<p>Alternatives to the overall strategy set out in the OTS were considered as part of the OTS and are covered within the OTS document, published online.</p> <p>Doing nothing is not an option because the problems of traffic congestion and local air pollution and climate change would remain and worsen if nothing is done.</p> <p>Investment in sustainable transport infrastructure is important and is a key part of our overall strategy. However, opportunities to increase use of bus, cycling and walking, and railways, purely through sustainable transport infrastructure improvements are limited by the space available in a constrained city like Oxford, and by the availability of funds. The construction of large infrastructure projects of any kind also consumes resources and contributes to climate change.</p>

Category	Impact criteria	Score (-3 to +3)	Description of impact	Actions or mitigations to reduce negative impacts	Action owner	Timeline and monitoring arrangements
Energy	Increases energy efficiency	N/A				
Energy	Promotes a switch to low-carbon or renewable energy	N/A				
Energy	Promotes resilient, local, smart energy systems	N/A				
Transport & Connectivity	Reduces need to travel and/or the need for private car ownership	3	Emerging technical work suggests proposals could lead to a significant reduction in traffic levels in parts of the city, especially the city centre. As well as people transferring to public transport and active travel modes, some trips may no longer be made, reducing the need to travel, and proposals may also reduce the need to own a private car.	Over the years the county council has been introducing pedestrian and cycle schemes to improve links within and to Oxford. This includes along Botley Road, routes in Headington, tow path upgrades and more recently Quickway cycle routes. Other schemes are planned to be introduced over the next few years including along the A40 and A44, and over time traffic reduction benefits of the traffic filters will mean more road space can be reallocated to create wider cycle and pedestrian routes and give these modes greater priority at junctions in the city. Further details of proposals for improving walking, cycling and public transport are contained within the Central Oxfordshire Travel Plan. Although there are no parts of the city that will not be accessible by car, to avoid the traffic filters some traffic may choose to travel at a different time or will need to use an alternative route during the hours the traffic filters are in operation (7am to 7pm). This may lead to some traffic increases on the ring road and outer sections of the city's radial routes. Day passes will be available for residents of Oxford and areas to the west, plus all vans and HGV are exempts, so these impacts should be minimised. Impacts would be monitored during the trial to establish whether alternative routes become busier and impact on routes used by buses, pedestrians and cyclists. If needed, changes could be made to the scheme, such as the timing of the filters and/or amending permitted access.	OCC Project Team	If the trial is approved, on-going monitoring and engagement during the trial (ETRO) period is expected to start from summer 2023
Transport & Connectivity	Supports active travel	3	Traffic reductions will immediately reduce danger to pedestrians and cyclists and over time allow more road space to be allocated for cycle lanes and wider pavements and better public realm. This in turn will encourage greater use of active travel modes.			
Transport & Connectivity	Increases use of public transport	3	Reduced traffic levels and congestion brought about by the filters will create improved conditions for buses including quicker and more reliable journeys. This and modal shift from private car to bus will increase use of buses incl. Park & Ride, with some car trips also expected to transfer to rail.			
Transport & Connectivity	Accelerates electrification of transport	3	The introduction of new electric buses relies on the implementation of the six traffic filters. If introduced, these zero emission buses will represent 69% of the total daily mileage within the smartzone area. The zero emission buses would start to be delivered during 2023, and would provide residents and visitors with a cleaner and more modern fleet of buses that are expected to serve all parts of the city.			
Buildings	Promotes net zero new builds and developments	N/A				
Buildings	Accelerates retrofitting of existing buildings	N/A				



Nature	Protects, restores or enhances biodiversity, landscape and ecosystems		1 Reductions in traffic will allow natural green and public spaces to be better protected or even enhanced because of better air quality, for exmaple.	An HRA Stage 1 (Screening) suggests potential for air and surface water quality impacts due to the proximity of the A34 to the Oxford Meadows SAC and potential increases in traffic flow on A34 as a result of the scheme. A State 2 (Appropriate Assessment) will consider the impact of the proposals on the integrity of the SAC including consideration of in-combination effects with other plans and projects. This work will confirm if there are likely to be any adverse impacts, and if so, a Stage 3 (Assessment of Alternative Solutions) would follow. This work is being done in liaison with Natural England. Outcomes of the HRA work will be reported to Cabinet to inform any final decisions about progressing with a trial.	OCC Project Team	If the trial if approved, on-going monitoring and engagement during the trial (ETRO) period is expected to start from summer 2023
Nature	Develops blue and green infrastructure		N/A			
Nature	Improves access to nature and green spaces		1 Reductions in traffic levels will support better access to nature and other public spaces within the ring road, especially by bus, on foot or by cycle.			
Waste & Consumption	Reduces overall consumption		N/A			
Waste & Consumption	Supports waste prevention and drive reuse and recycling		N/A			
Resilience & Adaptation	Increases resilience to flooding		N/A			
Resilience & Adaptation	Increases resilience to other extreme weather events (e.g., storms, cold snaps, heatwaves, droughts)		N/A			
Resilience & Adaptation	Increases resilience of council services, communities, energy systems, transport infrastructure and/or supply chains		1 Reduced traffic levels and highway capacities should reduce the need for as much road maintainance or structural repairs on some roads within the ring road.			
Procurement & Investment	Procurement practices prioritise low-carbon options, circular economy and sustainability		N/A			
Procurement & Investment	Investment being considered supports climate action/ is consistent with path to net zero		N/A			

People & Organizations	Drives behavioural change to address the climate and ecological emergency		<p>The filters will accelerate modal shift to public transport, walking and cycling, and are expected to bring about substantial and sustained traffic reduction on some roads within Oxford city.</p>	<p>If the trial is approved, communications would continue to promote the scheme, making all content accessible, and seek to support residents and others through the transition period including travel demand management/ information to support mode shift . This may require third sector outreach, for example, disability groups. This will be developed as part of a wider communications and enagement strategy.</p>	<p>OCC Project Team</p>	<p>If the trial if approved, on-going monitoring and engagement during the trial (ETRO) period is expected to start from summer 2023</p>
People & Organizations	Drives organizational and systemic change to address the climate and ecological emergency		<p>The filters will effect staff travel, encouraging more employees to use sustainable modes for travel to work and when on business related travel within Oxford city. Exemptions for vans and commercial vehicles means most operational vehicles will be unaffected as well as those working in health and social car, for example.</p>			
Just transition	Promotes green innovation and job creation	N/A				
Just transition	Promotes health and wellbeing		<p>Traffic reductions within the ring road will reduce air pollution levels and encourage greater use of active travel modes. This will improve the health of Oxford residents and visitors.</p>			
Just transition	Reduces poverty and inequality		<p>See separate Equality Impact Assessment for further details, but those on lower incomes are less likely to have access to a car and (nationally) are twice as likely to use buses as those on higher incomes and are therefore likely to disproportionately benefit from these improvements. Cycling and walking are normally the lowest-cost transport modes. Improvements in conditions for people using these modes may enable those on lower incomes to make more cycling and walking trips. Improved public transport, walking and cycling routes will also improve access to employment.</p>	<p>See separate Equality Impact Assessment for a more detailed assessemnt, but many of the most deprived areas in Oxford are outside of the ring road. These areas may be subject to increased traffic volumes along the ring road as a result of the filters, which could impact the ability of residents to walk and cycle as well as potentially increasing their journey times by private car, taxi and public transport. Impacts would be monitored during the trial to establish whether alternative routes become busier and impact on routes used by buses, pedestrians and cyclists. If needed, changes could be made to the scheme, such as the timing of the filters and/or amending permitted access.</p>	<p>OCC Project Team</p>	<p>If the trial if approved, on-going monitoring and engagement during the trial (ETRO) period is expected to start from summer 2023</p>

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**Oxfordshire County Council**  
**Equalities Impact Assessment**

OXFORD TRAFFIC FILTERS

11/11/2022

Contents

Section 1: Summary details..... 3

Section 2: Detail of proposal ..... 5

Section 3: Impact Assessment - Additional Community Impacts ..... 28

Section 3: Impact Assessment - Additional Wider Impacts..... 33

Section 4: Review ..... 35

## Section 1: Summary details

<b>Directorate and Service Area</b>	Environment & Place - Transport & Infrastructure
<b>What is being assessed</b> (e.g. name of policy, procedure, project, service or proposed service change).	<p>Implementation of traffic filters at Hollow Way, Hythe Bridge Road, Marston Ferry Road, St Clements, St Cross Road and Thames Street. It is proposed to use an experimental traffic regulation order to trial the introduction of these filters and so impacts of the scheme can be monitored, and any changes made during the trial period, before any decisions on whether to introduce traffic filters on a permanent basis are made.</p> <p>In response to feedback and issues raised through the Public Consultation and wider engagement undertaken in September / October 2022, officers are recommending several amendments to the proposals – a summary of changes and assessment of impacts of proposed scheme amendments on PCGs is at the end of this report.</p>
<b>Is this a new or existing function or policy?</b>	Proposals for traffic filters in Oxford were first proposed in 'Connecting Oxfordshire', the county council's previous Local Transport Plan adopted in 2015, and more specially the Oxford Transport Strategy. Traffic filters are included in the current Local Transport & Connectivity Plan, adopted in 2022, and emerging transport strategy for central Oxfordshire (the Central Oxfordshire Travel Plan).
<b>Summary of assessment</b>  Briefly summarise the policy or proposed service change. Summarise possible impacts. Does the proposal bias, discriminate or unfairly disadvantage individuals or groups within the community?  (following completion of the assessment).	<p>This EIA, developed by Steer, has been informed through direct engagement with Oxford City Council's Inclusive Transport and Movement focus group. The group is comprised of people with experience of living, working and travelling around Oxford with a disability. It includes organisations such as KEEN Oxford, Wheels for Wellbeing, the Free Thinking Network, the University of Oxford, Ruskin College Oxford, a secondary school, and the Sensory Impairment Team at Oxfordshire County Council.</p> <p>The proposed Traffic Filters are intended to make bus journeys quicker and more reliable, enable the introduction of brand-new electric buses, make cycling and walking safer and more attractive, and reduce local air pollution to improve the health and wellbeing of Oxford's communities. They are likely to have a net positive impact on the city's residents, including Protected Characteristic Groups.</p>

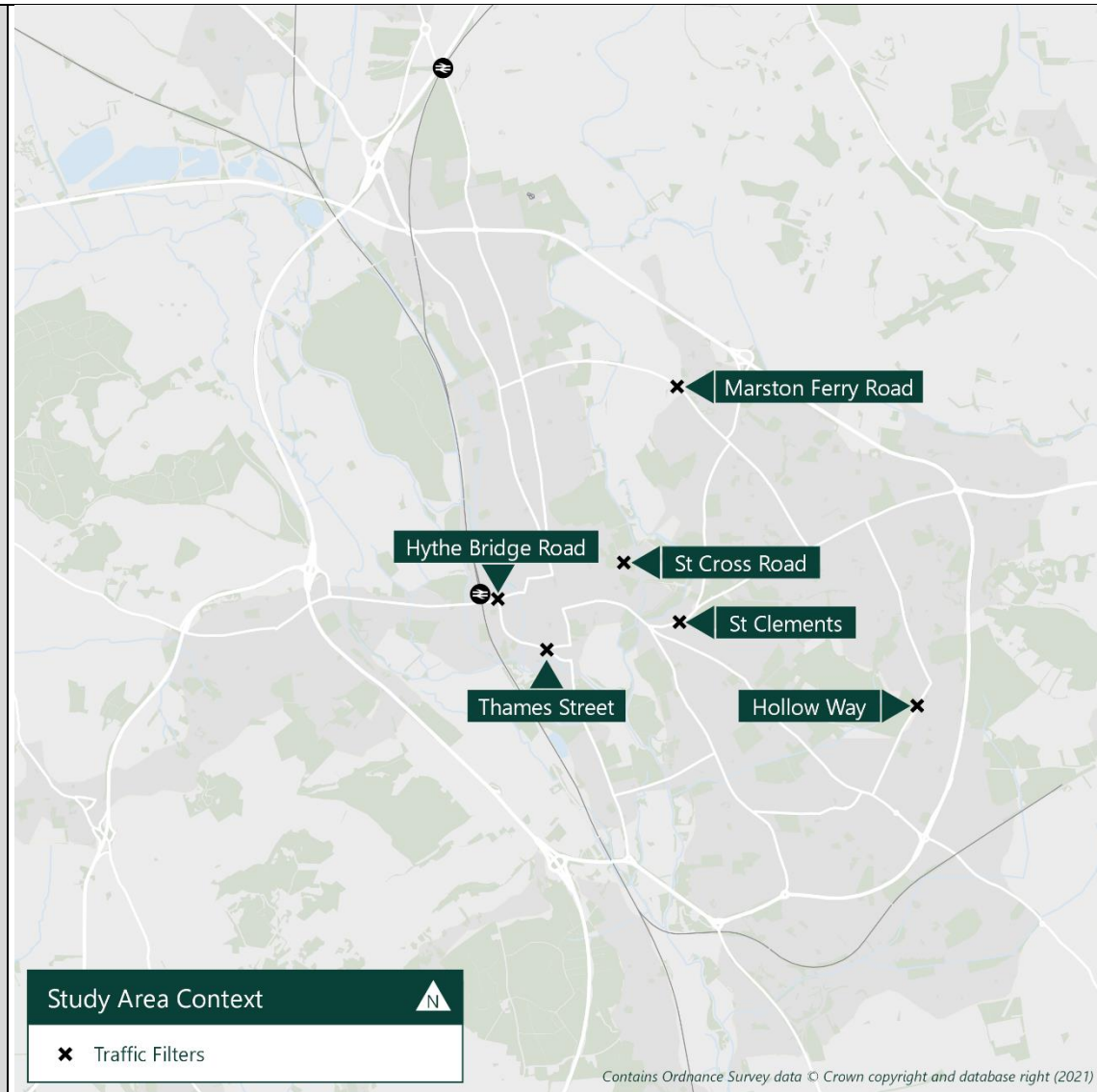
	<p>It is acknowledged that the Traffic Filters may inconvenience drivers and those who rely on cars; e.g., older and/or disabled people and people from certain ethnic groups. Several additional disproportionately negative impacts have also been identified in this assessment, with varying implications.</p> <p>Where the Traffic Filters increase journey times, this may have a disproportionately negative impact on non-professional carers for disabled and/or older residents who are more likely to be making regular trips by car. However, it is important to recognise that motor vehicle access to all locations has been maintained, and exemptions for Blue Badge holders, disabled tax class vehicles, taxis and private hire vehicles, and both professional and non-professional health and care workers will mitigate the worst of these potential impacts. The ability for residents to obtain day passes will also help mitigate impacts on people making fewer regular journeys for caring purposes.</p> <p>The Traffic Filters are also likely to reduce traffic volumes and create improved conditions for buses, leading to reduced journey times by public transport. This will disproportionately benefit those who currently use buses, including some disabled people, women (who are more likely to use public transport than men), and 'Black/African/Caribbean/Black British' residents who have the highest public transport mode share by ethnic group in Oxford.</p> <p>There are also likely to be benefits for those who cycle (predominantly those aged 16-24 and those aged 25-44) due to the removal of through-traffic within the Traffic Filters. This will create a safer and more accessible environment for people cycling and has the potential to encourage people from all backgrounds to cycle.</p> <p>A series of potential mitigation measures have been outlined within this EqIA which are intended to eliminate or limit the potential disproportionately negative impacts identified. These range from implementing bus priority and service improvements to maximise the benefits of the filters, to accelerating Local Cycling and Walking Infrastructure Plan (LCWIP) schemes to enable more people to switch from driving to cycling or walking.</p>
<b>Completed By</b>	Steer
<b>Authorised By</b>	Owen Jenkins
<b>Date of Assessment</b>	An initial assessment was done on 19 August 2022, followed by a review in on 11 November 2022, informed by a public consultation, and to reflect recommended changes to the proposals.

## Section 2: Detail of proposal

<p><b>Context / Background</b></p> <p>Briefly summarise the background to the policy or proposed service change, including reasons for any changes from previous versions.</p>	<p>Proposals for traffic filters were included in the Oxford Transport Strategy (OTS) in 2015. The OTS formed part of “Connecting Oxfordshire”, the county’s fourth Local Transport Plan. The Local Transport sets the transport policies and priorities for the county, identifying objectives, policies, and plans for transport improvements. Connecting Oxfordshire aimed to ensure that the county's transport systems are fit to support Oxfordshire's ambitious plans for growth to 2031.</p> <p>The traffic filter proposals are one of three proposed “Core Transport Schemes”, alongside a Workplace Parking Levy and Zero Emission Zone.</p> <p>A Strategic Outline Business Case for the Traffic Filters and Workplace Parking Levy assessed a long list of potential options for a public consultation. This consultation, along with some transport modelling and further engagement with key stakeholders, further informed the definition of six traffic filters, which are assessed in this EqIA.</p>
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<p><b>Proposals</b></p> <p>Explain the detail of the proposals, including why this has been decided as the best course of action.</p>	<p>Traffic filters are designed to make bus journeys faster, reduce traffic and make walking and cycling safer. When they are operating, private cars will not be allowed through certain sections of roads without a permit.</p> <p>The concept of traffic filters was first introduced in 2015 in the Oxford Transport Strategy which was part of the county's local transport plan.</p> <p><b>How will the traffic filters operate?</b></p> <p>Automatic number plate recognition (ANPR) cameras will be installed to monitor vehicles going through the traffic filters. Traffic signs will identify the location of each traffic filter, including operational hours and vehicles that are exempt to travel through.</p> <p>Any driver of a vehicle that goes through the traffic filter and is not exempt, will be issued with a penalty charge notice (Currently £70).</p> <p><b>Where will the traffic filters be located?</b></p> <p>The proposals include six traffic filters. Three of these will be located in the city centre on St Cross Road, Thames Street and Hythe Bridge Street.</p> <p>The remaining three filters will be located on: St Clements, Marston Ferry Road and Hollow Way.</p>
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The equalities assessment was undertaken based on the traffic filters scheme definition as of Spring 2022, at which point the scheme and its exemptions were initially defined. Work to refine the scheme, based on some transport modelling, emerging outputs from this EqlA and stakeholder engagement has informed alteration of the scheme definition that is being consulted on in September 2022.

#### **Scheme definition for this EqlA**

Traffic Filters operational between the hours of 7am to 7pm, seven days a week

Exemptions for:

- Blue Badge holders & disabled tax class vehicles
- All buses (not just registered local buses)
- Taxis and private hire vehicles
- Community transport vehicles
- Special vehicles such as emergency services.
- Health and care workers

#### **Revised scheme definition for September 2022 consultation**

The traffic filters will operate 7 days a week from 7am to 7pm. The traffic filters on Marston Ferry Road and Hollow Way will not operate on Sundays.

Exemptions for:

- All buses (not just registered local buses)
- Taxis and private hire vehicles
- Community transport vehicles
- Special vehicles such as emergency services.
- Mopeds
- Motorbikes.
- Commercial Vans or lorries.
- Heavy Goods Vehicles

Permits for private cars will be available for:

- Blue badge holders& disabled tax class vehicles.
- Health or care workers.
- Non-professional carers.
- Cars used as goods vehicles by businesses based in the permit area (see below).
- Residents living in the permit area (see below), on up to 100 days per year (see website for full details).

Car permits will be available for all residents and businesses (subject to conditions) located in:

- Oxford City Council's administrative area.
- North Hinksey Parish.
- South Hinksey Parish.
- Cumnor Parish east of the A420, including Botley, Dean Court, Cumnor Hill, Chawley and parts of Cumnor.

Households and businesses in these areas can apply for 100 permits for each vehicle owned.

The changes directly informed by this EIA are as follows:

- Permits for Non-professional carers. This mitigates the impact on carers and the people they care for.
- Day passes for residents within the ring road. This reflects the EIA's summary that the Traffic Filters would affect some 'essential' journeys for PCGs (Disability and Age in particular), but that these trips are varied, and it is challenging to define and administer specific exceptions on a case-by-case basis. Day passes are therefore a more general exemption that mitigates the impact on PCGs.



<p><b>Evidence / Intelligence</b></p> <p>List and explain any data, consultation outcomes, research findings, feedback from service users and stakeholders etc, that supports your proposals and can help to inform the judgements you make about potential impact on different individuals, communities or groups and our ability to deliver our climate commitments.</p>	<p><b>Engagement with the Oxford Inclusive Transport and Movement focus group</b></p> <p>Steer directly engaged with Oxford City Council's Inclusive Transport and Movement focus group to present and discuss the scheme proposals and potential impacts on PCGs. The group meets every six weeks, and is comprised of people with experience of living, working and travelling around Oxford with a disability. It includes organisations such as KEEN Oxford, Wheels for Wellbeing, the Free Thinking Network, the University of Oxford, Ruskin College Oxford, a secondary school, and the Sensory Impairment Team at Oxfordshire County Council.</p> <p>Steer presented to the group twice, initially on the scope of this EIA, then a follow up to present headline findings from the assessment. Feedback was gathered during and after both sessions and has been used to directly inform the EIA. Dialogue will continue with the focus group to gather feedback on this document during the public consultation phase.</p> <p>Feedback from wider consultation on the scheme undertaken by the relevant councils, including parish councils, churches and others, was also provided to Steer to inform the assessment.</p> <p><b>Quantitative data</b></p> <p>A separate EIA document has been produced which sets out all of the data that was collated in full.</p> <p>The primary data source used to inform the quantitative analysis in this EIA was the 2011 Census. Though this data is now more than a decade old, it remains the most comprehensive dataset available. The 2011 Census benefits from being an official and rigorous dataset and having standardised geographies that match other Office of National Statistics (ONS) datasets to enable cross-tabulation.</p> <p>For each protected characteristic, data was collated and analysed, with comparisons made at borough, regional and national level (where relevant). Due to limitations of the 2011 Census dataset, certain data was not accessible at a district or county level – in these cases, national data for England was used.</p> <p>Though 2021 Census data was collected prior to the publication of this report, its results were not available in time to inform this EqIA. While the initial population data released in summer 2022 was used, the 2011 Census remains the key data source for this document. The Office for National Statistics (ONS) expects to publish all other main 2021 Census data and analysis within two years of the census.</p>
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	<p><b>Qualitative data</b></p> <p>A number of additional data sources have been used to inform the qualitative analysis aspects of this EIA, including research from authorities such as Oxfordshire County Council, Transport for London, and inclusive transport organisations like Wheels for Wellbeing.</p> <p><b>Consultation – September/October 2022</b></p> <p>In response to feedback and issues raised through the Public Consultation and wider engagement undertaken in September / October 2022, officers are recommending several amendments to the proposals – a summary of changes and assessment of impacts of proposed scheme amendments on PCGs is at the end of this report.</p>
<p><b>Alternatives considered / rejected</b></p> <p>Summarise any other approaches that have been considered in developing the policy or proposed service change, and the reasons why these were not adopted. This could include reasons why doing nothing is not an option.</p>	<p>Doing nothing is not an option because the problems of traffic congestion and local air pollution and climate change would remain and worsen if nothing is done.</p> <p>Investment in sustainable transport infrastructure is important and is a key part of our overall strategy. However, opportunities to increase use of bus, cycling and walking, and railways, purely through sustainable transport infrastructure improvements are limited by the space available in a constrained city like Oxford, and by the availability of funds. The construction of large infrastructure projects of any kind also consumes resources and contributes to climate change.</p>

### **Section 3: Impact Assessment - Protected Characteristics**



Protected Characteristic	No Impact	Positive	Negative	Description of Impact	Any actions or mitigation to reduce negative impacts	Action owner* (*Job Title, Organisation)	Timescale and monitoring arrangements
Age	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p><b>Potential disproportionately positive impacts</b></p> <ul style="list-style-type: none"> <li>Keeping physically active in mid-life helps to delay the onset and progression of many age-related health conditions and plays an important role in helping to manage the impact of health conditions, including mental health. People in mid- (and later-) life are less likely to walk or cycle than younger people. The Traffic Filters could support these people to live more active lives with quieter streets and improved bus journey times (bus journeys typically start and end on foot or cycle).</li> <li>The Traffic Filters are designed to reduce traffic volumes across Oxford, which is likely to improve road safety. While this would benefit all age groups, those aged under 16 or over 60 disproportionately suffer severe injuries in road traffic collisions and are likely to benefit the most from improved road safety.</li> <li>Older people are more likely to live with mobility impairments. Some age-related impairments may not fall under the Equality</li> </ul>	<p>Non-professional carers to be exempt based on Carers Allowance receipt</p> <p>Monitoring and evaluation of access to healthcare, identifying the source(s) of any disruption</p> <p>Day passes for residents within the ring road and in Cumnor, North Hinksey and South Hinksey</p>	OCC Project Team	On-going monitoring and engagement during the trial (ETRO) period

				<p>Act definition of the 'Disability' PCG. They can include slower movement and reaction times or a need to use mobility aids. A reduction in traffic volumes is likely to be particularly beneficial to those who require extra time to cross the street.</p> <ul style="list-style-type: none"> <li>• Young people aged under 16 and older people aged over 65 are more vulnerable to poor air quality. The Traffic Filters aim to enable mode shift, reducing pollutants emitted by private cars and encouraging more active travel. This is likely to benefit these age groups more than others by improving their air quality and health outcomes.</li> <li>• The Traffic Filters are likely to reduce congestion within the ring road. This may create improved conditions for buses. 16-24-year-olds are the age group with the highest usage of public transport and should therefore benefit the most from these improvements. Due to the low mean age across large parts of central Oxford, the number of people impacted is likely to be high.</li> </ul> <p><b>Potential disproportionately negative impacts</b></p> <ul style="list-style-type: none"> <li>• Over the short-to-medium-term, as drivers change their behaviour in response to the</li> </ul>			
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				<p>Traffic Filters, noise and air pollution may worsen on neighbourhood distributor roads as private cars are redirected from the restricted routes. This may impact residents living on these roads; including younger and older people, whose health is more susceptible to pollutant exposure.</p> <ul style="list-style-type: none"> <li>• While the Traffic Filters are likely to create safer, healthier streets for residents, they may lengthen journey times for people who rely upon private car. In the short-to-medium-term, there may also be delays on the ring road as many private cars become unable to cross Oxford directly. Private cars are often relied upon by older people; longer journey times could make travelling more uncomfortable for them, particularly if they suffer from one or more underlying health condition.</li> <li>• Longer journeys would likely also mean increases in individual fuel consumption and its associated costs. Many older people are less likely to have the means to shoulder these increased costs. There may be a disproportionately negative impact on older people as a result of the financial burden of longer journey times.</li> <li>• Older people aged 65 and over are more likely to make frequent visits to medical facilities than other age groups. The</li> </ul>			
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				<p>introduction of the Traffic Filters may lead to some of these journeys being extended for those who aren't Blue Badge holders. It may also lead to increased fuel costs.</p> <ul style="list-style-type: none"> <li>The east of the city has a high number of medical care centres, including Oxford's largest hospital. Older people driving (or being driven) to these care centres will be required to use the ring road to circumvent Oxford, which may lead to longer journey times. There is less access to GPs in the west of the city, meaning older people are more likely to have to change their journeys to avoid the filters. However, the population of this particular area is lower than other areas, which should reduce the number of people impacted.</li> </ul>			
<b>Disability</b>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p><b>Potential disproportionately positive impacts</b></p> <ul style="list-style-type: none"> <li>Reduced traffic volumes within the ring road during operational hours should improve conditions for cyclists and pedestrians. This would disproportionately benefit disabled cyclists, many of whom rely on upon cycling as their primary means of travel or as a mobility aid. It should be noted that some disabled cyclists may be unable to dismount and remount their bike at difficult or dangerous parts of their routes –</li> </ul>	<p>Monitoring and evaluation of filters to capture impacts on non-Blue Badge holders who travel by taxi</p> <p>OCC to publicise the scheme and ensure that all materials are fully accessible</p>	OCC Project Team	On-going monitoring and engagement during the trial (ETRO) period

				<p>comprehensive and safe cycle infrastructure is therefore particularly important to disabled cyclists.</p> <ul style="list-style-type: none"> <li>• Less busy roads would benefit disabled people whose impairments necessitate extra time to cross the road, or whose mobility aids require travelling along the road. They would allow for use of the carriageway to avoid temporary blockages or hazardous pavements. Conditions would likely be safer and more comfortable for those with visual or hearing impairments, which add complications to navigating streets as a pedestrian.</li> <li>• There are three Special Educational Needs (SEN) schools within the area covered by the Traffic Filters: an Oxfordshire Hospital School site, the Iffley Academy and the Northern House Academy, as well as other schools with SEN facilities. These schools will receive the benefits outlined above, including improved air quality, reduced noise pollution, and quieter, safer streets.</li> <li>• The Traffic Filters are likely to reduce congestion within the ring road. This may create improved conditions for buses. Some disabled people may be reliant on public transport and would therefore benefit from these improvements.</li> </ul>	<p>Professional care workers are exempt, mitigating the impact on carers, and those reliant upon carers</p> <p>Exemptions for families with SEN children who are entitled to free travel and in receipt of mileage allowance or direct travel payments from OCC</p> <p>Monitoring and evaluation of access to healthcare, identifying the source(s) of any disruption</p> <p>Day passes for residents within the ring road</p>		
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				<p><b>Potential disproportionately negative impacts</b></p> <ul style="list-style-type: none"> <li>• The Traffic Filters may lengthen journey times for those with impairments who rely upon private cars or taxis. Increased journey times may lead to further discomfort and anxiety for some disabled people and have a detrimental impact on their mental and/or physical health.</li> <li>• Some disabled people may find the changes confusing and stressful due to a need to change routes when travelling by private car. For some, this may limit their ability to undergo their daily routines in the short-term.</li> <li>• There are a number of SEN schools within the area impacted by the Traffic Filters, both within the ring road and immediately outside of it. Mabel Prichard School, Endeavour Academy, and Orion Academy are just outside of the ring road. Students at these schools may be impacted by the redirection of traffic to the ring road by the Traffic Filters and may experience longer journey times if travelling via the ring road.</li> <li>• Oxfordshire Hospital School caters for children who are unable to attend school for medical reasons and have a site which is very close to the proposed Marston Ferry Road filter, north of the Swan School Access Road. The Iffley Academy in the south of the</li> </ul>			
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				<p>city caters for children with complex moderate learning difficulties and emotional and behavioural difficulties. Northern House Academy in the north of the city caters for children with emotional and behavioural difficulties aged 5-11. Students attending these schools will likely experience many of the impacts outlined above, both positive and negative.</p> <ul style="list-style-type: none"> <li>Disabled people are more likely to make frequent visits to medical facilities. The introduction of the Traffic Filters may lead to some of these journeys being extended for those who aren't Blue Badge holders. This can present additional problems and discomfort for disabled people who are not able to sit for long times. It may also lead to increased fuel costs. As explained under 'Age', the spatial distribution of medical facilities in Oxford may influence this impact.</li> </ul>			
<b>Gender Reassignment</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<p>People undergoing gender reassignment are unlikely to be disproportionately impacted by the scheme on this basis.</p>	Not applicable	Not applicable.	Not applicable.
<b>Marriage and Civil Partnership</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<p>People who are married or in a civil partnership are unlikely to be disproportionately impacted by the scheme on this basis.</p>	Not applicable	Not applicable.	Not applicable.

Pregnancy & Maternity	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p><b>Potential disproportionately positive impacts</b></p> <ul style="list-style-type: none"> <li>• Reduced traffic volumes are generally likely to reduce conflicts between road users. This will create a safer environment for pregnant people and parents with infants/young children. It should also benefit pedestrians with prams who require additional time to navigate curbs and other obstacles when crossing the road.</li> <li>• Less busy roads also mean that those travelling with prams are able to use the carriageway to circumvent temporary blockages on the pavement (e.g. if a bin has been inappropriately left on the pavement or a car has been parked illegally).</li> <li>• Improvements in air quality are likely to disproportionately benefit pregnant people. Polluted air is harmful for babies in the womb and can cause premature birth or low birth weight – factors associated with infant mortality. New-born babies and infants, who are more vulnerable to pollution due to their developing airways and rapid breathing, are also likely to disproportionately benefit.</li> <li>• Expectant and recent mothers may be more likely to make frequent visits to medical facilities. Where these journeys are walked or cycled, they are likely to be subject to less</li> </ul>	<p>Bus service improvements</p> <p>Monitoring and evaluation of the number of cyclists and collisions involving cyclists</p>	OCC Project Team	On-going monitoring and engagement during the trial (ETRO) period
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				<p>pollution with reduced traffic volumes. Exposure to poor air quality while at home should reduce immediately for those within the area covered by the Traffic Filters. For those on boundary roads, assuming mode shift away from private car trips is achieved, air quality will improve over time.</p> <p><b>Potential disproportionately negative impacts</b></p> <ul style="list-style-type: none"> <li>• Pregnant people and parents with infants/young children may find cycling and walking more difficult, e.g. due to physical exertion when pregnant or the practicalities of children travelling by foot or cycle. These groups may therefore have a heightened need to use private cars. The Traffic Filters are likely to lengthen journey times as private cars are required to circumvent them via the ring road. The filters may have a disproportionately negative impact on those pregnant people and parents with infants who are more reliant upon private car.</li> <li>• For those whose journeys are extended, there may be associated increases in fuel costs or taxi fares. Pregnant people and others who are reliant upon private cars or taxis are likely to be disproportionately impacted by these costs.</li> </ul>			
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				<ul style="list-style-type: none"> <li>Expectant and recent mothers may be more likely to make frequent visits to medical facilities. Where these journeys are made by private car, they may take slightly longer due to the Traffic Filters. This could have negative impacts on mothers who may experience discomfort when travelling for a long time and may have an increased need to access personal amenities. Expectant and recent mothers are more likely to travel for childcare and other essentials. The Traffic Filters may negatively impact on the journey times and/or costs of these regular journeys.</li> </ul>			
<b>Race</b>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p><b>Potential disproportionately positive impacts</b></p> <ul style="list-style-type: none"> <li>The Traffic Filters are likely to improve conditions for active travel by reducing traffic volumes, which may lead to a reduction in conflicts between road users. This will disproportionately benefit 'White' and 'Mixed or Multiple' ethnicity residents, who are more likely to walk or cycle. It should also benefit 'Black/African/Caribbean/Black British' residents, who are more likely to use public transport – these journeys typically start and end on foot or cycle.</li> <li>The Traffic Filters are likely to reduce congestion within the ring road. This may create improved conditions for buses. People</li> </ul>	Implementation to be accompanied by travel demand management	OCC Project Team	On-going monitoring and engagement during the trial (ETRO) period

				<p>identifying as 'Black/African/Caribbean/Black British' are most likely to use public transport at 31 per cent mode share.</p> <p><b>Potential disproportionately negative impacts</b></p> <ul style="list-style-type: none"> <li>The Traffic Filters may extend journeys for certain road users, as private cars without an exemption will be required to circumvent Oxford via the ring road. Impacted journeys are also likely to incur additional costs, e.g. in the form of taxi fares or increased fuel usage. This is likely to have a disproportionately negative impact on those who drive the most, including 'White' and 'Black/African/Caribbean/Black British' people. However, a large proportion of both of these groups is not likely to be impacted as 52 per cent and 55 per cent respectively walk, cycle or use public transport.</li> </ul>			
<b>Sex</b>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p><b>Potential disproportionately positive impacts</b></p> <ul style="list-style-type: none"> <li>Women are more likely to walk, cycle and travel by public transport (journeys that typically start and end on foot or cycle) than men. They are more likely to benefit from reduced traffic volumes and subsequent improved road safety conditions.</li> </ul>	<p>Monitoring and evaluation of patterns of crime and anti-social behaviour linked to the filters</p> <p>Bus service improvements</p>	OCC Project Team	On-going monitoring and engagement during the trial (ETRO) period

				<ul style="list-style-type: none"> <li>Increasing residents' access to favourable cycling conditions is likely to disproportionately benefit women considering the higher number of total journeys they make compared to men. While relatively few women cycle currently, reducing traffic volumes will remove a significant barrier to doing so – women report safety issues as a more significant barrier to cycling than men.</li> <li>The Traffic Filters are likely to reduce congestion within the ring road. This may create improved conditions for buses. Women are slightly more likely to use public transport than men and are therefore more likely to benefit from improved bus journey times and reliability brought on by reduced congestion.</li> </ul> <p><b>Potential disproportionately negative impacts</b></p> <ul style="list-style-type: none"> <li>While women in Oxford are slightly less likely to travel by car or van than men (57 per cent vs 59 per cent), those who currently do so may be less able or comfortable to switch to other modes. Women may be more hesitant to walk or cycle because of an increased threat or fear of crime, especially at night. This means that women may feel they have fewer alternatives to avoid the increased</li> </ul>			
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				journey times and associated costs of continuing to travel by private car.			
<b>Sexual Orientation</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	People are unlikely to be disproportionately impacted by the scheme based on their sexual orientation.	Not applicable	Not applicable.	Not applicable.
<b>Religion or Belief</b>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<b>Potential disproportionately positive impacts</b> <ul style="list-style-type: none"> <li>Places of worship within the area impacted by the Traffic Filters may disproportionately benefit in terms of reduced traffic volumes, improved air and noise pollution, and safer roads compared to places of worship outside the ring road. It should be easier, safer, and more convenient to walk and cycle to these places of worship as a result. This brings with it a number of health and other benefits to visitors and may encourage more of them to take up active travel – including people who currently feel unable to do so due to fears regarding road safety.</li> <li>The Traffic Filters are likely to reduce congestion within the ring road. This may create improved conditions for buses. People travelling by bus to places of worship in Oxford are likely to benefit and the improvements may encourage more people to use public transport instead of private car.</li> </ul>	To be kept under review	OCC Project Team	On-going monitoring and engagement during the trial (ETRO) period

				<ul style="list-style-type: none"> <li>• Improving conditions for cycling and walking is likely to benefit those who regularly attend places of worship. These destinations are generally used locally within cycling and walking catchments.</li> <li>• Religious commitments can sometimes leave little time for sporting activities. For example, as young Muslims attend mosque after school, they do not have as much leisure time as those from non- (or other) religious backgrounds. Creating environments that enable and encourage people to walk and cycle can lead to exercise being built into their day instead of having to go out of their way to get it.</li> <li>•</li> <li>• Potential disproportionately negative impacts</li> <li>•</li> <li>• There are many places of worship within the ring road. Accessing these locations may involve extended journey times for some visitors, who may now be required to travel via the ring road during operational hours. This is likely to have the largest impact on places of worship closest to the centre of Oxford. The Traffic Filters may therefore have a disproportionately negative impact on people visiting places of worship within Oxford's ring road by car.</li> </ul>			
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### Section 3: Impact Assessment - Additional Community Impacts

Additional community impacts	No Impact	Positive	Negative	Description of impact	Any actions or mitigation to reduce negative impacts	Action owner (*Job Title, Organisation)	Timescale and monitoring arrangements
<b>Rural communities</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<ul style="list-style-type: none"> <li>People who live in rural areas are unlikely to be disproportionately impacted by the scheme. Car journeys from outside of the ring road to destinations within central Oxford may be slightly impacted due to increased motor traffic on the ring road during peak hours, however this is not considered to be a disproportionate impact in the context of the scheme.</li> </ul>	Not applicable	Not applicable.	Not applicable.
<b>Armed Forces</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<ul style="list-style-type: none"> <li>There is no armed force component to the area as there are no military bases or ranges. Regardless, special vehicles such as military vehicles will be exempt from the filters.</li> </ul>	Not applicable	Not applicable.	Not applicable.
<b>Carers</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<p><b>Potential disproportionately negative impacts</b></p> <ul style="list-style-type: none"> <li>Older people often rely on friends and family members for daily care. The 2021 Oxfordshire Joint Strategic Needs Assessment reports there</li> </ul>	Non-professional carers are exempt based on Carers Allowance receipt	OCC Project Team	On-going monitoring and engagement during the trial (ETRO) period

Additional community impacts	No Impact	Positive	Negative	Description of impact	Any actions or mitigation to reduce negative impacts	Action owner (*Job Title, Organisation)	Timescale and monitoring arrangements
				<p>being approximately 60,000 unpaid carers in Oxfordshire, around 10 per cent of the total population, 17,400 of whom provide 20 hours of care or more. The introduction of Traffic Filters in Oxford may increase journey times and/or distances for carers who travel by private car, which may lead to carers being unable to attend as regularly or cause delays to their expected arrival times. This is likely to have a disproportionately negative impact on older people reliant upon this care.</p> <ul style="list-style-type: none"> <li>Disabled people are more likely to rely upon family members or friends for daily care, as some impairments may require assistance which is not provided by paid carers. The 2021 Oxfordshire Joint Strategic Needs Assessment reports there being approximately 60,000 unpaid carers in Oxfordshire, around 10 per cent of the total population, 17,400 of whom provide 20 hours of care or more.</li> </ul>	Professional carers are exempt		



Additional community impacts	No Impact	Positive	Negative	Description of impact	Any actions or mitigation to reduce negative impacts	Action owner (*Job Title, Organisation)	Timescale and monitoring arrangements
				The introduction of Traffic Filters in Oxford may increase journey times and/or distances for carers who travel by private car, which may lead to carers being unable to attend as regularly or cause delays to their expected arrival times. This is likely to have a disproportionately negative impact on disabled people reliant upon this care.			
Areas of deprivation	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<b>Potential disproportionately positive impacts</b> <ul style="list-style-type: none"> <li>The Traffic Filters are likely to reduce congestion within the ring road. This may create improved conditions for buses. Those on lower incomes are less likely to have access to a car and (nationally) are twice as likely to use buses as those on higher incomes and are therefore likely to disproportionately benefit from these improvements.</li> <li>Cycling and walking are normally the lowest-cost transport modes.</li> </ul>	Consider additional LTN interventions to reduce the potential of displaced motor traffic using residential streets outside of the ring road  Monitor short-term disruption on boundary roads as the scheme is implemented	OCC Project Team	On-going monitoring and engagement during the trial (ETRO) period

Additional community impacts	No Impact	Positive	Negative	Description of impact	Any actions or mitigation to reduce negative impacts	Action owner (*Job Title, Organisation)	Timescale and monitoring arrangements
				<p>Improvements in conditions for people using these modes may enable those on lower incomes to make more cycling and walking trips.</p> <ul style="list-style-type: none"> <li>Reduced traffic volumes are likely to disproportionately benefit lower income households within the ring road, as (nationally) those on lower incomes are more likely to live in areas with hazardous road conditions as well as worse air and noise pollution. These conditions should improve with reduced traffic volumes.</li> </ul> <p><b>Potential disproportionately negative impacts</b></p> <ul style="list-style-type: none"> <li>Many of the most deprived areas in Oxford are outside of the ring road. These areas may be subject to increased traffic volumes along the ring road as a result of the filters, which could impact the ability of residents to walk and cycle as well as potentially increasing their journey</li> </ul>	<p>Invest in prioritised bus services</p> <p>Improve cycling infrastructure and affordability</p>		

Additional community impacts	No Impact	Positive	Negative	Description of impact	Any actions or mitigation to reduce negative impacts	Action owner (*Job Title, Organisation)	Timescale and monitoring arrangements
				<p>times by private car, taxi and public transport.</p> <ul style="list-style-type: none"> <li>Increased traffic volumes are also likely to worsen air quality and noise pollution for residents of the most deprived areas near to the ring road. This may be detrimental to some of these residents' health and/or quality of life.</li> </ul>			

### Section 3: Impact Assessment - Additional Wider Impacts

Additional Wider Impacts	No Impact	Positive	Negative	Description of Impact	Any actions or mitigation to reduce negative impacts	Action owner* (*Job Title, Organisation)	Timescale and monitoring arrangements
<b>Staff</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Staff will not be disproportionately impacted. Staff in PCGs may experience impacts as set out above.	Not applicable.	Not applicable.	Not applicable.
<b>Other Council Services</b>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Potential increased journey times for Council Services using cars and vans	Exemption for essential journeys to provide Council services (e.g. refuse collection, maintenance, carers).	OCC Project Team	On-going monitoring and engagement during the trial (ETRO) period
<b>Providers</b>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Potential increased journeys times for Council providers using cars and vans	Exemption for commercial vehicles used by Council providers (e.g. those delivering equipment)	OCC Project Team	On-going monitoring and engagement during the trial (ETRO) period
<b>Social Value<sup>1</sup></b>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	The proposed Traffic Filters will bring social value benefits such as making bus journeys quicker and more reliable, enabling the introduction of	Not applicable.	Not applicable.	Not applicable.

<sup>1</sup> If the Public Services (Social Value) Act 2012 applies to this proposal, please summarise here how you have considered how the contract might improve the economic, social, and environmental well-being of the relevant area

Additional Wider Impacts	No Impact	Positive	Negative	Description of Impact	Any actions or mitigation to reduce negative impacts	Action owner* (*Job Title, Organisation)	Timescale and monitoring arrangements
				brand-new electric buses, make cycling and walking safer and more attractive, and reducing local air pollution to improve the health and wellbeing of Oxford's communities. They are likely to have a net positive impact on the city's residents, including Protected Characteristic Groups.			

## Section 4: Review

Where bias, negative impact or disadvantage is identified, the proposal and/or implementation can be adapted or changed; meaning there is a need for regular review. This review may also be needed to reflect additional data and evidence for a fuller assessment (proportionate to the decision in question). Please state the agreed review timescale for the identified impacts of the policy implementation or service change.

<b>Review Date</b>	10 November 2022
<b>Person Responsible for Review</b>	<b>Stewart Wilson</b>
<b>Authorised By</b>	<b>Owen Jenkins</b>

### Review details:

In response to feedback and issues raised through the Public Consultation and wider engagement undertaken in September / October 2022, officers are recommending several amendments to the proposals as set out in Annex 5. The following amendments to the Traffic Filters scheme are proposed:

1. Changing the timings for the filters as follows:
  - Hythe Bridge, Thames Street, St Cross Road and St Clements: 7 days a week; 7am – 7pm
  - Hollow Way and Marston Ferry Road: Monday – Saturday only; 7am – 7pm, but with a phased introduction (7am – 9am and 3pm – 6pm initially, only moving to all-day operation if supported by monitoring)
2. Amending the proposals to expand the residents' day passes beyond the Oxford permit area by adding a yearly maximum total of 25 day passes per vehicle for residents of Oxfordshire (with a maximum of one vehicle per person and up to two vehicles per household). Residents in the Oxford permit area, who are most affected by the scheme, would still receive a yearly maximum total of 100 day passes per vehicle (with a maximum of one vehicle per person and up to three vehicles per household).

3. Amending the permit area to include properties in the Shotover Hill area and residential areas immediately adjacent to Barton
4. Expanding the eligibility criteria for the non-professional carers' exemption to include anyone with informal caring responsibilities, but restrict the exemption to ONE traffic filter of the applicant's choosing.
5. Adding a new exemptions for patients receiving frequent hospital treatments for ONE traffic filter of the applicant's choosing for people with short-term mobility problems who are not eligible for a Blue Badge
6. Adding a new exemption for car club cars
7. Making residents of existing and future car-free developments (whether inside or outside the permit area) ineligible for residents' day passes

Overall, the amendments do not affect the fundamental rationale for the proposals, and the location and design of the filters is unaffected. The amendments focus on the operation of the filters (timing), and the definition of permits and exemptions and terms of their geography and eligibility criteria.

The following amendments are likely to have an impact on those with protected characteristics, notably Age and Disability:

- The amendment to the timings of the Traffic Filters
- Expanding the exemptions policy to allow anyone with informal caring responsibilities, patients receiving frequent hospital treatment and people with short-term mobility problems through the traffic filters.

The expected impact of these amendments has been assessed in the table below

The impacts identified of proposed amendments are all positive compared to the scheme definition that formed the basis for this EqIA. However, the proposed amendments introduce some further complexity to the proposals, with implications for the communications that would accompany their introduction.

## Assessment of impacts of proposed scheme amendments

Proposed amendment	Impact of amendment(s)	Protected characteristic impacted	Impact on those with protected characteristics	Residual impact
Amendment to the timings of the Traffic Filters	Different Traffic Filters will have differing times of operation, requiring drivers to be aware of the specific times of operation at each location.	<b>Disability</b> - Some disabled people may find the changes to the environment confusing and may be distressed by the need to change route when travelling by private car or taxi.	Differing timings across the various Traffic Filters has the potential to further confuse some disabled people about the proposed scheme.	Some disabled people may still find the changes to the environment confusing, therefore the mitigation already proposed in the EqIA (OCC to provide clear communications on the proposals) remains valid and should be given high priority
Expanding the exemptions policy to allow anyone with informal caring responsibilities to pass through the Traffic Filters	Exempting anyone with informal caring responsibilities will ensure that anyone who provides care to disabled or older residents can drive through the Traffic Filters. This will likely reduce journey times.	<b>Disability, Age</b> – both protected characteristics can rely upon essential care to be provided by non-professional carers	Reduced journey times will likely reduce discomfort and anxiety for some disabled people.	n/a



Patients receiving frequent hospital treatment to be exempt from the Traffic Filters	Exempting these people will allow them to travel by car to the hospital without having to avoid Traffic Filters.	<b>Disability, Age</b> – both protected characteristics are more likely to need to make frequent hospital visits	Reduced journey time/distance will likely benefit people making these frequent trips.	n/a
People with short-term mobility problems to be exempt from the Traffic Filters	Exempting these people will allow them to drive to without having to avoid Traffic Filters.	<b>Disability, Age</b> – both protected characteristics are more likely to have mobility problems (short term or otherwise)	Reduced journey time/distance for people travelling by car.	n/a

Divisions Affected - Eynsham

**CABINET**  
**29<sup>th</sup> November 2022**

**HIF2 Update**

**Report by Director of Transport & Infrastructure**

**RECOMMENDATION**

**1. The Cabinet is RECOMMENDED to;**

- a) Approve Officers recommendations that The Oxfordshire County Council (Highways Infrastructure - A40 HIF2 Smart Corridor (Hill Farm to Dukes Cut)) Compulsory Purchase Order 2022 ("the CPO") and The Oxfordshire County Council (Highways Infrastructure - A40 HIF2 Smart Corridor (Hill Farm to Dukes Cut)) (Side Roads) Order 2022 ("the SRO") must be withdrawn from the ongoing statutory process to allow time to further review the scheme.
- b) Authorise the Director of Law & Governance to write to the Secretary of State for Transport to formally withdraw The Oxfordshire County Council (Highways Infrastructure – A40 HIF2 Smart Corridor (Hill Farm to Dukes Cut)) (Side Roads) Order 2022 ("the SRO") and The Oxfordshire County Council (Highways Infrastructure - A40 HIF2 Smart Corridor (Hill Farm to Dukes Cut)) Compulsory Purchase Order 2022 ("the CPO") (including the related Order Maps, Plans, Schedules and Joint Statement of Reasons) and noting that this will result in a formal non-confirmation decision from the Secretary of State;
- c) To authorise the Director of Law and Governance to include in the letter to the Secretary of State that it is not considered that any objections to the current Orders can carry to any fresh orders as the timescale for fresh orders is imprecise at this stage, and because it is unclear whether the amended proposal in fresh orders might attract those same objections, and to authorise the settlement of any professional fees that may have been incurred by objectors to the Orders in relation to the production of such objections.
- d) As soon as the CPO and the SRO have received a non-confirmation decision from the Secretary of State, to authorise the Director of Law & Governance to comply with all associated requirements in respect of personal, site and press notices of non-confirmation and to take all other

relevant actions required thereon to ensure the withdrawal of the CPO and the SRO.

## **Executive Summary**

2. The A40 HIF2 Smart Corridor Scheme (hereafter referred to as the HIF2 Scheme) is a Housing Infrastructure Fund funded highway and transport improvement scheme that includes three key highway enhancement elements, as follows:
  - (a) A40 Dual Carriageway Extension from east of Witney to Eynsham Park and Ride Site;
  - (b) A40 Integrated Bus Lane (Between Eynsham Park and Ride Site and Duke's Cut Bridges);
  - (c) A40 Duke's Cut Bridge Works.
3. A report subsequently approved at the April 2022 Cabinet approved the making of a CPO and SRO and submission to the Secretary of State for Transport for the HIF2 Scheme. The orders have since been submitted and impacted parties notified. Objections to the scheme were received and the Secretary of State for Transport has subsequently sent its relevant date letter, which requires the Council to file a Statement of Case in support of the orders by 2 December 2022.
4. The Council remains committed to delivering the HIF2 Scheme. As part of the ongoing delivery of the HIF2 A40 Programme and in light of the global inflationary pressures being experienced in all sectors, a detailed review has been undertaken of the HIF2 Scheme. As a result of this review, cost pressures have been identified that result in the HIF2 Scheme exceeding its current budget.
5. This has made it necessary to obtain Cabinet approval to withdraw the current CPO and SRO from the ongoing statutory process to allow further time to review the scheme in detail and consider mitigations to these cost pressures. This action is required as a matter of procedure as the Council cannot continue to promote the current orders in light of the lack of ability to satisfy the statutory requirement for the scheme to be deliverable, noting that there is a financial impediment to its delivery.
6. Given that timescales for fresh orders is currently imprecise and it is also not clear at this stage whether fresh orders might attract the same objections, the Cabinet is asked to approve the recommendation that the Secretary of State for Transport be advised that we do not expect any objections to the current Orders should carry to the fresh Orders. An update will be brought to Cabinet in early in 2023.

## **Exempt Information**

7. This report is not confidential or exempt.

## Rationale for recommendation

8. The primary focus of the HIF2 Scheme is the provision of additional highway, public transport, active travel capacity and connectivity along the A40 to encourage modal shift and enable more sustainable and active forms of travel. This will mitigate the impact of increased travel demand generated by planned housing growth, whilst helping the Council to meet its zero carbon transport network ambitions and promote wider health and place shaping benefits in line with the Council's corporate priorities.
9. A report subsequently approved at April 2022 Cabinet (Forward plan reference 2022/044) approved the making of a CPO and SRO for the HIF2 Scheme and submission for confirmation to the Secretary of State for Transport. Following approval, Orders were subsequently submitted to the Secretary of State on 3 August 2022. The Secretary of State subsequently consulted on the orders with the objection period ending on 14 September 2022. As objections to the scheme have been received, the Secretary of State subsequently released a relevant date letter on 21 October 2022, which has also been sent to objectors. This is the letter that identifies that the Secretary of State intends to hold a local Public Inquiry into the Orders and requires the Council to file its Statement of Case in support of the Orders by the 2 December 2022.
10. As part of the ongoing delivery of the HIF2 A40 Programme and, in light of the global inflationary pressures being experienced in all sectors, a detailed review has been undertaken of the scheme. As a result of this review, cost pressures have been identified that result in the scheme cost exceeding the current budget. This has made it necessary to obtain Cabinet approval to withdraw the CPO and SRO from the ongoing statutory process to allow further time to review the scheme in detail and consider mitigations to these cost pressures.
11. The Council is committed to delivering the HIF2 A40 Programme and is reviewing the scheme and the mitigations to these cost pressures. It is not known what the implications will be for the scheme at this stage, although the Council is working this through with funding partners as quickly as possible. The project will return to provide an update to Cabinet in early 2023.
12. As part statutory criteria for promoting a scheme, the Council must be able to satisfy the Secretary of State that the scheme is deliverable and viable, and that there are no impediments to that delivery, including in financial terms. As such, the scheme cannot progress further through the statutory process until the budgetary issues have been resolved as there would be an obvious financial impediment to delivery.
13. The Council therefore has no choice but to withdraw the current orders from the statutory process. The Cabinet is asked to approve this request and any required actions to complete the withdrawal of the current set of orders and their subsequent non-confirmation.

## Corporate Policies and Priorities

14. The HIF2 Scheme will take into account the Council's current corporate policies and priorities in its review.

## Financial Implications

15. The funding for HIF2 is provided by Homes England, which remains at £106,756,836. Any revised scheme proposals that are brought forward at this stage will be within this funding envelope. Costs incurred so far on land acquisition (staffing and scheme) fall within current budget.
16. In withdrawing the Orders, the Council may be liable for any abortive costs that objectors have incurred in submitting objections to the Orders. This can often be avoided if the objections could be equally utilised in relation to new orders, but as the timescale for new orders is imprecise and it is unclear whether new orders might attract those same objections, this is a risk. This may result in unfunded cost pressures, which will need to be managed within the HIF2 programme.

Comments checked by: Lorna Baxter, Director of Finance  
Lorna.Baxter@Oxfordshire.gov.uk

## Legal Implications

17. Legal advice has been sought and provided regarding the withdrawal of the CPO and the SRO. As the Orders cannot be paused without knowing whether the HIF2 scheme will continue on the same basis as currently promoted, and as the current orders are not able to satisfy the statutory criteria for deliverability, the only course of action that can be taken at this stage is to withdraw the Orders and to submit fresh orders at the appropriate time. The timing for the withdrawal is further exacerbated by the fact that the Secretary of State has issued a relevant date letter, meaning that the Council now has to undertake the next stage of the formal Inquiry process by 2 December.
18. The planning strategy to secure full planning permission for the entirety of the HIF2 scheme remains unchanged at the time of writing but is undergoing careful review in the context of this decision.

Comments checked by: Jennifer Crouch Jennifer Crouch, Principal Solicitor  
Jennifer.Crouch@Oxfordshire.gov.uk

## Staff Implications

19. Specialist legal and property advisors are already engaged to provide support to the scheme development, Statutory Blight, Highways CPO and other such statutory processes to limit the potential for future challenge to an absolute

minimum. There are no new or additional staff implications as a result of this report.

## **Equality & Inclusion Implications**

20. The equalities implications of the HIF2 Scheme have been assessed robustly through the design development stages of the scheme and is being actively considered in the current scheme review. The Public Sector Equality Duty (PSED), to which the County Council is also subject, places additional obligations on public sector bodies to eliminate discrimination, advance equality of opportunity and foster good relations.
21. Reviewing the ECIA and the County Council's PSED is a continuous process and will be core to the process continuing throughout the subsequent stages of scheme development.
22. Any proposed changes to the scheme as a result of this review will be supported by an up-to-date Equalities Impact Assessment as part of the Equalities and Climate Impact Assessment (ECIA).

## **Sustainability Implications**

23. The HIF2 Scheme is designed to promote sustainable modes of travel for access into Oxford by commuting traffic by modal shift away from the private vehicle and on to public transport or by walking and cycling. In reducing traffic congestion levels this has positive impacts on air quality and carbon emissions. The sustainability implications will be core to the project review along with updates to assessments to meet its climate and ecological commitments.
24. Any proposed changes to the scheme as a result of this review will be supported by an up-to-date Climate Impact Assessment as part of the ECIA.

## **Risk Management**

25. The risks continue to be managed and monitored on an ongoing basis as part of the overall governance of the HIF2 Scheme.
26. Risks identified as part of this decision relate to financial risks identified in paragraphs 15 and 16 of this report. Risks relating to the planning strategy as identified in paragraph 18. Risks related to statutory blight are unchanged from previous decisions made on the HIF2 Scheme.

## Consultations

27. All parties that were originally served with the CPO and SRO documentation and therefore impacted by the decision have been made aware of the intention to bring this matter to Cabinet prior to the publication of this report and it is intended that a further letter will be sent to inform them of the Cabinet decision.
28. Once the withdrawal of the Orders has occurred, the Secretary of State will provide the Council with a non-confirmation decision (this may take a few weeks), which will need to be appropriately publicised and also sent out to all those parties that were originally served with the CPO and SRO documentation, as well as being erected on site and placed in the local press and London Gazette (SRO only for the London Gazette).

Owen Jenkins, Report by Director of Transport & Infrastructure

Annex: Nil

Background papers: Nil

Contact Officer: Owen Jenkins  
Director of Transport and Infrastructure  
07903646162

November 2022

**Divisions: N/A**

**CABINET – 29 November 2022**

## **APPOINTMENTS 2022/23**

**Report by Director of Law & Governance**

### **RECOMMENDATION**

**Cabinet is RECOMMENDED to**

- a) designate Oxford Health NHS Foundation Trust and Oxford University Hospitals NHS Foundation Trust as Strategic Outside Bodies;**
- b) appoint governors to both bodies as listed in the Annex.**

### **Introduction**

- 1. Cabinet is responsible for member appointments to a variety of bodies which in different ways support the discharge of the Council's executive functions.
- 2. Oxfordshire County Council is entitled to appoint Governors to Oxford Health NHS Foundation Trust and Oxford University Hospitals NHS Foundation Trust.

### **Strategic Partnerships**

- 3. This category of Outside Bodies comprises Partnerships which the Cabinet has designated as 'strategic' and whose membership Cabinet has agreed should be linked to the role of Cabinet Member/s and not to individually named members.
- 4. Oxford Health NHS Foundation Trust and Oxford University Hospitals NHS Foundation Trust are both represented on Oxfordshire Health & Wellbeing Board which is Chaired by the Leader of the County Council and also includes the Cabinet Members with responsibility for public health and social care. It would be appropriate therefore that both Trusts should be designated as Strategic Outside Bodies with appropriate Cabinet Members appointed as governors.

**ANITA BRADLEY**

Director of Law & Governance

Annex: None

Background papers: Nil

Contact Officer: Colm Ó Caomhánaigh, Committee Officer, Tel 07393 001096  
November 2022



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