

# 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.

