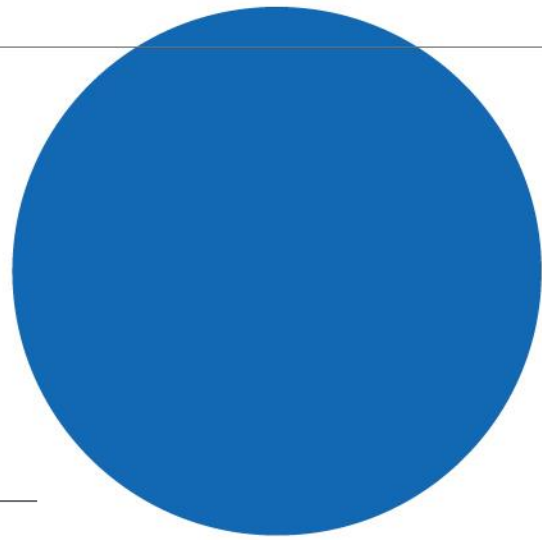


---

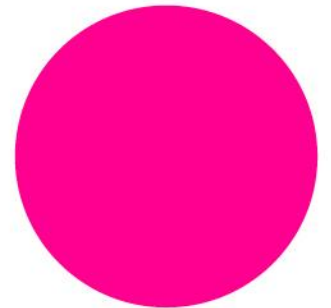
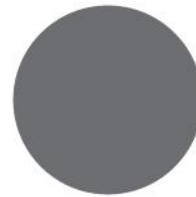
Prepared for:



---

# Traffic filters: pre-ETRO survey

---



November 2022

**Lyn Allen, Senior Research Manager**  
lallen@djsresearch.com

**Head office:** 3 Pavilion Lane, Strines,  
Stockport, Cheshire, SK6 7GH

**Leeds office:** Regus, Office 18.09,  
67 Albion Street, Pinnacle,  
15th – 18th Floors, Leeds, LS1 5AA

+44 (0)1663 767 857  
djsresearch.co.uk



JN: 8744



Part of the DJS Research group



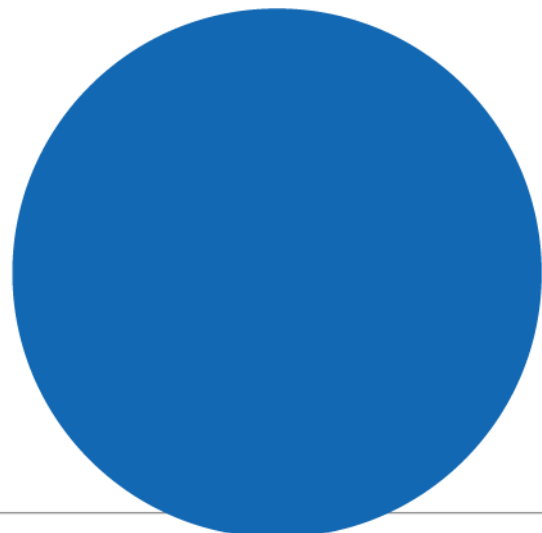
# Contents

<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>



---

# 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**

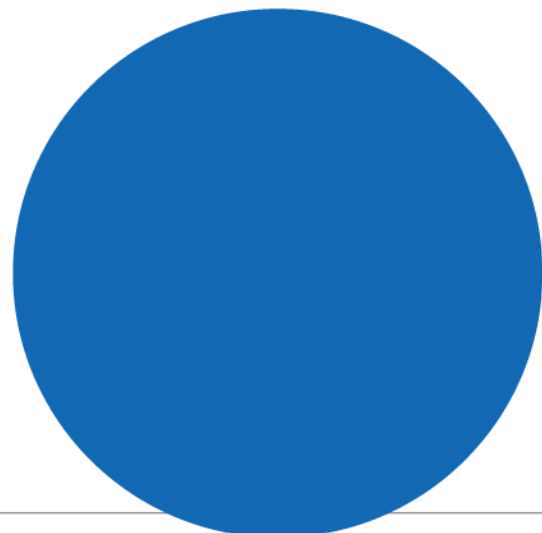
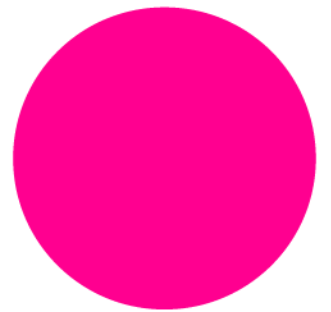
The most common comments on the proposal for the traffic filters were (not in any particular order):

- 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.



---

# 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.

---

<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.

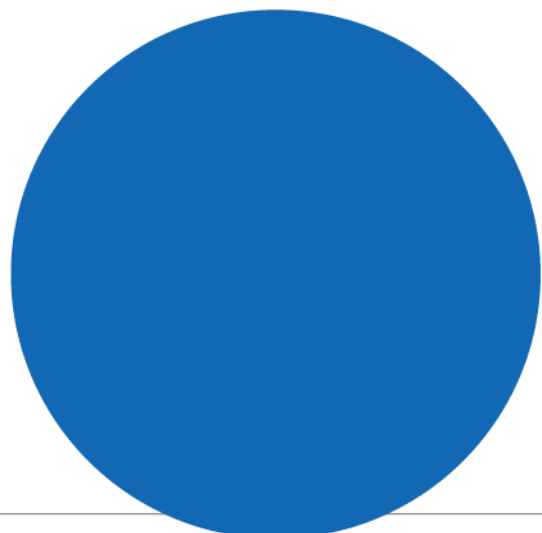
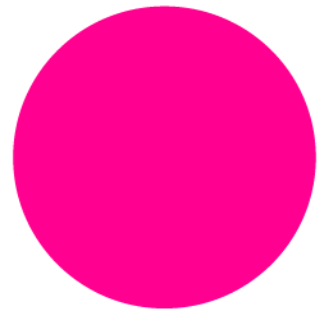
In addition to analysing the closed questions, DJS Research carried out thematic analysis of the open comments from the online and paper survey on a question-by-question basis, coding them into themes so that these could be quantified.

This document summarises the findings from the independent analysis.



---

# 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=).

<b>Respondent type</b>	<b>No. Responses</b>	<b>% Responses</b>
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=).

<b>Respondent type</b>	<b>No. Responses</b>	<b>% Responses</b>
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=).

<b>Respondent type</b>	<b>No. Responses</b>	<b>% Responses</b>
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=).

<b>Respondent type</b>	<b>No. Responses</b>	<b>% Responses</b>
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=).

<b>Respondent type</b>	<b>No. Responses</b>	<b>% Responses</b>
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=).

<b>Respondent type</b>	<b>No. Responses</b>	<b>% Responses</b>
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).

<b>Respondent type</b>	<b>No. responses</b>	<b>% Responses</b>
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>

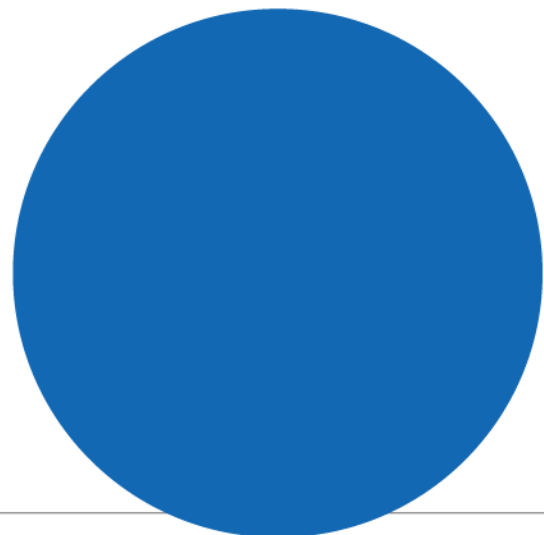
In the remainder of this report, where appropriate we have analysed how views differ by the various respondent types and demographic groups outlined above.





---

# Travel Habits

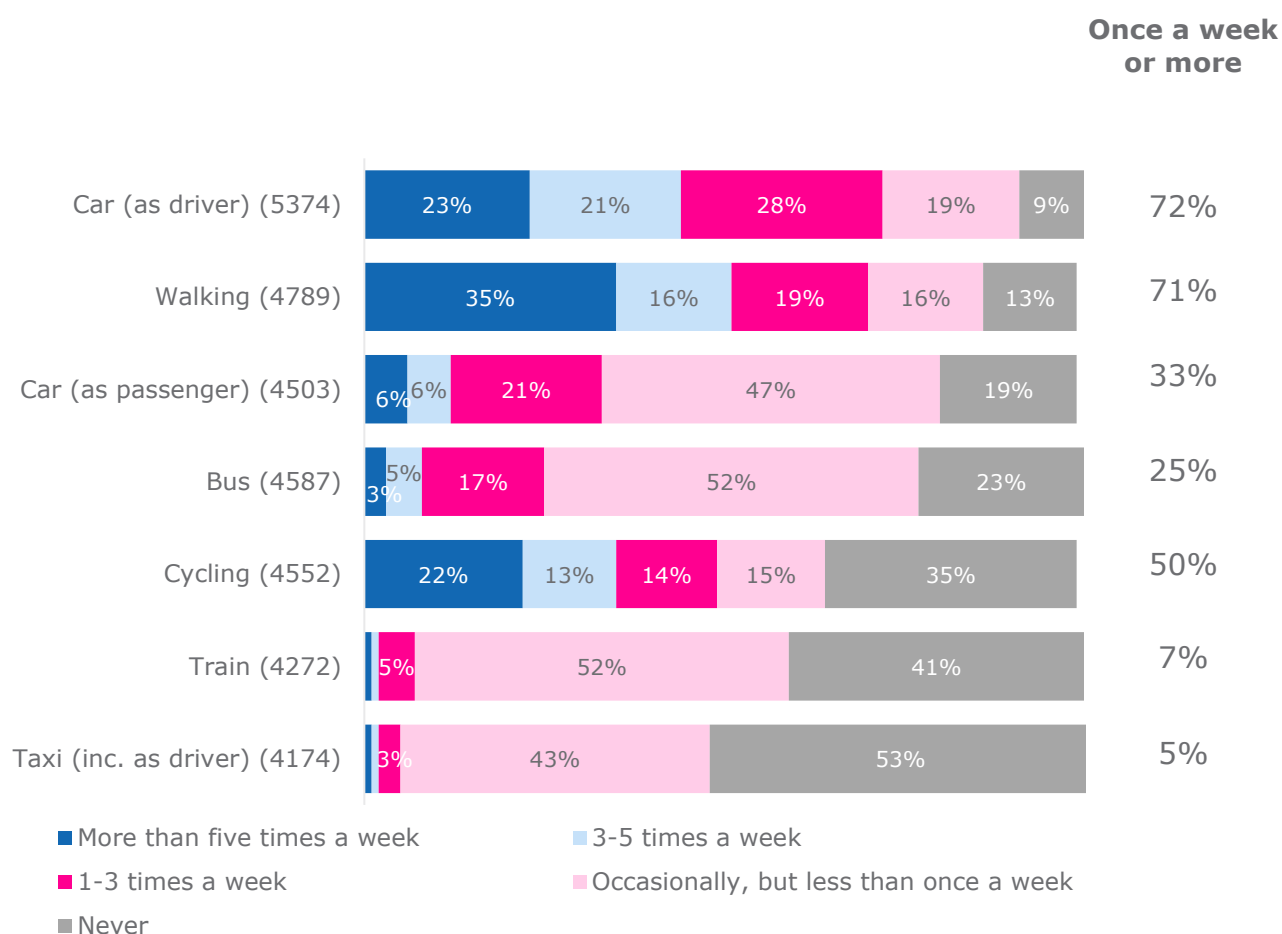




## This section details respondents' general ways of travelling for journeys in Oxford

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%	<b>6%</b>
Train	7%	9%
HGV	<1%	<b>5%</b>

### 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)	<b>51%</b>	62%	73%	76%	75%	70%	72%
Car (as passenger)	<b>46%</b>	32%	34%	28%	32%	34%	40%
Bus	37%	26%	17%	19%	19%	40%	<b>51%</b>
Cycling	48%	52%	52%	54%	47%	46%	<b>38%</b>
Walking	<b>79%</b>	75%	71%	71%	68%	73%	69%
Train	9%	<b>10%</b>	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%	<b>78%</b>
Car (as passenger)	35%	<b>28%</b>	<b>44%</b>
Bus	27%	<b>23%</b>	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/PNTS <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 '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 '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=).

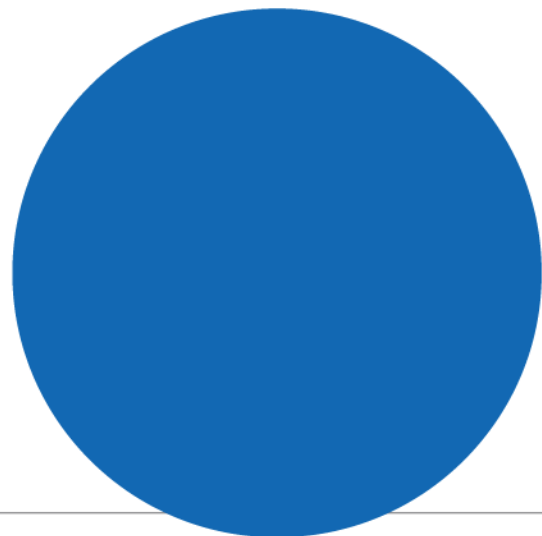
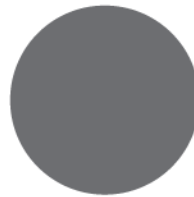
Method of travel	OX1-OX4 postcodes (4016)	Other OX postcodes (1178)	Non-OX postcodes (72)	Unknown (431)
Car (as driver)	72%	<b>74%</b>	68%	70%
Car (as passenger)	35%	29%	<b>9%</b>	35%
Bus	27%	19%	<b>5%</b>	23%
Cycling	56%	32%	<b>0%</b>	38%
Walking	<b>79%</b>	46%	15%	57%
Train	7%	6%	5%	9%

We haven't shown any differences for the less popular ways to travel.



---

# Traffic Filters





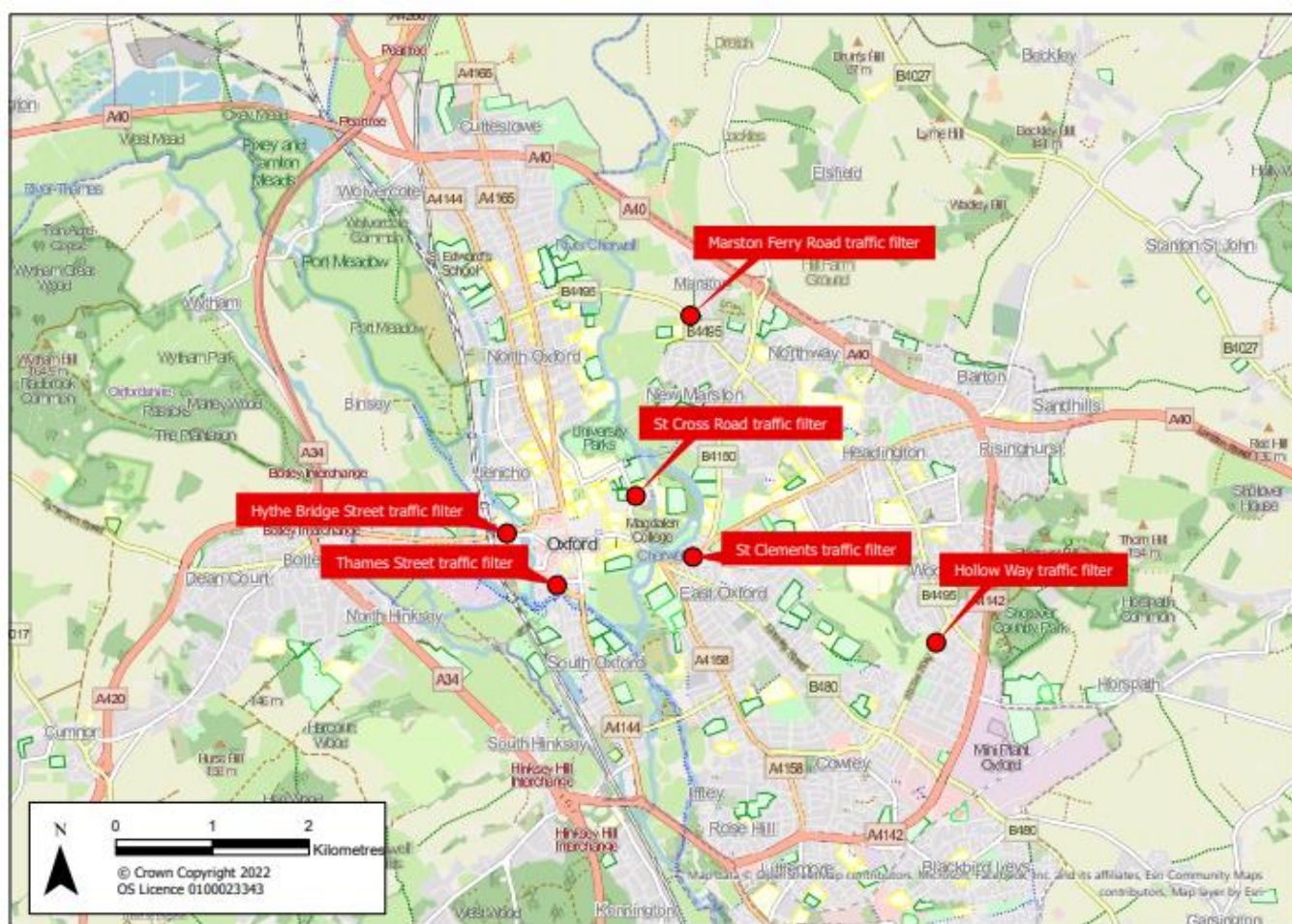


This section gives context on the proposed traffic filters and asks about support for permits and which groups will be most affected

### 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:



---

Highest support for permits was for:

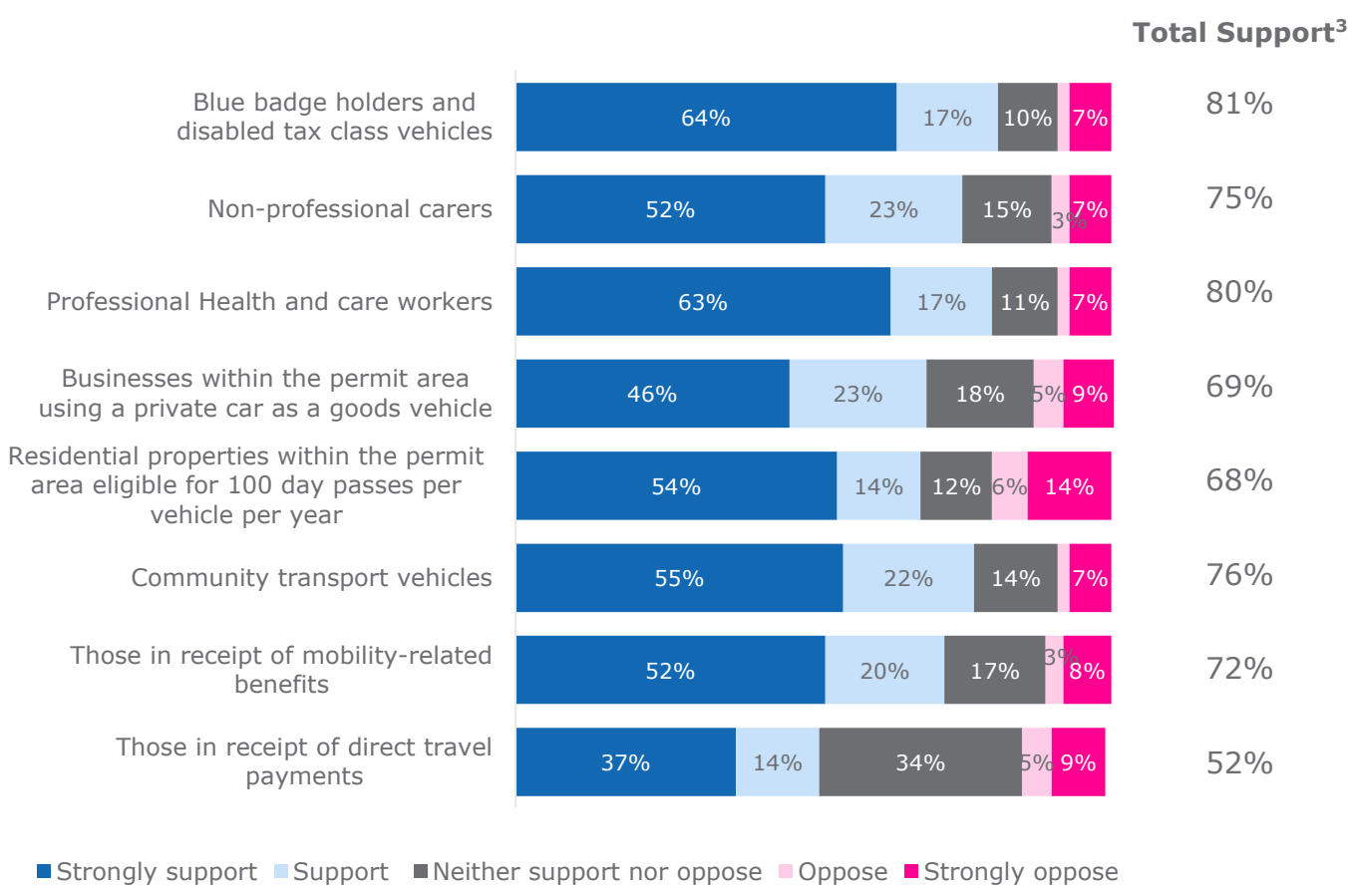
- Blue badge holders (either driving the car or being driven in the car) and disabled tax class vehicles (81%)
- Professional Health and care workers (80%)

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

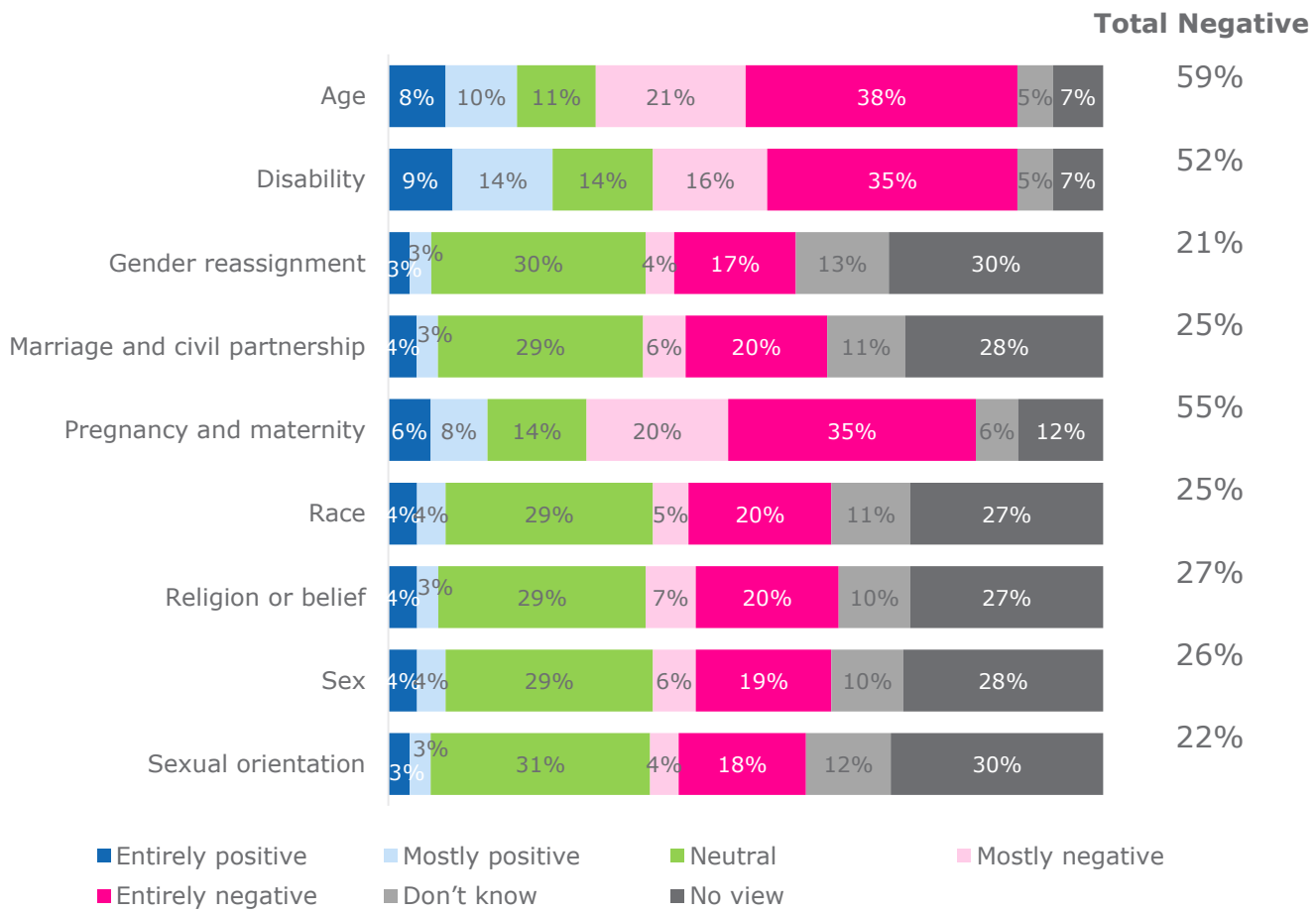
Respondents were asked to think about how the traffic filters might affect protected characteristics under the Equality Act 2010. Most negative impact is for the following groups:

- 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."

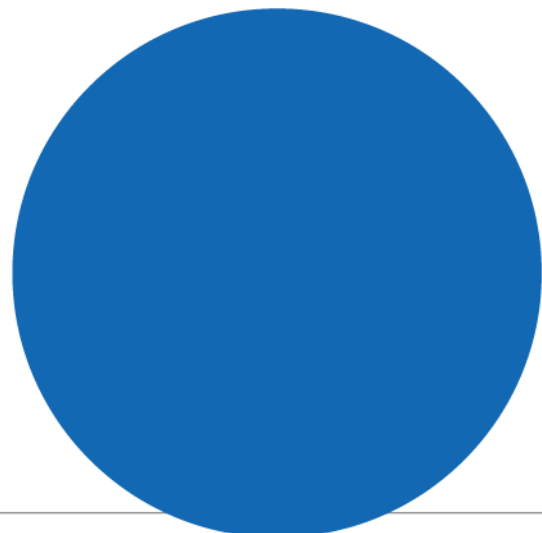
"I think the filters will cause a lot of irritation and aggro, and will probably cause more problems than they solve."

"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."



---

# 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".

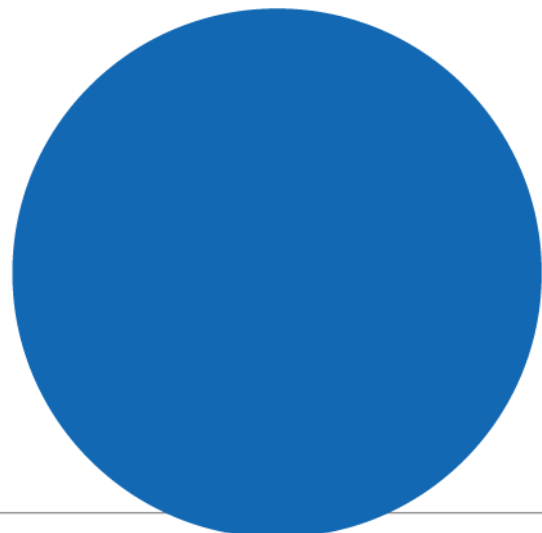
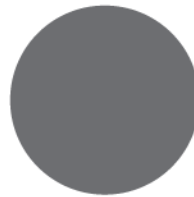
"Thank you for this reply. I strongly suspect this WILL be a problem in practice. One idea would be to suspend the operation of the filters in event of disruption on Ring Road. I hope this will be possible. Your aim is laudable, and I support the concept, but the existing actions of the City Council/Highways 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."



---

# 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=).

Characteristic	Female (2478)	Male (2342)	Other/Prefer not to say (731)
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=).

Characteristic	Asian (191)	Black (40)	Chinese (48)	Mixed (107)	White (4010)	Other/PNTS (1153)
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=).

Characteristic	Yes (604)	No (4358)
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

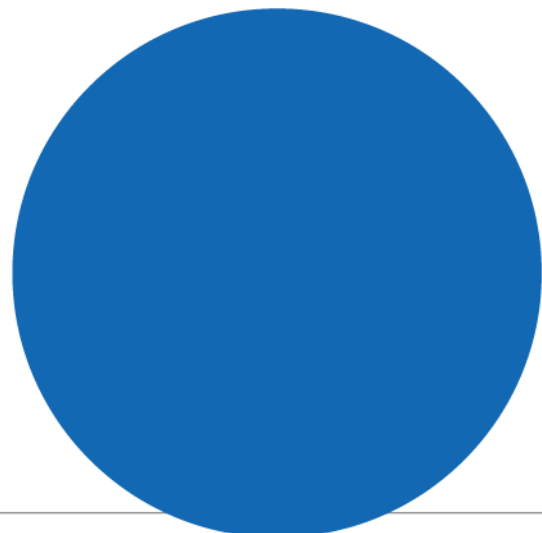
% Total negative (All responding n=).

Characteristic	OX1-OX4 Postcodes (4016)	Other OX Postcodes (1178)	Non-OX Postcodes (72)	Unknown (431)
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%



---

# 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**

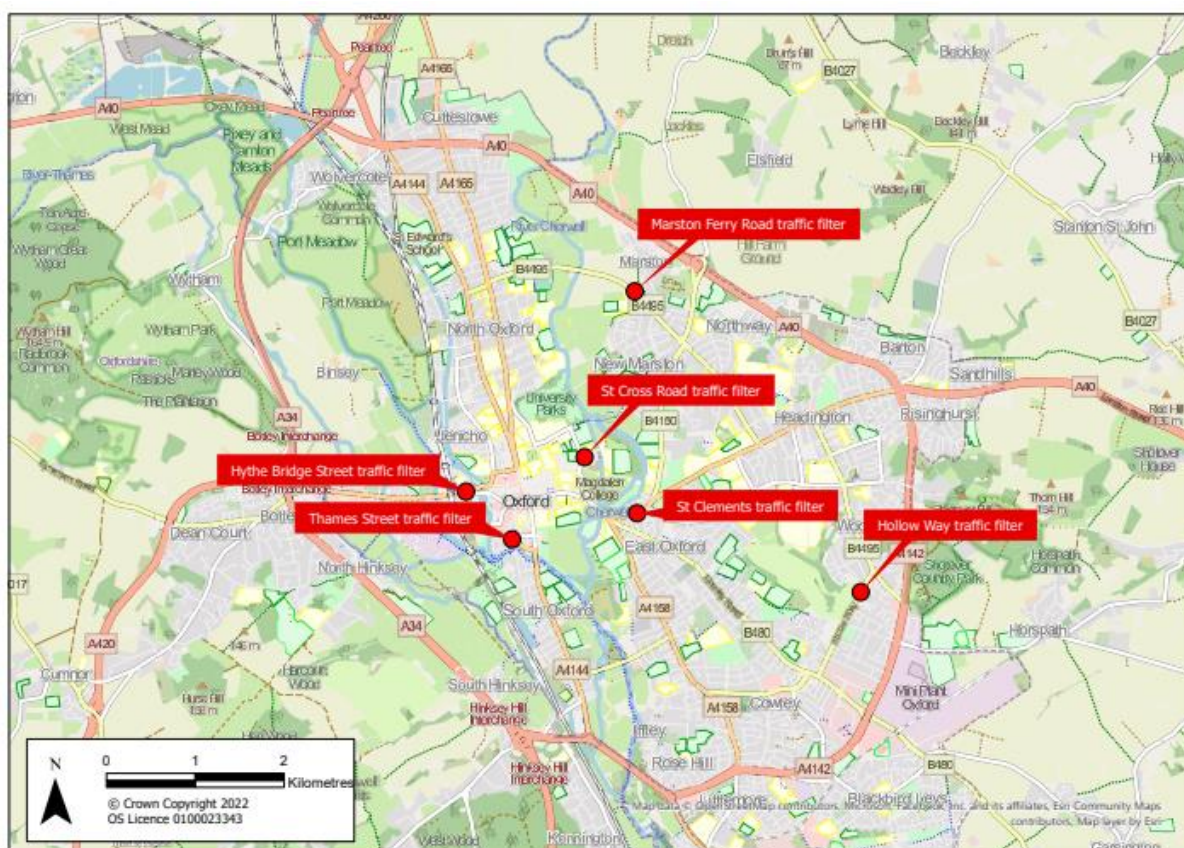
**Q04.**

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	[ ]	[ ]	[ ]	[ ]	[ ]
Non-professional carers ((in receipt of carer’s allowance)	[ ]	[ ]	[ ]	[ ]	[ ]
Professional Health and care workers	[ ]	[ ]	[ ]	[ ]	[ ]
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)	[ ]	[ ]	[ ]	[ ]	[ ]
Community transport vehicles	[ ]	[ ]	[ ]	[ ]	[ ]
Those in receipt of mobility-related benefits	[ ]	[ ]	[ ]	[ ]	[ ]
Those in receipt of direct travel payments.	[ ]	[ ]	[ ]	[ ]	[ ]



**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	[ ]	[ ]	[ ]	[ ]	[ ]	[ ]	[ ]
Disability	[ ]	[ ]	[ ]	[ ]	[ ]	[ ]	[ ]
Gender reassignment	[ ]	[ ]	[ ]	[ ]	[ ]	[ ]	[ ]
Marriage and civil partnership	[ ]	[ ]	[ ]	[ ]	[ ]	[ ]	[ ]
Pregnancy and maternity	[ ]	[ ]	[ ]	[ ]	[ ]	[ ]	[ ]
Race	[ ]	[ ]	[ ]	[ ]	[ ]	[ ]	[ ]
Religion or belief	[ ]	[ ]	[ ]	[ ]	[ ]	[ ]	[ ]
Sex	[ ]	[ ]	[ ]	[ ]	[ ]	[ ]	[ ]
Sexual orientation	[ ]	[ ]	[ ]	[ ]	[ ]	[ ]	[ ]

**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?**

<input type="checkbox"/>	Yes
<input type="checkbox"/>	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.





---

# For more information

**Lyn Allen, Senior Research Manager**  
[lallen@djsresearch.com](mailto:lallen@djsresearch.com)

**Head office:** 3 Pavilion Lane, Strines,  
Stockport, Cheshire, SK6 7GH

**Leeds office:** Regus, Office 18.09,  
67 Albion Street Pinnacle,  
15th–18th Floors, Leeds, LS1 5AA

**+44 (0)1663 767 857**  
**[www.djsresearch.co.uk](http://www.djsresearch.co.uk)**



---

## Follow us on LinkedIn...

For free market research findings and our latest news and developments:  
[www.Linkedin.com/company/djs-research-ltd](http://www.Linkedin.com/company/djs-research-ltd)

For regularly updated market research findings from your sector, please have  
a look at our complimentary insights: [www.djsresearch.co.uk/blog/articles](http://www.djsresearch.co.uk/blog/articles)