

Annex 2 – Summary of optioning development for the area pilot

1. Funding and timescale constraints of the Department for Transport's Active Travel Tranche 2 funding allocation, determined that many physical priority infrastructure measures for active travel modes (i.e. new cycle routes/ crossings/ traffic calming measures) would not be achievable. Instead, to promote an environment where active travel modes are prioritised and users felt safe, options were focussed on measures to afford active travel users enhanced access opportunities relative to other transport modes. In doing so to also create an environment where active travel users felt safe. Vehicle access for those with origins or destinations within the Jericho and Walton Manor area was considered essential to retain – albeit there is a desirability to make such access more appealing by active travel modes. Focus was therefore placed on removing 'through' traffic from roads in the area.
2. In developing proposals key criteria were set, including that:
 - The scheme is safe
 - No property that had vehicle access would have this removed
 - In view of the proposed extension to the Zero Emission Zone (ZEZ), that no property should rely solely on access via Walton Street south of Little Clarendon Street, which is proposed to be within the ZEZ area.
 - Impact of the measures would be equitable across the area
 - The scheme is easily enforced
3. Once practical requirements were worked through, a limited number of access proposals were considered achievable. These had varying degrees of perceived benefits for active travel users and were presented and discussed with a group of local stakeholders.
4. Assessment of potential options included consideration for relocating the current Walton Street ETRO traffic filter to a location further north on Walton Street. Through feedback and prior engagement with local groups in the area, officers were aware that there was an element of local support for the broad principles of such a measure. In considering these options further, officers were also aware that support for such a measure was by no-means widespread throughout the area. There were recognised concerns with such proposals, including that such a measure would potentially;
 - Not deter through traffic in the area/ that it would access via other routes
 - Create unsafe arrangements for delivery vehicles servicing the area
 - Lead to unsuitable vehicle flows on a number of adjoining roads.
5. In view of feedback on this and other proposals presented, the scheme Oxfordshire County Council consulted on sought to provide a considered balance, by targeting restriction measures for non-active travel modes at locations where it was considered there would be a desirability for through traffic trips to be made. These were;
 - Left turn from Little Clarendon Street to Walton Street and

CMDE4

- Right turn from Walton Street to Worcester Street.

The measures together with accompanying restrictions at the Worcester Street/ Walton Street junction, required to further enforce the principle of these measures and their workability, are illustrated in Annex 1.

6. Officers accept that the area pilot proposal consulted upon would likely imply a level of traffic in the area greater than what has been experienced since the Walton Street closure ETRO was implemented. However, against the comparator of access arrangements pre-Walton Street ETRO (i.e. prior to July 2019), it is considered that traffic volumes would be reduced and active travel priority enhanced. Officers also consider the area pilot scheme would provide a more equitable distribution of traffic in the area (although this would need to be monitored) – an acknowledged challenge of the existing ETRO.