

ANNEX 3: Main concerns raised during the consultation about the proposals & responses (any figures quoted are based on the traffic filters scheme proposed during the consultation between 5th September and the 13th October)

Main concerns about the proposals	Response
<p>General concerns about reduced access and extended journey times for car drivers; this includes to essential locations such as hospitals, schools</p>	<ul style="list-style-type: none"> • Around 90% of journeys made in Oxford (by all modes of transport) will either be unaffected by the traffic filters or benefit from them • No part of the city will become inaccessible by car; however the scheme may extend car journeys • Alternative modes will be improved as a direct result of the trial traffic filters • Additional exemptions (including day passes) are proposed for certain car drivers
<p>Strong opposition to Marston Ferry Road and/or Hollow Way traffic filters</p>	<ul style="list-style-type: none"> • Around 90% of journeys made in Oxford (by all modes of transport) will either be unaffected by the traffic filters or benefit from them • Alternative modes will be improved as a direct result of the trial traffic filters • Phased introduction now recommended • Additional exemption (including day passes) are proposed for certain car drivers
<p>Concern that insufficient evidence was provided in the consultation</p>	<ul style="list-style-type: none"> • The evidence published was deemed sufficient for people to form a view on the proposals.

	<ul style="list-style-type: none"> • The scheme is proposed as a trial initially. A public consultation will run during the first six months of the trial, allowing people to judge the evidence of the scheme's impacts first hand
<p>Displaced traffic and pollution – particularly concerns about additional traffic on Botley Road and the ring road including A34. There is a concern that the effects of the traffic filters will exacerbate the congestion caused by low traffic neighbourhoods (LTNs)</p>	<ul style="list-style-type: none"> • Traffic is forecast to reduce by 20% within the city and 35% within the city centre • Traffic on the ring road and outer sections of the radial routes is forecast to increase by a total of 3% • Traffic on Botley Road west of the junction with Seacourt Park and Ride is forecast to increase by around an average 10% across a typical weekday, whereas on Hythe Bridge Street traffic is forecast to reduce by around an average 50% across a typical weekday. On the inner section of Botley Road at Osney Bridge, weekday flows are expected to reduce by 4% but it is acknowledged there is a risk of increases in traffic at certain times of the day (e.g. weekends, when Westgate is busiest) as a result of the traffic filters. • These increases may increase congestion in places – this will be monitored carefully during the trial, if approved • Additional exemptions are proposed to reduce pressure on Botley Road particularly from Westgate traffic • If approved, the trial will be carefully monitored in many different locations around the city including the ring road and its approaches to ensure it is achieving its aims and objectives • The effects of existing LTNs have been taken into account in all of the traffic forecasts quoted above.

<p>Exemptions are excessive and will undermine the scheme's benefits; this includes concerns about allowing HGVs and vans at all times and offering 100 day passes to residents</p>	<ul style="list-style-type: none"> • The exemptions proposed seek to strike a balance between car access and traffic reduction. Model forecasts suggest the scheme objectives will be met with the proposed exemptions in force. • If HGVs and vans were not exempted, there would likely need to be significant detours including additional use of the ring road and A34 • Reducing exemptions would not necessarily increase the benefits, because fewer exemptions result in more traffic displacement, which may increase vehicle mileage and emissions overall whilst providing few – if any – additional bus, cycle and pedestrian benefits. • If approved, the trial will be monitored carefully to ensure it is achieving its aims and objectives
<p>Concerns about impact on businesses and the city's economy</p>	<ul style="list-style-type: none"> • Overall, traffic filters will benefit the majority of modal users travelling for leisure and commuting purposes, and benefit business trips undertaken on all modes. • In addition, traffic filters will deliver a range of benefits that aim to improve the overall quality of life for residents in the form of reduced air pollution and improved health and enhanced place and urban environment and support the overall vision to deliver economic success in a way that is low-carbon, inclusive and sustainable. • If approved, the trial will be monitored carefully to ensure it is achieving its aims and objectives

<p>Concerns about access for non-professional carers, the very young, older people and/or those with mobility problems that don't qualify them for a blue badge</p>	<ul style="list-style-type: none"> • Additional exemptions are proposed to help address these concerns
<p>Consultation is not genuine and/or has been rushed to meet ZEBRA deadlines and/or concern that views will be ignored</p>	<ul style="list-style-type: none"> • The consultation has yielded substantial feedback, which has been used to improve the proposals • The consultation approach reflects the fact that a 6-month consultation will be carried out during the trial
<p>Bus services do not provide an adequate alternative for some journeys, including from outside of the city; improvements to bus services should be made before trying filters</p>	<ul style="list-style-type: none"> • Oxford's bus network is already very comprehensive and will be improved by the scheme, including some additional bus services. These benefits will be felt by services serving the rural areas including Park & Ride • Bus journey times within the inner sections of the city are expected to be 15% in the am and pm peak periods • The total forecast increase in bus trips on an average weekday between 0700 and 1900 is around 2,400 trips with a further 650 increase in Park and Ride
<p>Improvements to infrastructure are needed to encourage people to cycle and walk more often</p>	<ul style="list-style-type: none"> • Significant reductions in traffic levels and associated improvements to congestion and pollution as a result of the filters will make cycling and walking safer and more attractive. • On average, as a result of the filters, walking and cycling trips are forecast to increase by almost 20,000 each weekday between 0700 and 1900 • Cycling casualties are estimated to decrease by around 13% as a result of the reductions in traffic • Some cycling infrastructure measures are proposed, albeit only initially on a

	<p>temporary basis given that the filters would be introduced as a trial if approved by Cabinet</p>
<p>Concerns about possible charges for exemptions and permits, specifically residents day passes</p>	<ul style="list-style-type: none"> • There are no current plans to charge residents for day passes
<p>Concerns about some areas that are not included in the permit area, specifically about some residential areas close to Oxford; those living further away will be less able to use public transport.</p>	<ul style="list-style-type: none"> • The permit area was drawn to include those most affected by the proposed traffic filters. People living further away will generally have fewer journeys affected by the filters and each of those journeys will also be less affected compared to people living closer to the filters. Some minor adjustments to the permit area are recommended in the light of feedback. • Existing bus services starting outside of the city will benefit from the improvements brought about by the filters. Also Park & Ride which is suitable for many rural residents who have access to a car.