Oxford trial traffic filters
Monitoring Framework, November 2022

Introduction

This note provides a basis for monitoring of the trial traffic filters proposed in Oxford. It is a monitoring framework, and should a decision be made to go ahead with the Experimental Traffic Regulation Order (ETRO), a detailed monitoring plan will be prepared well in advance of the start of the ETRO.

The county council's Local Transport and Connectivity Plan sets a clear vision to deliver a net-zero transport system that enables Oxfordshire to thrive, protects the environment and makes the county a better place to live for all residents. It includes ambitious targets such as:

- reducing 1 in 4 car trips by 2030
- delivering a net-zero transport network by 2040 and
- having zero, or as close as possible, road fatalities or life-changing injuries by 2050.

Monitoring of the traffic filters is fundamental to understanding their effectiveness in supporting these wider objectives and targets and to inform whether they are successful in supporting more specific project objectives to reduce traffic levels within Oxford and which in turn reduces bus journey times and supports increased walking, cycling and public transport use. Monitoring will also help to identify whether any changes to the scheme design and/or supporting measures are required, particularly during the first six months of the ETRO period as well as informing any final decisions about whether to make the traffic filters permanent or not.

The plan should therefore allow a broad range of effects to be monitored on an ongoing basis, particularly in terms changes in traffic levels, bus journey times and reliability, road collisions and air quality, as well as enforcement systems including administration and use of exemptions and permits. The consultation on the ETRO, should it be approved, will also be an opportunity to gather views and experiences from those directly affected by the trial scheme including residents and businesses across the city.

Monitoring Framework

The following confirms the framework for data collection and information collation required to monitor the trial traffic filters. The monitoring plan should seek to reduce the need for new data collection wherever possible to reduce resource and minimise costs, therefore making as much use of existing monitoring carried out by Oxfordshire County Council, Oxford City Council and third parties. Any new data is to be funded through the project.

Below lists the key questions to be answered through a monitoring plan:

- To what extent has the trial scheme:
    - reduced bus journey times?
    - improved bus journey reliability?
    - reduced car trips?
    - increased walking and cycling and public transport use?
    - resulted in people changing behaviours in any other ways, for example, re-timing of trips, deciding to shop elsewhere?
    - reduced road collisions?
    - improved air quality?
    - reduced carbon emissions from transport?
    - led to an increase in public transport accessibility (in terms of people's ability to reach desired services and activities by public transport)?
- What are the users' experiences of the exemptions, permits & enforcement systems?
- What is the operator's (the Council's) experience of the exemptions, permits & enforcement systems?
- Are any changes to the scheme design and/or supporting measures required to:
    - further reduce bus journey times and journey reliability?
    - encourage more modal shift from car to walking, cycling or public transport?
    - mitigate any negative effects of displaced traffic?
    - mitigate any negative social/distributional effects?
    - mitigate any negative economic effects?
- What lessons can be learnt from the trial to inform a decision on whether to make the traffic filters permanent?

There are also some specific Equality Impact Assessment questions/activities to be covered by a monitoring plan:

- How has the scheme affected access to healthcare for Protected Characteristic Groups?
- How has the scheme affected non-Blue Badge holders who travel by taxi?
- Crime and anti-social behaviour including fear of crime deterring mode shift by women, for example.

- Did the Council promote the scheme, making all content accessible, and seek to support residents through the transition period?

Data Collection and Information Collation

To help answer the questions above the following table sets out the likely data collection and information collation requirements and the rationale for inclusion.

Data collection activity	Reason for inclusion
Air quality exposure	To understand the air quality impacts of the scheme via changes in air quality data, particularly NO2, PM10 and PM2.5 concentrations
Vehicle traffic flows	To understand changes in traffic flow in and around the city centre & whether there has been any displacement of traffic
	To understand changes in traffic flow on A34 and whether there has been any displacement of traffic
Public car parking demand	To understand changes in public car parking demand
Vehicular fleet information	To understand changes in the number and type of vehicles travelling past the traffic filter locations and other areas of the city
Traffic filter compliance	To understand compliance and non-compliance; reasons for contravention
Journey time and journey time variability data - Bus journeys	To understand changes in bus journey times by route, time of day etc.
Journey time and journey time variability data - General traffic	To understand changes in vehicle journey times
Walking and cycling counts	To understand changes in the number of people walking & cycling to and within the city

Bus services	To understand changes in services incl. whether cross city and Eastern Arc bus routes were implemented and when (and any other services)
Bus demand	To understand changes in demand by route / stop.
Public transport demand - Park & Ride	To understand changes in demand accessing/egressing P&Rs
Public transport demand - Rail	To understand changes in demand accessing/egressing station
Business surveys	To understand whether any changes are required to mitigate negative impacts and users' experiences of the exemptions, permits & enforcement systems
Resident surveys	To understand any changes in behaviour including increased physical activity and sense of safety (walkers and cyclists); users' experiences of the exemptions, permits & enforcement systems; crime and anti-social behaviour perception
Shop vacancy rates	To understand changes in vacancy rates
Footfall data	To understand changes in footfall
Pedestrian interview surveys	To understand changes in access mode, spend, frequency and purpose of visit
Service user experience	Users' experiences of the exemptions, permits & enforcement systems; whether promotional material of scheme was accessible, and seek to support residents through the transition period
Protected Characteristic Groups	To understand how the scheme has affected access for PCGs; whether promotional material of scheme was accessible, and seek to support residents through the transition period
Road collision data	To understand changes in road collisions

Data Reporting Cycles

A high-level summary of the data collected should be regularly reported to the Project Board as part of the standard reporting procedure. This will enable the Senior Responsible Officer and other board members (as decision makers) to have regular oversight of the effects the scheme, providing the opportunity to identify any effects that may require mitigation or risks to achieving the project objectives at the earliest opportunity.

As part of the scheme monitoring the county council should also commit to publishing the following so that data and evidence will be shared with the public and stakeholders:

- A pre-trial baseline monitoring report.

- Quarterly monitoring reports for the duration of the trial (ETRO) period.

- A final monitoring and evaluation report at the end of the trial period and to inform any final decisions about the filters including whether they should be made permanent or not.