

Recommended scheme changes in response to consultation

Officers recommend the following changes in response to the public consultation:

1. Delay the planned start date for the trial until after Botley Road re-opens following improvements to Oxford station and Botley Road rail bridge.

Reason: to facilitate an effective and representative trial

2. Amend the timings for the filters as follows:

Hythe Bridge, Thames Street, St Cross Road and St Clements: 7 days a week; 7am – 7pm (as consulted on)

Hollow Way and Marston Ferry Road: Monday – Saturday only; 7am – 7pm (as consulted on), but with phased introduction (7am – 9am and 3pm – 6pm initially, only moving to 7am – 7pm operation if supported by monitoring)

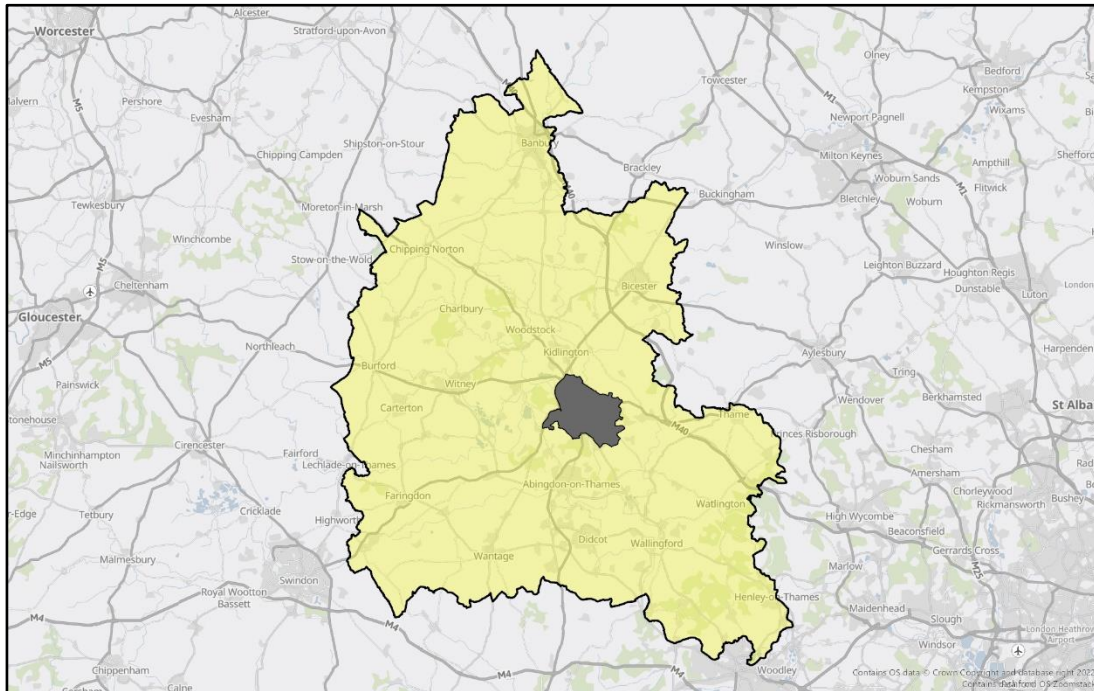
Reason: to confirm whether a part-time filter allows bus journey times to be reduced along Marston Ferry Road AND pedestrian and cycle improvements to be delivered at the Marston Ferry Road/Banbury Road junction during the inter-peak period (modelling suggests this will not be possible). Temporary pedestrian and cycling improvements will be implemented and bus delays monitored. If buses are significantly delayed, these temporary improvements could be removed and the part-time operation retained, or the part-time operation removed and junction improvements retained.

3. Amend the proposals to expand the residents' day passes beyond the Oxford Permit Area by adding a yearly maximum total of 25 day passes per vehicle for residents in the rest of Oxfordshire outside the Oxford Permit Area (see Figure 1) with a maximum of one vehicle per person and up to two vehicles per household). Residents in the Oxford permit area, who are most affected by the scheme, would still receive a yearly maximum total of 100 day passes per vehicle (with a maximum of one vehicle per person and up to three vehicles per household).

Reason: to reduce possible pressure on Botley Road and address concerns about car access and economic impacts

Officers recommend the number of day passes for Oxfordshire residents outside the Oxford permit area is limited to a maximum of 25 day passes to ensure the overall impact on traffic levels in the city is minimised, whilst helping to distribute traffic more evenly by allowing more car-borne visitors to use routes other than Botley Road to access the main city centre car parks and Oxford station. This aspect of the scheme will be closely monitored during the trial.

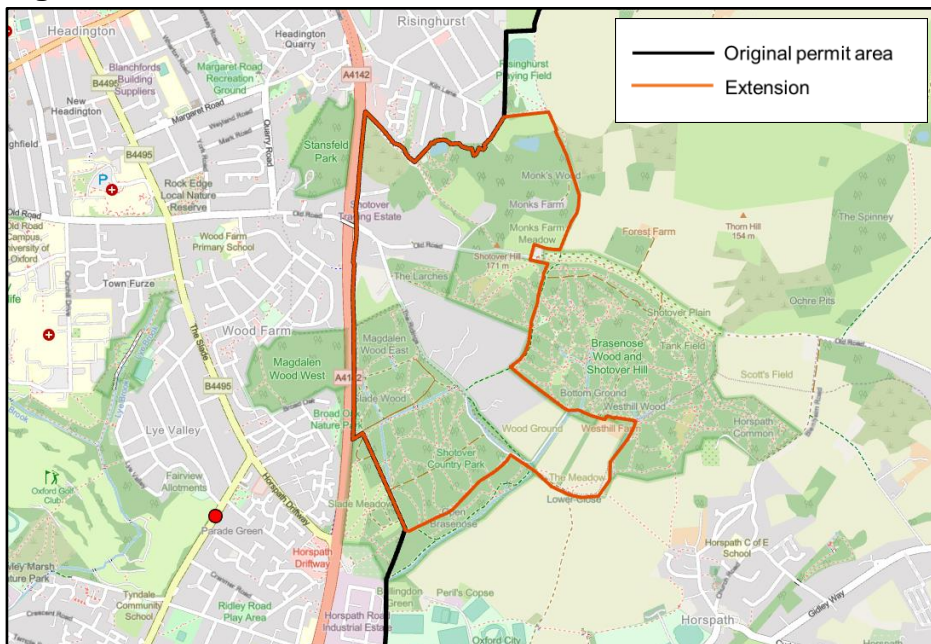
Figure 1: Oxfordshire Permit Area (shaded yellow, outlined black – excludes area shaded grey)



4. Amend the permit area to include properties in the Shotover Hill area (see Figures 2 and 4).

Reason: this area has no access to the ring road other than via the city

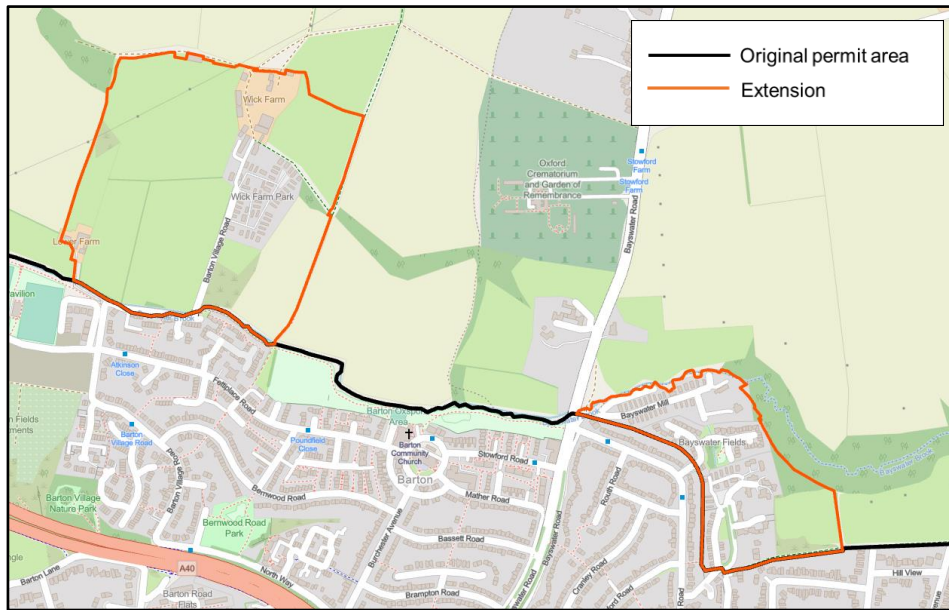
Figure 2: extension to Oxford Permit Area at Shotover Hill



5. Amend the permit area to include residential areas immediately adjacent to Barton (see Figures 3 and 4).

Reason: these areas are part of, and accessed from, Barton

Figure 3: extensions to Oxford Permit Area at Barton



6. Expand the eligibility criteria for the non-professional carers' exemption to include anyone with informal caring responsibilities, but restrict the exemption to ONE traffic filter of the applicant's choosing

Reason: to facilitate informal care arrangements

7. Add a new, short-term exemption for patients receiving frequent hospital treatments for ONE traffic filter of the applicant's choosing

Reason: to facilitate access to healthcare

8. Add a new, short-term exemption for people with short-term mobility problems

Reason: to facilitate access for people with short-term mobility problems who are not eligible for a blue badge

9. Add a new exemption for cars operating as part of qualifying car clubs open to the general public.

Reason: to help promote shared cars over car ownership

10. Make existing and future car-free developments ineligible for residents' day passes

Reason: to support car-free development policies

Figure 4: Oxford Permit Area extensions - overview

