

ANNEX 4: recommended changes in response to consultation

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

- Delay the planned start date for the trial until 2024, after Botley Road re-opens following improvements to Oxford station and Botley Road rail bridge

Reason: to facilitate an effective and representative trial

- Approve the timings for the filters as follows:

Hythe Bridge, Thames Street, St Cross Road and St Clements: 7 days a week; 7am – 7pm

Hollow Way and Marston Ferry Road: Monday – Saturday only; 7am – 7pm, but with a 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.

- Amend the proposals to allow a number (to be confirmed) of 'universal' day passes per calendar year for any vehicle. A maximum of 100 day passes will still be available to residents in the permit area (these cannot be combined with the 'universal' day passes). No proof of address will be required for the universal day passes. It is impracticable to limit these just to Oxfordshire residents, as this would require a manual application process, with each applicant having to provide proof of address, which would create an overwhelming administrative burden.

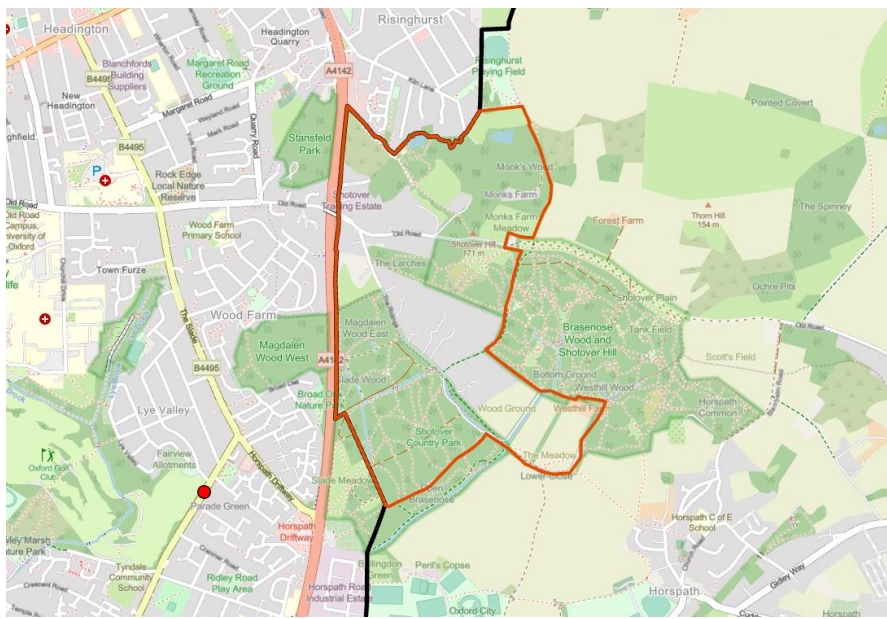
Reason: to reduce possible pressure on Botley Road and address concerns about car access and economic impacts

Officers recommend the number of universal day passes is limited 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.

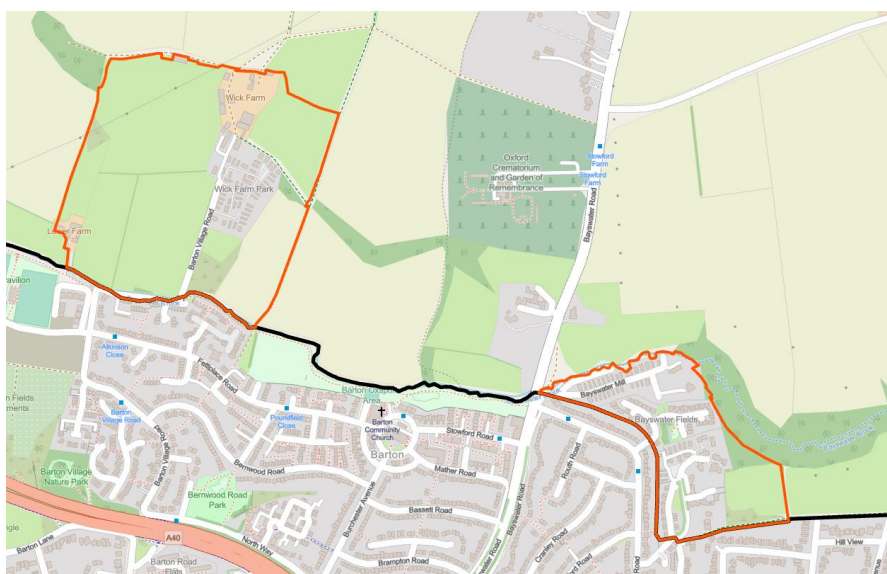
- Amend the permit area to include properties in the Shotover Hill area (outlined in orange on maps below and on page 4)

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



- Amend the permit area to include residential areas immediately adjacent to Barton (outlined in orange on map below and on page 4)

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



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

- 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

- 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

- Add a new exemption for car club cars

Reason: to help promote shared cars over car ownership

- Make existing and future car-free developments (whether inside or outside the permit area) ineligible for residents' day passes

Reason: to support car-free development policies

Proposed permit area additions (outlined in orange, original permit area outlined in black)

