

Divisions Affected – All

Cabinet

29 November 2022

OXFORD TRAFFIC FILTERS

Report by Corporate Director for Environment and Place

RECOMMENDATIONS

Cabinet is RECOMMENDED to:

- (a) approve the making of an Experimental Traffic Regulation Order (or Orders) introducing six traffic filters in Oxford as described in Annex 8, subject to further minor changes to allow the scheme to operate as intended without affecting the scheme outcomes;
- (b) authorise delegation to the Corporate Director for Environment and Place to make and implement the necessary Experimental Traffic Regulation Order(s) and make and implement any relevant adjustments to the scheme once it is in force;
- (c) noting that an Experimental Traffic Regulation Order allows the council to adjust the scheme once it is in force, authorise the Corporate Director for Environment and Place (in consultation with the Director for Law and Governance and the Cabinet Member for Travel and Development Strategy) to make changes to the experimental scheme before it comes into force, provided that these changes do not materially alter the scheme's impacts, particularly in relation to bus journey time savings and
- (d) approve the development and implementation of the infrastructure and supporting systems required for the traffic filters, at an estimated cost of £6.458m.

Executive summary

1. Across Oxfordshire, Oxfordshire County Council wants to reduce unnecessary journeys by private vehicles and make walking, cycling, public and shared transport the natural first choice. This will help deliver an affordable, sustainable

and inclusive transport system that enables the county to thrive whilst protecting the environment and making Oxfordshire a better place to live for all residents.

2. Traffic filters are an important tool to achieve this in Oxford. They will:
 - make walking and cycling safer and more attractive
 - make bus journeys quicker and more reliable
 - enable new and improved bus routes
 - support investment in modern buses (including the ZEBRA project to fund up to 159 electric buses)
 - help tackle climate change, reduce local air pollution and improve the health and wellbeing of our communities
3. Traffic filters on main roads have been part of Oxford's transport strategy since 2015, including the recently adopted Local Transport and Connectivity Plan. They are a key tool to reduce motorised traffic in the city, and were subject to public consultation in 2019, alongside a citywide workplace parking levy.
4. The council engaged extensively with community groups, residents' associations, businesses and stakeholders on amended traffic filter plans (alongside proposals for a workplace parking levy and expanded zero-emission zone) between February and September 2022.
5. Many organisations requested that we phase the consultation and implementation of the three schemes. Based on this feedback it was decided to bring forward the traffic filter proposals first and introduce them as a trial under an experimental traffic regulation order (ETRO). Such a process would allow the council to monitor the impact of the traffic filters, seek views on how they are working and make changes, if necessary, before making any long-term decision about them.
6. Further changes were made to the proposals based on feedback received from stakeholders during this engagement process.
7. Regulations require a highway authority to consult with statutory consultees such as emergency services before introducing an ETRO. Given the wide-ranging nature of this scheme, a more comprehensive public consultation was undertaken, to include the statutory consultees, but also to invite comment from the wider public.

8. A public consultation on the amended traffic filter proposals, to be implemented as a trial rather than permanent scheme, ran from 4th September to 13th October 2022, and was promoted widely using a range of communication channels and events (see Annex 1). The traffic filter consultation was held concurrently with a public consultation on an updated transport strategy for the Central Oxfordshire area (including Oxford) - the Central Oxfordshire Travel Plan (COTP).
9. This report summarises the outcomes of the public consultation, changes to the scheme in response to the consultation, the scheme's forecast impacts, and the financial implications of implementing the scheme. Cabinet is recommended to approve an amended version of the scheme for implementation after Botley Road re-opens following the rail station and rail bridge improvement works.

Corporate Policies and Priorities

10. Traffic filters will support the council's nine priorities:
 - Put action to address the climate emergency at the heart of our work
 - Tackle inequalities in Oxfordshire
 - Prioritise the health and wellbeing of residents
 - Support carers and the social care system
 - Invest in an inclusive, integrated and sustainable transport network
 - Preserve and improve access to nature and green spaces
 - Create opportunities for children and young people to reach their full potential
 - Play our part in a vibrant and participatory local democracy
 - Work with local businesses and partners for environmental, economic and social benefit
11. In July 2022, Oxfordshire County Council adopted its new Local Transport and Connectivity Plan (LTCP) which 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. This includes ambitious targets to:
 - replace or remove 1 in 4 car trips in Oxfordshire by 2030
 - deliver a net-zero transport network by 2040, and

- have zero, or as close as possible, road fatalities or life-changing injuries by 2050.
12. To help deliver the LTCP vision, the emerging Central Oxfordshire Travel Plan proposes a set of 22 actions to support a more sustainable and reliable transport system across the central Oxfordshire area, including proposals for traffic filters which are required to address several challenges, including the need to:
- reduce exposure to air pollution and rapidly reduce carbon emissions from all transport related activities
 - reduce congestion and its negative impacts on bus services and economic productivity and vitality
 - encourage more sustainable development, making greater use of limited road space and prioritising public transport, walking and cycling
 - improve health and wellbeing and reduce health inequalities
13. A Statement of Reasons is included in Annex 2.

Alternatives considered

14. Several potential alternative options to manage traffic and travel demand have been considered to inform previous engagement on traffic filter and workplace parking levy (WPL) proposals in 2019 (Connecting Oxford), and before that, the Oxford Transport Strategy (OTS), which was adopted in 2015. Options considered were:
- Public parking reduction
 - Workplace parking levy
 - Road user charging
 - Traffic filters
 - Road building and highway capacity improvements
15. The preferred measures in the OTS and Connecting Oxford combined a workplace parking levy with traffic filters across the city and which would support strategy objectives by bringing about sustained traffic reduction and modal shift from private car travel, as well as funding for transport investment. Concerns

around fairness of a city-wide road user charging scheme, particularly on low income and other vulnerable groups, plus high implementation and administration costs, meant this option was unlikely to be achievable and so was not taken forward. Conversely, traffic filters were seen as providing a more equitable and cost-effective solution and which had greater support (linked to experience with city centre bus gates).

February to September 2022 engagement

16. In February 2022, proposals for traffic filters, an expanded zero emission zone (ZEZ), and a workplace parking levy (WPL) were announced. Following the announcement, officers have held over 100 meetings with community and residents' groups, schools, employers, faith organisations and a wide range of other stakeholders.
17. The main concerns raised were that:
 - responding to three such major proposals at the same time is difficult;
 - the traffic filters may create access problems, particularly for residents living near them and for businesses across the city;
 - the traffic filters will displace traffic and pollution to other parts of the city, including the ring road; and
 - more evidence is needed on the impact of traffic filters to form a final view on them, particularly in relation to the wider congestion and air quality effects of the scheme

September/October 2022 public consultation

18. A public consultation ran from 4 September to 13 October 2022 on amended proposals (see consultation brochure at Annex 3) designed to address the four concerns above. The changes included:
 - focusing on the traffic filters alone initially, with consultations on the ZEZ and WPL deferred until 2023;
 - a range of new exemptions and permits to address residents' and businesses' access concerns; and

- progressing the scheme as a trial in the first instance, with a six-month consultation period while the trial is in progress to allow people to see the impacts first hand.
19. Although the scheme will initially be a trial – implemented using an Experimental Traffic Regulation Order (ETRO) – the relevant regulations require the council to consult specific organisations – “statutory consultees” – affected by the proposals (e.g. emergency services) before the trial begins. Given the wide-ranging nature of this scheme, a wider public consultation was completed and widely publicised (see Annex 1) in addition to the limited consultation required by the regulations. This included online and in-person events open to all, as well as one to one discussions with stakeholders.
 20. A summary of the key points raised in responses from the statutory stakeholders and other selected stakeholder groups is at Annex 4.
 21. The council received a total of 5700 consultation responses (5526 responses via Let’s Talk Oxfordshire and 174 paper copies of the survey), along with a further 485 emails. An analysis of these responses is at Annex 5. Whilst a variety of views were expressed about the scheme, a majority of responses were from people expressing concerns about the proposals. The main concerns and officer responses are summarised at Annex 6.
 22. A petition signed by 3921 people (at time of writing) was received opposing the Marston Ferry Road and Hollow Way traffic filters, on the grounds that the proposals would “separate communities within Oxford, disproportionately discriminating against elderly, vulnerable, pregnant and disabled individuals.” The petition argues that “the county council has not adequately made the case for traffic filters on key connecting roads outside of Oxford city centre, and this petition signals a significant public opposition towards filters proposed on Marston Ferry Road & Hollow Way.”
 23. A second petition signed by 1856 people (at time of writing) was received expressing concerns about traffic increases on Botley Road, stating “Oxfordshire County Council's plans for new traffic filters in Oxford centre would result in Botley Road being the main access route for all the traffic for Oxford Train Station, Osney Mead, the new Oxpens development and the Westgate Shopping Centre. People who use or live near Botley Road also deserve to benefit from a big reduction in traffic, congestion and pollution. We call on Oxfordshire County Council to change these plans so that traffic to some of these destinations, particularly the Westgate Shopping Centre, is directed elsewhere.”
 24. During the consultation period, Oxfordshire Liveable Streets (a local interest group) commissioned research by YouGov to ascertain views of Oxford

residents about traffic filters. 249 people were asked the following question: “Six new 'traffic filters' are being considered which are designed to reduce traffic levels across Oxford, making bus journeys quicker and walking and cycling safer. When they are operating, most private cars will not be allowed through without a permit. All other vehicles including buses and emergency services will be allowed at all times. Having read the above, would you support or oppose such a measure?” In response, 60% supported and 31% opposed the measure.

25. Officers have not been able to verify exactly what information about the proposals was made available to those signing the petitions or participating in the YouGov survey.

Proposed changes to the scheme

26. Annex 7 outlines changes to the scheme recommended by officers to address the points raised during the engagement and consultation process. The most significant changes are:

- Phased implementation of the Marston Ferry Road and Hollow Way traffic filters, starting with reduced operating hours of 7am – 9am and 3pm – 6pm initially, and only increasing this to 7am – 7pm if supported by monitoring; and
- Expansion of residents' day passes to include 25 day passes per vehicle per year for residents of Oxfordshire outside the Oxford permit area (with a maximum of one vehicle per person and two vehicles per household)

Residents in the Oxford permit area, who are most affected by the scheme, would still receive a maximum of 100 day passes per vehicle per year (with a maximum of one vehicle per person and three vehicles per household).

27. The final scheme definition, incorporating all changes made in response to the consultation, is at Annex 8.
28. Officers are seeking delegated authority (in consultation with the relevant Cabinet member) to make further changes to the trial scheme before it comes into force, if necessary.
29. An Experimental Traffic Regulation Order allows the council to make changes during the course of the Order. Any change will be subject to 6 months objection period, see below under Legal Implications.

Scheme benefits and impacts

30. The development and assessment of the traffic filters have been supported by a range of modelling and analysis. The figures below are based on the proposals published for consultation. The proposed changes to the scheme in response to the consultation feedback are expected to have only a very marginal impact on the overall quantified scheme impacts, but will help address specific concerns expressed in the consultation about certain localised traffic impacts and/or certain social and economic impacts.

- During the morning and evening peak periods, reduce total traffic flows by around 20% across the city inside the ring road, and around 35% in the city centre
- Improve average bus journey times during the day by 6.5% across the Oxford SmartZone, which includes Oxford and surrounding areas
- Increase bus and Park and Ride use by up to 10%
- Enable new and improved bus routes, particularly in the “Eastern Arc”
- Bus journey time and service enhancements would increase the number of residents who can access key locations within half an hour’s journey time: For example: Cowley over 28,000 residents; the John Radcliffe Hospital 55,000 residents; and Botley 37,000 residents
- Reduce road casualties by around 34 per year, of which over half would be reduced cycle casualties
- Lead to a 6% decrease in annual CO2 emissions associated with road transport in the city
- Reduce NO2 concentrations (Nitrogen Dioxide) along 76% of assessed roads and at 91% of existing monitoring locations, with the scheme not resulting in any exceedances of national air quality objectives
- Increase cycling and walking trips by around 10%

31. The traffic filters will cause some vehicles to divert via the ring road, potentially increasing the flows on the outer sections of some radial roads within the city and on the ring road (A34, Eastern By-Pass Road and A40). This includes forecasts of significant increases on the A4144 Woodstock Road; however, further analysis of the strategic transport modelling has shown that there is insufficient capacity to accommodate these increased traffic forecasts, so we would expect any increases to be lower. The proposed northbound bus lane

on Woodstock Road will also protect buses from any increases in delay on this section.

32. Traffic increases are also forecast on Botley Road west of the junction with Seacourt Park and Ride by around an average 10% across a typical weekday, whereas 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.
33. A more detailed summary of the impacts and benefits is in Annex 9. The full impact assessments are listed at the end of this report and are available at <https://www.oxfordshire.gov.uk/residents/roads-and-transport/connecting-oxfordshire/traffic-filters>, or at County Hall, New Road, Oxford, OX11ND.
34. The impact assessments were based on the version of the scheme published for consultation in September 2022. Annex 10 explains how the impact assessments would be affected by the proposed changes to the scheme in response to the consultation.

Complementary measures and other supporting actions

Measures to support the trial scheme

35. Table 1 below summarises complementary schemes to be introduced (subject to consultation and funding) in time for the start of the trial, apart from i) some temporary cycle schemes which may not be possible to introduce until the trial is underway and traffic effects have been observed, and ii) bus electrification (part-funded through Zero Emission Bus Regional Areas – ZEBRA – funding), which will be introduced over the next two years.
36. The ZEBRA scheme to provide 159 electric buses requires Go Ahead and Stagecoach to invest over £43m of their own capital. Both operators have stated that this investment cannot be made unless bus productivity in the Oxford Smart Zone area improves by at least 10%. The traffic filters are expected to achieve an estimated 6.5% improvement, with the remainder to come from other measures included in the Central Oxfordshire Travel Plan and Bus Service Improvement Plan.
37. All bus services operating on roads in the city will benefit from improved reliability and reduced journey times. Together with funding from developments, these improvements will enable new and improved bus routes linking Park & Ride sites, Summertown, Marston, Headington, Cowley and Oxford Business & Science Parks, as well as a direct north Oxford to west Oxford connection (see map at Annex 11).

38. If the trial is not made permanent, some of the measures in Table 1 may need to be removed or amended. The reversal of the Woodstock Road bus lane is the only major infrastructure change but is justified (and supported by bus operators) now without the traffic filters, so this scheme would remain in place even if the traffic filters are not made permanent.

Table 1: complementary measures for trial	
Measure	Cost range
ZEBRA: 159 electric buses on routes across Oxford	Over £50m
Bus services – Eastern Arc and North-West route	£3m - £5m
Woodstock Road bus lane reversal (from southbound to northbound)	£1m - £3m
East Oxford Low Traffic Neighbourhood (selected filters)	Under £1m
Removal of on-street parking on Hollow Way	Under £1m
Bus and P&R fare deals (operator-led)	N/A
New e-scooter locations	Under £1m
Additional cycle parking	Under £1m
Temporary cycle schemes	Under £1m
Westgate monitoring & car parking management	Under £1m
Travel planning	Under £1m
50mph speed limits on ring road and A34 (subject to funding and National Highways approval)	Under £1m

39. If the trial is approved, officers will continue to investigate opportunities and funding for further complementary measures to support the trial.
40. Four local filters (Divinity Road, Southfield Road, Rectory Road and Princes Street) that are part of the East Oxford Low Traffic Neighbourhood trial currently in place (under an Experimental Traffic Regulation Order) would play an important role in supporting the six 'strategic' traffic filters. The East Oxford Low Traffic Neighbourhood trial has not yet concluded, and a decision about whether to make some or all of it permanent will not be made until 2023. After this decision has been made, the council will need to consider whether any further supporting measures are needed to support the trial of the 'strategic' traffic filters.

Wider measures to support a permanent scheme (if approved)

41. Table 2 below summarises the main Central Oxfordshire Travel Plan actions. These will be developed and implemented (subject to funding and consultation) whether the trial traffic filters are made permanent or not. If the traffic filters are made permanent, there will be opportunities to progress many of these actions significantly further and faster.

Table 2: further complementary measures for future permanent scheme (in addition to measures listed in Table 1)
Measure
Zero Emission Zone
Workplace Parking Levy
Public parking management
Cycle network: Quickways, Quietways and Connector routes
Pedestrian/cycle wayfinding and signage
Junction safety improvements
Cycle parking and cycle hire
Bus priority measures
Zero emission buses across central Oxfordshire
Oxford station and Cowley branch line
Transport hubs
Freight consolidation
HGV reductions and safer lorry scheme
Public realm improvements
Tourist coach management improvements
E-scooter hire
Electric vehicle charging points

Implementation programme

42. Network Rail has recently confirmed that Botley Road will be closed from January to December 2023 for major upgrades to the station and rail bridge over Botley Road. It is therefore not advisable to implement a trial traffic filter scheme during 2023, because the closure of a major arterial route into the city will severely disrupt travel behaviour and would likely render any trial invalid and undermine its aims.
43. Officers therefore recommend that the trial starts after Botley Road re-opens.

Connecting Oxford / Traffic filters expenditure	209	317	1674	2717	969		5886
Decommissioning expenditure (if required)						572	572
Total expenditure	209	317	1674	2717	969	572	6458
Growth Deal funding	209	317	1076	0	0	0	1602
BSIP funding	0	0		3400	0	0	3400
Penalty charge income	0	0	0	0	940	216	1156
Credit for re-use of Cameras						300	300
Total funding	209	317	1076	3400	940	516	6458
Surplus / deficit	0	0	-598	683	-29	-56	0

Revenue

48. The scheme will result in significant ongoing operational expenditure (permit administration, processing of penalty charges, systems and infrastructure maintenance, and communications). These costs are expected to be covered entirely by income from penalty charges (see Table 4).
49. Staffing levels in the Customer Service Centre and Parking Team will need to be increased temporarily in advance of and during the trial to deal with permit applications, penalty charge notices, and other queries, at an estimated cost of around £530,000 per year. In addition to this, there will be ongoing annual costs for back-office systems (£200,000 per year) maintenance of enforcement cameras, signs and road markings (£150,000 per year) and communications (£100,000 per year).
50. Penalty charges are levied in order to achieve compliance with the scheme. Income from penalty changes will be used to cover the operating costs of the scheme as set out in the paragraph above. Penalty charges are expected to generate a surplus of £1.156m that can be used to cover some of the capital costs relating to the scheme.

51. Staff would be recruited on a temporary basis during the trial. Permanent staff would only be recruited if the scheme were made permanent following the trial.

	2023/24	2024/25	2025/26	Total
Traffic filters trial expenditure	586	1173	293	2052
Traffic filter trial penalty charge income	540	2159	509	3208
Deficit/(Surplus)	+46	-986	-216	-1156

52. The penalty charge income is uncertain; the estimate above is considered realistic based on other schemes in Oxford and elsewhere, but there is a risk that the project could result in realising less or more income than in table 4 above. A 10% swing either way on the tabled income would see the funding for the capital project either fall or increase by £0.321m.
53. Should the trial be successful, and the scheme made permanent, then the income from 2025/26 onwards would generate further surplus. This surplus could be used as a contribution towards any future mitigating measures or post-trial costs.
54. The proposed use of the surplus from penalty charges to cover part of the scheme's capital costs is permitted under Section 55 of the Road Traffic Regulation Act 1984.

Comments checked by: Rob Finlayson, Finance Business Partner

Legal implications

55. The trial traffic filters would be introduced using an Experimental Traffic Regulation Order or Orders – ETRO(s) – under the Road Traffic Regulation Act 1984.
56. An ETRO allows the council to monitor a scheme's impacts and obtain feedback from communities, businesses and other organisations about the scheme, before deciding whether to make the scheme 'permanent' using a Traffic Regulation Order. An ETRO also allows the council to amend the scheme in response to monitoring or feedback.

57. The procedure for introducing an ETRO is determined by the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996. The main points are:
- The council must consult the organisations specified in Regulation 6 of the 1996 Regulations before making the ETRO (there is no minimum duration for such a consultation)
 - An ETRO may be in force for no longer than 18 months
 - During the first six months after the ETRO comes into force, anyone may object to the ETRO
 - Amendments can be made at any time during the 18 months. If the ETRO is amended, the council must allow a further six months for objections, from the date the amendment comes into force.
 - Once the ETRO has remained in force unamended for at least six months, the council may – having considered all objections made in accordance with 1984 Act – make the Order permanent.
58. Officers consider that the requirements of the 1996 Regulations have been met. The pre-ETRO consultation completed in September/October 2022 was open to anyone (not just the organisations specified in Regulation 6) and was widely publicised. The consultation lasted over five weeks and generated over 5000 responses. If the ETRO(s) is/are implemented, anyone will be able to make further representations to the council during the six-month objection period. These representations will be considered by the council when deciding whether to make the scheme permanent.

Comments checked by: Jennifer Crouch, Principal Solicitor

Monitoring and evaluation

59. Monitoring of the traffic filters is fundamental to understanding their effectiveness in supporting 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 as well as informing any final decisions about whether to make the traffic filters permanent or not.

60. A monitoring framework has been prepared (see Annex 12) setting out a range of data collection and information collation and reporting cycle requirements to monitor the effects of the trial traffic filters. This proposes a broad range of activities to be able to monitor, for example, air quality exposure, changes in traffic and travel behaviour, journey times and journey time variability, impacts on residents and businesses, and compliance. Should a decision be made to go ahead with the trial, a detailed monitoring plan will be prepared well in advance of the start of the trial.

Climate action

61. A Climate Impact Assessment is at Annex 13. The scheme will have a net positive impact particularly in terms of reducing travel by private car and increasing use of walking, cycling and public transport. Also, the traffic filters will support the introduction of brand-new electric buses accelerating electrification of transport in Oxfordshire.
62. Separately, an assessment of changes in CO₂ in 2024 as a result of the traffic filters, compared to a scenario without the filters in place, shows a 6% reduction in total annual CO₂ emissions from road transport in Oxford.

Equality & Inclusion Implications

63. An Equalities Impact Assessment is at Annex 14. The traffic filters are likely to have a net positive impact, including on Protected Characteristic Groups. This is because traffic filters will help to make bus journeys quicker and more reliable, support the introduction of brand-new electric buses, make cycling and walking safer and more attractive, and reduce local air pollution to improve the health and wellbeing of Oxford's communities.
64. Improved conditions for buses will particularly benefit those who currently use buses, including some disabled people, women (who are more likely to use public transport than men), and 'Black/African/Caribbean/Black British' residents who have the highest public transport mode share by ethnic group in Oxford. There are also likely to be benefits for those who cycle (predominantly those aged 16-24 and those aged 25-44) due to reduced traffic. This will create a safer and more accessible environment for people cycling and has the potential to encourage people from all backgrounds to cycle.
65. It is acknowledged that the traffic filters may inconvenience some drivers and some of those who rely on cars, e.g. older people and people from certain ethnic groups.

66. However, it is important to recognise that motor vehicle access to all locations has been maintained. Exemptions for Blue Badge holders, people with short- and long-term mobility problems, disabled tax class vehicles, taxis and private hire vehicles, and both professional and non-professional health and care workers will mitigate these potential impacts. Indeed, for those with exemptions, the traffic filters are expected to improve these journeys by reducing congestion and improving journey time reliability. The ability for residents to obtain day passes will also help mitigate impacts on people making occasional journeys by car.

Risk management

67. A risk register has been maintained and will continue to be maintained throughout the life of the project. The key risks at this stage include:
- Trial of an innovative scheme with outcome uncertainty, particularly in the context of balancing complex and often conflicting stakeholder and community needs. Cabinet should note that schemes affecting traffic circulation often take time to bed-in as road users adapt to the scheme's restrictions, new permitted routes and road space allocations.
 - There is a risk of abortive scheme costs if the scheme is not made permanent at the end of the trial period.
 - This is a controversial scheme with potential reputational risks should the trial fail to realise the intended benefits. However, the trial is based on extensive consultation and modelling.
 - Delays to the Botley Road network rail improvement would delay the trial start date.
 - Delays to the back-office IT system would delay the trial start date and therefore it is intended that work commences on this as soon as possible.
 - If the decision is to remove or substantially amend the East Oxford Low Traffic Neighbourhood (LTN), the council may need to consider further supporting measures to support the trial.
 - At the end of the trial, there could be a need for decommissioning and removal of infrastructure, which could be partially mitigated by reusing cameras equipment elsewhere in Oxfordshire.

68. These risks and others identified in the risk register are being managed by officers working closely with our partners and stakeholders. It should be noted that realisation of any of these risks could impact on reputation and/ or require additional finance.

Bill Cotton
Corporate Director for Environment and Place

Annexes

- Annex 1 Communications and engagement activities
- Annex 2 Statement of reasons
- Annex 3 Consultation Brochure
- Annex 4 Summary of stakeholder responses
- Annex 5 Analysis of Consultation
- Annex 6 Main Concerns and Officer Responses
- Annex 7 Recommended Scheme Changes
- Annex 8 Final Scheme Definition
- Annex 9 Summary of Scheme Benefits and Impacts
- Annex 10 Effect of Proposed Scheme Amendments on Scheme Benefits and Impacts
- Annex 11 Proposed Bus Service Enhancements
- Annex 12 Monitoring Framework
- Annex 13 Climate Impact Assessment
- Annex 14 Equalities Impact Assessment

Background papers

Available online at www.oxfordshire.gov.uk/residents/roads-and-transport/connecting-oxfordshire/traffic-filters

or at County Hall, New Road, Oxford, OX11ND

Strategic Assessment
Scheme Drawings
Road Safety Audit Stage 1
Transport Modelling Report - Local Model Validation Report
Transport Modelling Report – Traffic & Transport Forecasts Report
Air Quality Assessment
Road Safety Assessment
Equalities Impact Assessment – Full Report
Habitats Regulations Assessment Report Stage 1
Habitats Regulations Assessment Report Stage 2
Business Impact Assessment

Contact Officer: Owen Jenkins, Director of Transport and Infrastructure
Aron Wisdom, Programme Lead

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