

Proposed Amendments to Trial Traffic Filter Proposals – Implications for Technical Annexes and Background Reports for Cabinet

Introduction

1. The development of the traffic filter proposals and the assessment of their impacts was informed by technical analysis and reporting which are provided as Annexes or Background reports to the Cabinet paper. The technical analysis and reporting are based on the Traffic Filter scheme definition consistent with that which formed the basis for the September 2022 Public Consultation.
2. In response to feedback and issues raised through the Public Consultation and wider engagement undertaken in September / October 2022, officers are recommending several amendments to the proposals. The reasons for the proposed amendments are set out in Annex 7.
3. The purpose of this annex is to confirm the outcomes of a review of these changes to the scheme definition on previously undertaken technical analysis and reporting and whether any updates to this work are required.

Proposed amendments

4. The following amendments to the Traffic Filters scheme are proposed:
 - Changing the timings for the filters as follows:
 - 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 all-day operation if supported by monitoring). Hythe Bridge, Thames Street, St Cross Road and St Clements to remain unchanged at: 7 days a week; 7am – 7pm.
 - Amending 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 of Oxfordshire (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).
 - Amending the permit area to include properties in the Shotover Hill area and residential areas immediately adjacent to Barton.
 - Adding a new, short-term exemption for patients receiving frequent hospital treatments for ONE traffic filter of the applicant's choosing.
 - Adding a new, short-term exemption for people with short-term mobility problems who are not eligible for a Blue Badge.
 - Adding a new exemption for car club cars.
 - Expanding 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.
 - Making residents of existing and future car-free developments (whether inside or outside the permit area) ineligible for residents' day passes.
5. Overall, the amendments do not affect the fundamental rationale for the proposals, and the location and design of the filters is unaffected. The amendments focus on the operation of the filters (timing), and the definition of permits and exemptions and terms of their geography and eligibility criteria.

Implication for on Annexes and Background papers – Summary

6. The relevant Annexes and Background reports to the Cabinet Paper are listed in Table 0.1 along with an assessment of whether or not they are affected by the proposed changes to the Traffic Filter proposals.

Table 0-1 Technical Annexes and Background Reports and Impact of Amendment

Annex Title	Description of Impact
Annex 9. Summary of scheme benefits and impacts	Amendments will impact on traffic levels and therefore the results from transport modelling, road safety and air quality will be impacted. These will be relatively marginal and are described further below.
Annex 14. Equalities Impact Assessment	Proposed changes will generally mitigate potential impacts identified in the Equalities Impact Assessment. These impacts are described below and have been included in Annex 14.
Annex 13. Climate Impact Assessment	Carbon impacts will reflect changes to traffic levels from amendments – described below.
Background paper title	Description of Impact
Strategic Assessment	Amendments will impact on traffic levels and therefore the results from transport modelling, road safety and air quality will be impacted. These will be relatively marginal and are described further below.
Scheme Drawings	No impact. Design unaffected by amendments.
Road Safety Audit Stage 1	No impact. RSA based on scheme drawings, hence unaffected.
Transport Modelling Report : Local Model Validation Report	No impact. Report covers 'baseline' modelling only, and not impacts of Traffic Filters.
Transport Modelling Report : Forecasting Report	Amendments will have an impact on traffic levels. These will be relatively marginal and are described further below.
Air Quality Assessment	Air quality impacts will reflect changes to traffic levels from amendments – described below.
Road Safety Assessment	Road Safety impacts will reflect changes to traffic levels from amendments – described below.
Equalities Impact Assessment – Full Report	Proposes changes will generally mitigate potential impacts identified in the Equalities Impact Assessment. These impacts are described below.
Habitats Regulations Assessment Report Stage 1	No impact.
Habitats Regulations Assessment Report Stage 2	No impact.
Business Impact Assessment	The proposed amendments would not have any material impact on the Business Impact Assessment.

Impact on Transport and Traffic Forecasts and Associated Assessments (Air Quality, Safety, Climate)

The Transport Modelling Report: Forecasting Report summarises the expected transport and traffic impacts of Traffic Filters. The amendments will, in some cases, affect the level of traffic from the proposals, though generally only by a marginal amount. This is summarised in **Table 0-2**.

Table 0-2 Proposed Amendments - Impacts on Traffic and Transport

Proposed Amendment	Impact on Transport and Traffic Forecasts
Change to the timings for the filters: 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 all-day operation if supported by monitoring).	No impact on modelling of ‘all day’ operation of Marston Ferry Road or Hollow Way, which is the scenario reported within the Forecasting Report.
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 of Oxfordshire (with a maximum of one vehicle per person and up to two vehicles per household).	The overall change in traffic levels that results from trips to / from outside the city represents only around 7.5% of the total reduction in traffic. The day passes would only affect a small minority of these. The main effect is expected to be re-routing (i.e. via traffic filters using a ‘pass’) rather than changing mode. Making residents from wider Oxfordshire eligible for permits should help 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.
Amend the permit area to include properties in the Shotover Hill area and areas immediately adjacent to Barton	Likely to result in a very small increase in traffic levels compared to those in the Forecasting Report. The inclusion of Shotover Hill and areas immediately adjacent to Barton within the day pass scheme represents an increase in households within the permit area, compared to the original area, of less than 0.4%.
Adding a new, short-term exemption for patients receiving frequent hospital treatments for ONE traffic filter of the applicant’s choosing	The extension of eligibility criteria addresses a key equalities concern but is not expected to have a material impact on traffic levels.
Adding a new, short-term exemption for people with short-term mobility problems	The extension of eligibility criteria addresses a key equalities concern but is not expected to have a material impact on traffic levels.
Adding a new exemption for car club cars	The exemption for car club cars is expected to have a very marginal impact on car use. The exemption may also encourage and enable lower car ownership.
Expanding 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	Impact not explicitly modelled, as overall impact of exemption expected to be relatively marginal. The extension of eligibility criteria addresses a key equalities concern but is not expected to have a material impact on traffic levels.
Making existing and future car-free developments ineligible for residents’ day passes	Modelling is for 2024, and implicitly assumes eligibility for all residents (current and those in future developments). The amendment would therefore marginally reduce traffic levels from those modelled.

7. Overall, therefore, the proposed amendments are expected to have only very marginal impacts compared to the scheme definition that underpin the reporting within the Technical Analysis.
8. The transformational impacts on Traffic Filters based on the ‘modelled’ scheme - overall car trips are estimated to reduce by 20% for trips wholly within the city, and car traffic in the city centre by around 50% - would remain of a similar order with the proposed amendments.
9. The impacts on Air Quality, Road Safety and Climate are all based on the forecast traffic flows from the forecasting model. The marginal changes to traffic from the proposed amendments means that the impacts in these associated assessments would be similarly negligible.

Impact on Equalities Impact Assessment of Proposed Amendments to the Traffic Filters

10. This section provides a summary of the anticipated impacts of the proposed amendments to the Traffic Filters on protected characteristics.

Impact on people with protected characteristics

11. The following amendments are likely to have an impact on those with protected characteristics, notably **Age** and **Disability**:
 - The amendment to the timings of the Traffic Filters
 - Expanding the exemptions policy to allow anyone with informal caring responsibilities, patients receiving frequent hospital treatment and people with short-term mobility problems through the traffic filters.
12. The expected impact of these amendments has been assessed in **Table 0-3**.
13. The impacts identified of proposed amendments are all positive compared to the scheme definition that formed the basis for the full EqIA report (provided as a background paper). We do, however, note that the proposed amendments introduce some further complexity to the proposals, with implications for the communications that would accompany their introduction.

Table 0-3: Impact assessment

Proposed amendment	Impact of amendment(s)	Protected characteristic impacted	Impact on those with protected characteristics	Residual impact
Amendment to the timings of the Traffic Filters	Different Traffic Filters will have differing times of operation, requiring drivers to be aware of the specific times of operation at each location.	Disability - Some disabled people may find the changes to the environment confusing and may be distressed by the need to change route when travelling by private car or taxi.	Differing timings across the various Traffic Filters has the potential to further confuse some disabled people about the proposed scheme.	Some disabled people may still find the changes to the environment confusing, therefore the mitigation already proposed in the EqIA (OCC to provide clear communications on the proposals) remains valid and should be given high priority
Expanding the exemptions policy to allow anyone with informal caring responsibilities to pass through the Traffic Filters	Exempting anyone with informal caring responsibilities will ensure that anyone who provides care to disabled or older residents can drive through the Traffic Filters. This will likely reduce journey times.	Disability, Age – both protected characteristics can rely upon essential care to be provided by non-professional carers	Reduced journey times will likely reduce discomfort and anxiety for some disabled people.	n/a
Patients receiving frequent hospital treatment to be exempt from the Traffic Filters	Exempting these people will allow them to travel by car to the hospital without having to avoid Traffic Filters.	Disability, Age – both protected characteristics are more likely to need to make frequent hospital visits	Reduced journey time/distance will likely benefit people making these frequent trips.	n/a
People with short-term mobility problems to be exempt from the Traffic Filters	Exempting these people will allow them to drive to without having to avoid Traffic Filters.	Disability, Age – both protected characteristics are more likely to have mobility problems (short term or otherwise)	Reduced journey time/distance for people travelling by car.	n/a