

# **Delegated Decisions by Cabinet Member for Transport Management**

**Thursday, 27 February 2025**

## **ADDENDA**

### **3. Petitions and Public Address (Pages 1 - 4)**

Further written statements attached.

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# Agenda Item 3

## **Cllr Charlie Hicks – Proposed ANPR Camera Enforcement**

Many thanks to you and your officers for your work on bringing forward the paper/decision on ANPR enforcement of Moving Traffic Sites (item 5) for the CMD meeting this Thursday.

As Cllr for Cowley Division, I am writing in support of the proposal to install an ANPR camera on Barracks Lane at the entrance to Marsh Park. This no motor vehicles sign is often ignored by people riding mopeds, who use the park as a cut-through. This is highly inappropriate and negatively impacts safety and experience of using the park for pedestrians and cyclists, so I welcome the proposal for this sign to be enforced with an ANPR camera.

As a future proposal, I would also welcome officers to install a new no motor vehicles sign and ANPR camera just to the east of the one proposed here (by about 20 meters) and pointing south, as this is an additional cut-through that moped riders also often go through, and many residents often write to me about with a request for the Council to stop this cut through. I have shown the location of this on the map (the full line red box is the current location and proposed for this meeting, the dotted line red box is the requested additional location). I also attach photos that show the tyre tracks through the grass verge as evidence of high-frequency cut-through (which is the additional requested location).

Please could you get back to me to confirm whether or not this additional location can be considered as part of the next round of the ANPR enforcement?

Thanks again to you and officers for this important work.

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## **Danny Yee (on behalf of Oxfordshire Liveable Streets) – Proposed ANPR Camera Enforcement**

All of these seem like useful places to have enforcement of restrictions, so we support them. It is hard to tell whether these locations are the most effective ones for deployment of cameras, however -- it would be good to have more visibility of the data referred to in paragraph 3.

I have a few comments on the different kinds of schemes.

Camera enforcement of bus lanes is not new, as the county has had those powers for some time, but we are happy to see more. A knock-on effect is to make drivers comply better with bus lanes even where there aren't cameras. And in many cases this is more important for people cycling than for buses -- a single driver using a bus lane is unlikely to cause significant delays to buses but can, if they drive fast and attempt to bully people cycling out of the way or force overtakes, endanger or stress scores of people cycling. As I have argued before, the bus lanes in Oxford are also cycle lanes, and any schemes which affect them -- for better or worse -- should be evaluated taking that into account.

It is good to see enforcement of "no motor vehicle" restrictions -- in areas with large numbers of people, every motor vehicle movement can disturb scores if not hundreds of people, either physically or through noise.

Unexpected u-turns can be extremely dangerous, so those restrictions are welcome.

And the Rectory Rd no entry and Jackson Rd turn restrictions are important to maintain low traffic neighbourhoods. Only yesterday evening I had this report from a friend:

"Princes Street was jammed with cars cutting through both directions. I assume they are going up Cross Street and up Rectory Rd to the Plain. Lots of annoyed drivers. It was awful trying to get through on my bike. Got shouted at too for not saying thank you to a driver who had to wait for a second."

On being told about the camera planned for Rectory Rd they commented: "I so hope this goes ahead."

It will be interesting to see how enforcement of the Baldon Lane local access restriction works, as this is a novel kind of scheme, with potential applications elsewhere.

The anti-moped camera on Barracks Lane seems locally motivated -- perhaps driven by anti-social behaviour in Cowley Marsh recreation ground. But we think restrictions on mopeds could be more strategically planned, with an overall goal of getting mopeds used for food delivery to shift to e-bikes. This would involve a coordinated set of anti-moped cameras covering the most strategic locations: most obviously Southfield Rd.

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