



Delegated Decisions by Leader of the Council

Thursday, 22 May 2025 at 10.00 am

Room 2&3 - County Hall, New Road, Oxford OX1 1ND

If you wish to view proceedings remotely, please click on this [Live Stream Link](#).
However, that will not allow you to participate in the meeting.

Items for Decision

The items for decision under individual Cabinet Members' delegated powers are listed overleaf, with indicative timings, and the related reports are attached. Decisions taken will become effective at the end of the working day on Wednesday 28 May 2025 unless called in by that date for review by the appropriate Scrutiny Committee.

Copies of the reports are circulated (by e-mail) to all members of the County Council.

These proceedings are open to the public

A handwritten signature in blue ink that reads "Reeves".

Martin Reeves
Chief Executive

May 2025

Committee Officer: **Democratic Services**
E-Mail: committeesdemocraticservices@oxfordshire.gov.uk

Note: Date of next meeting: 22 May 2025 (if required)

If you have any special requirements (such as a large print version of these papers or special access facilities) please contact the officer named on the front page, but please give as much notice as possible before the meeting.

Items for Decision

1. Declarations of Interest

See guidance below.

2. Questions from County Councillors

Any county councillor may, by giving notice to the Proper Officer by 9 am three working days before the meeting, ask a question on an item on the agenda.

The number of questions which may be asked by any councillor at any one meeting is limited to two (or one question with notice and a supplementary question at the meeting) and the time for questions will be limited to 30 minutes in total. As with questions at Council, any questions which remain unanswered at the end of this item will receive a written response.

Questions submitted prior to the agenda being despatched are shown below and will be the subject of a response from the appropriate Cabinet Member or such other councillor or officer as is determined by the Cabinet Member, and shall not be the subject of further debate at this meeting. Questions received after the despatch of the agenda, but before the deadline, will be shown on the Schedule of Addenda circulated at the meeting, together with any written response which is available at that time.

3. Petitions and Public Address

Members of the public who wish to speak on an item on the agenda at this meeting, or present a petition, can attend the meeting in person or 'virtually' through an online connection.

Requests to present a petition must be submitted no later than 9am ten working days before the meeting.

Requests to speak must be submitted no later than 9am three working days before the meeting.

Requests should be submitted to committeesdemocraticservices@oxfordshire.gov.uk

If you are speaking 'virtually', you may submit a written statement of your presentation to ensure that if the technology fails, then your views can still be taken into account. A written copy of your statement can be provided no later than 9am on the day of the meeting. Written submissions should be no longer than 1 A4 sheet.

4. Oxford - Urgent Community Responders, exemptions from LTN enforcement sites (Pages 1 - 52)

Cabinet Member: Leader

Forward Plan Ref: 2025/052

Contact: James Whiting, Team Leader – TRO and Schemes
(James.Whiting@oxfordshire.gov.uk)

Report by Director of Environment and Highways **(CMDLC4)**

The Cabinet Member is RECOMMENDED to:

- a) **Approve the exemption for Urgent Community Response (UCR) vehicles to drive through the following restriction points in the Cowley and East Oxford low traffic neighbourhoods currently enforced by ANPR camera: Bartholomew Road, Cornwallis Road, Crescent Road, Divinity Road, James Street, Littlehay Road, Littlemore Road, and Magdalen Road.**

5. Proposed 40mph speed limit - Banbury Road, Chipping Norton
(Pages 53 - 62)

Cabinet Member: Leader

Forward Plan Ref: 2025/064

Contact: James Whiting, Team Leader – TRO and Schemes
(James.Whiting@oxfordshire.gov.uk)

Report by Director of Environment and Highways **(CMDLC5)**

The Cabinet Member is RECOMMENDED to:

- a) **Approve the extension of the existing 40mph speed limit on Banbury Road leading north-eastwards out of Chipping Norton, as advertised, and**
- b) **Approve the two new Bus stop clearways (with associated 'No Stopping except for buses' restrictions) on either side of Banbury Road, as advertised.**

6. Proposed Parking Amendments – Church Way, Iffley (Pages 63 - 72)

Cabinet Member: Leader

Forward Plan Ref: 2025/053

Contact: James Whiting, Team Lead – TRO and Schemes
James.whiting@oxfordshire.gov.uk

Report by Director of Environment and Highways **(CMDLC6)**

The Cabinet Member is RECOMMENDED to:

- a) **Approve the proposals for two new parking bays, restricted to 'Monday to Sunday, 8am to 6.30pm, 4 hours, No return within 2 hours' in Church Way & Mill Lane, Iffley as advertised.**

Councillors declaring interests

General duty

You must declare any disclosable pecuniary interests when the meeting reaches the item on the agenda headed 'Declarations of Interest' or as soon as it becomes apparent to you.

What is a disclosable pecuniary interest?

Disclosable pecuniary interests relate to your employment; sponsorship (i.e. payment for expenses incurred by you in carrying out your duties as a councillor or towards your election expenses); contracts; land in the Council's area; licenses for land in the Council's area; corporate tenancies; and securities. These declarations must be recorded in each councillor's Register of Interests which is publicly available on the Council's website.

Disclosable pecuniary interests that must be declared are not only those of the member her or himself but also those member's spouse, civil partner or person they are living with as husband or wife or as if they were civil partners.

Declaring an interest

Where any matter disclosed in your Register of Interests is being considered at a meeting, you must declare that you have an interest. You should also disclose the nature as well as the existence of the interest. If you have a disclosable pecuniary interest, after having declared it at the meeting you must not participate in discussion or voting on the item and must withdraw from the meeting whilst the matter is discussed.

Members' Code of Conduct and public perception

Even if you do not have a disclosable pecuniary interest in a matter, the Members' Code of Conduct says that a member 'must serve only the public interest and must never improperly confer an advantage or disadvantage on any person including yourself' and that 'you must not place yourself in situations where your honesty and integrity may be questioned'.

Members Code – Other registrable interests

Where a matter arises at a meeting which directly relates to the financial interest or wellbeing of one of your other registerable interests then you must declare an interest. You must not participate in discussion or voting on the item and you must withdraw from the meeting whilst the matter is discussed.

Wellbeing can be described as a condition of contentedness, healthiness and happiness; anything that could be said to affect a person's quality of life, either positively or negatively, is likely to affect their wellbeing.

Other registrable interests include:

- a) Any unpaid directorships

- b) Any body of which you are a member or are in a position of general control or management and to which you are nominated or appointed by your authority.
- c) Any body (i) exercising functions of a public nature (ii) directed to charitable purposes or (iii) one of whose principal purposes includes the influence of public opinion or policy (including any political party or trade union) of which you are a member or in a position of general control or management.

Members Code – Non-registrable interests

Where a matter arises at a meeting which directly relates to your financial interest or wellbeing (and does not fall under disclosable pecuniary interests), or the financial interest or wellbeing of a relative or close associate, you must declare the interest.

Where a matter arises at a meeting which affects your own financial interest or wellbeing, a financial interest or wellbeing of a relative or close associate or a financial interest or wellbeing of a body included under other registrable interests, then you must declare the interest.

In order to determine whether you can remain in the meeting after disclosing your interest the following test should be applied:

Where a matter affects the financial interest or well-being:

- a) to a greater extent than it affects the financial interests of the majority of inhabitants of the ward affected by the decision and;
- b) a reasonable member of the public knowing all the facts would believe that it would affect your view of the wider public interest.

You may speak on the matter only if members of the public are also allowed to speak at the meeting. Otherwise you must not take part in any discussion or vote on the matter and must not remain in the room unless you have been granted a dispensation.

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Agenda Item 4

Division(s) affected: *Bartlemas, Cowley, Rose Hill & Littlemore*

DELEGATED DECISIONS BY THE LEADER OF THE COUNCIL

22 MAY 2025

OXFORD – PROPOSED EXEMPTION FROM ‘ANPR’ CAMERA ENFORCEMENT FOR URGENT COMMUNITY RESPONDERS

Report by Director of Environment and Highways

RECOMMENDATION

The Cabinet Member is **RECOMMENDED** to:

- a) **Approve the exemption for Urgent Community Response (UCR) vehicles to drive through the following restriction points in the Cowley and East Oxford low traffic neighbourhoods currently enforced by ANPR camera: Bartholomew Road, Cornwallis Road, Crescent Road, Divinity Road, James Street, Littlehay Road, Littlemore Road, and Magdalen Road.**

Executive summary

1. This report presents responses received to a statutory consultation on proposals to allow NHS Urgent Community Response (UCR) vehicles an exemption to travel unrestricted through those sites in Oxford’s low traffic neighbourhoods (LTNs) that are currently enforced by automatic number plate recognition (ANPR) cameras:

Location	Restriction type
Bartholomew Road	Bus gate
Cornwallis Road	Bus gate
Crescent Road (both directions)	No motor vehicles
Divinity Road (both directions)	No motor vehicles
James Street (both directions)	No motor vehicles
Littlehay Road (both directions)	No motor vehicles
Littlemore Road (both directions)	Bus gate
Magdalen Road (both directions)	No motor vehicles

2. The exemption would only be valid when the UCR vehicles are being used by responders to carry out their statutory duties.

3. Urgent Community Responders are appropriately qualified persons employed by an NHS Trust (in this case Oxford Health) whose duties include the provision of UCR services to the public as defined in the NHS Long Term Plan. UCR is a mandated service from NHS England and has been designed for patients facing a sudden health or social care crisis requiring urgent treatment at home within two hours. Without this service, the patient's health could deteriorate such that an ambulance may need to attend and could lead to a hospital admission. This includes new or worsening medical conditions, serious illnesses or injury which can be treated successfully at home if there is an urgent response.
4. Adding UCRs to the other existing exemptions at the ANPR sites in the Oxford LTNs would have a very limited impact on the number of vehicle journeys through the restriction points – it is estimated by Oxford Health that on any one day, there would only be 5 or 6 UCR vehicles on the whole of the city's road network. As such it is recommended that this additional exemption is approved despite some concerns being expressed about this in the feedback received as part of the formal consultation into the proposal. In line with the pre-existing exemptions to the ANPR operation in Oxford's LTN areas that were approved on 17 October 2023, the impact of this additional exemption will be reviewed prior to/during the operation of the Oxford traffic filter trial.

Background

5. When the East Oxford LTN scheme was made permanent on 17 October 2023, it was agreed that a certain number of the restriction points in the area along with some in the previously approved Cowley LTN would be enforced using ANPR cameras. A limited number of exemptions were approved for these new ANPR camera enforced locations:
 - emergency services
 - waste and postal vehicles
 - taxi and private hire vehicles
 - buses (in the case of the Littlemore Road restriction point)
6. Overall levels of vehicles within the LTNs are significantly lower than before the introduction of the LTNs. When LTNs were implemented the average reduction in traffic within the LTNs was around 60%. For example, the reduction along Magdalen Road ranged between 50% and 75%. Although for some roads this reduction was significantly greater. In Southfield Road, Divinity Road, and Howard Street traffic volumes decreased by more than 80%.
7. Since the approval of ANPR enforcement with limited exemptions, the number of vehicles driving through the restriction points has naturally increased, although overall levels of vehicles are still significantly lower than before the introduction of the LTNs. Examining Divinity and Magdalen Roads in the 'Before LTN' and 'After ANPR' situations, traffic levels are still around 72% lower with the ANPR in place.
8. The request for UCR vehicles to be added to the list of exemptions was made by representatives of Oxford Health NHS Trust. Despite regular and continued

engagement with Oxford Health NHS Trust, the UCR service was not something that the county council was aware of when the original list of exemptions was drawn up.

Sustainability Implications

9. The proposals would allow a small number of Urgent Community Responders each day to travel unrestricted, whilst carrying out their statutory duties, ensuring that they can deliver timely, urgent care in the community. Officers believe that the very small numbers of vehicles that would be given an exemption to drive through the LTN restriction points (estimated to be 5 or 6 each day) will have a barely noticeable impact on the conditions for cyclists, pedestrians, residents and existing exempt vehicles in the streets affected.

Financial Implications

10. Funding for consultation on the proposals was provided by the 2024/25 Central Oxfordshire Locality revenue budget.

Legal Implications

11. The consultation that has been undertaken complies with the consultation requirements for the various elements as required by law including under the Highways Act 1980, the Road Traffic Regulation Act 1984 and any other relevant legislation.
12. The scheme has been promoted by Oxfordshire County Council as the Highway Authority and Traffic Authority under the Highways Act 1980, and the Road Traffic Regulation Act 1984.

Comments checked by:

Jennifer Crouch (Head of Law - Environmental)

Jennifer.Crouch@oxfordshire.gov.uk

Equalities and Inclusion Implications

13. It is the opinion of officers that the very small number of vehicles that would be given an exemption to drive through the LTN restriction points (estimated to be 5 or 6 each day) will be so small as to have a barely noticeable impact on the conditions for cyclists, pedestrians, residents and existing exempt vehicles in the streets affected. Given that allowing UCR vehicles to have an exemption to travel freely through the LTN restriction points will enable more prompt and efficient care to those in need of the service, officers have not identified any implications in respect of equalities or inclusion in respect of the proposals. For more detail, please see the equalities impact assessment of the proposal in **Annex 2**.

Formal Consultation

14. Formal consultation was carried out between 20 March and 18 April 2025. A notice was published in the Oxford Times, and an email was sent to statutory consultees & key-stakeholders, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Bus operators, countywide transport/access & disabled peoples user groups, Oxford City Council, local City Councillors, and the local County Councillors representing the Cowley, Iffley Fields & St Mary's, Rose Hill & Littlemore, and St Clement's & Cowley Marsh divisions.
15. Consultees were also encouraged to use the consultation documents provided to publicise the proposals amongst local residents as necessary.
16. 210 responses were received via the online consultation survey during the course of the formal consultation, comprising: 28 objections (13%), nine partially supporting (4%), 159 supporting (76%), and 14 submitting a non-objection (7%).
17. Additionally, a further five emails were received directly, with Thames Valley Police and Oxford Bus Company not objecting, the Oxford Health NHS Foundation Trust and a local Oxford City Councillor offering their support, and the 'Coalition for Healthy Streets and Active Travel' raising concerns, primarily about the potential for increasing danger on residential streets, undermining the main reason that the LTNs were implemented.
18. The full responses are shown in **Annex 1**, and copies of the original responses are available for inspection by county councillors.

Summary of Support for the Proposal

19. Overall, the support for the proposal was based on how the new exemption for UCR vehicles would allow timely and effective medical care to those who urgently need it in their homes.
20. Many respondents believed that allowing UCR vehicles to drive through ANPR enforced restriction points would significantly improve response times, enabling them to reach patients more quickly and potentially save lives. Many respondents noted that UCR vehicles enable the provision of urgent medical care, which can reduce the need for emergency ambulances to attend cases and therefore reduce preventable hospital admissions. This is particularly relevant for housebound patients who rely on timely primary care.
21. Respondents highlighted that exempting UCR vehicles from ANPR camera enforced LTN restrictions would reduce travel time and allow responders to see more patients in a day. This would help alleviate some of the stress and logistical challenges that staff using UCR vehicles face.

22. Many respondents felt that it is common sense to allow UCR vehicles to use the fastest routes available. It was argued that the additional traffic from UCR vehicles would be minimal, and the benefits would far outweigh any potential downsides.

Summary of Objections/Concerns

Negative impacts on road safety, active travel and public health outcomes; compromising the purpose of the LTNs

23. A number of respondents were concerned that allowing more vehicles through the ANPR enforced restriction points would erode the perceived road safety benefits that have been achieved as a result of the LTN schemes, making them more dangerous and uncomfortable overall but specifically for pedestrians, cyclists, and wheelchair users. People were concerned that this would make active travel less attractive in the LTN areas with a corresponding negative impact on public health.
24. Some concerns were expressed about the negative impact of increasing traffic volumes on local air quality. Overall, concerns were expressed by residents and stakeholders that the positive outcomes of the LTNs would be negatively compromised if further vehicle exemptions were to be granted.

Exemption creep and enforcement

25. Some people can see that allowing UCR vehicles to drive through the ANPR camera enforced LTN restriction points would lead to better patient care and overall positive outcomes for healthcare services. But they are also worried that this will pave the way for further exemptions to be added, ultimately leading to unacceptable negative impacts on road safety and air quality for people living in and travelling through the LTN areas.
26. In some cases, people were still concerned that the ANPR enforcement of the LTN restrictions should never have been introduced; physical closure using bollards should have been retained. Some felt that the UCR service doesn't need an exemption as they could drive around the restrictions or use e-bikes to reach patients in LTN areas.
27. Some people were concerned about the number of vehicles already going through the ANPR camera enforced restriction points, claiming that many are doing so who shouldn't be. This led to concerns about possible abuse of the exemption by UCR workers taking advantage of the ability to drive through at times when they are not on work business.

Other changes requested including a wider healthcare worker vehicle exemption

28. It was suggested that the exemption for UCR vehicles does not go far enough and that a wider exemption should be given for all health and social care workers due to the amount of time that is wasted on diversionary routes to avoid

the LTN restriction points. There were some comments that residents living in LTN areas should be allowed to drive through the restriction points. Others even suggested that all LTNs should be opened up again to all vehicles.

A need to review the exemptions

29. A suggestion was made by some that if the proposal is approved, there should be a review date not just for UCR vehicle exemption but also for other existing exemptions. At that point the impact that there would have been on the transport network could be assessed and changes to the list of vehicles that are allowed through the restriction points could be amended if necessary.

Officer Responses to Concerns

30. It is accepted that adding UCR vehicles to the list of exemptions for the ANPR camera enforced restriction points in the East Oxford and Cowley LTNs will result in some additional traffic to the streets in question. However, this will be a very small amount due to the fact that it is estimated by Oxford Health that only around 5 or 6 UCR vehicles are operating on the city's transport network each day. It is officers' view therefore that the benefits of giving this exemption to the small number of UCR vehicles will far outweigh any negative impacts these vehicles will present.
31. The small amount of additional traffic that will result from this new exemption for UCR vehicles should be set in the context of the very significant reduction in traffic volumes that has been delivered by the LTNs in the East Oxford and Cowley areas. The addition of occasional UCR vehicles should be barely noticeable but will result in meaningful benefits for the operation of the UCR service each day.
32. It is the view of officers that granting an exemption for all health and social care workers would increase the number of movements too much and have an unacceptably negative impact on the positive outcomes in LTN areas i.e. road safety, air quality, conditions for cyclists, pedestrians etc. The number of vehicles that would qualify for a wider healthcare workers exemption and be on the transport network each day would be vastly greater than the number of UCR vehicles. As Oxford Health has explained, the need for an urgent response is especially critical for the small group of staff providing this special service.

Monitoring and Review

33. Vehicles that are not allowed to drive through the ANPR camera enforced LTN restriction points do need to take a longer route than before the LTN schemes were introduced if they continue to need to drive (conditions in the LTNs are now such that for many journeys, walking or cycling represents a much more attractive option now compared to before the LTNs). Whilst the longer, diversionary vehicle routes that need to be taken due to the LTNs sometimes have congestion on them, delays due to congestion are expected to

significantly reduce when the approved traffic filter trial starts at the point when the Botley Road reopens – expected to be August 2026.

34. A wider exemption for health and social care workers whilst undertaking their professional duties is included in the traffic filter trial so when that starts it is expected that overall, their journey times should be improved despite not being allowed through the LTN restrictions. As was clear in the Cabinet Member for Transport Management decision about the introduction of ANPR camera enforcement of the LTN restriction points on 17 October 2023, prior to, and during, the traffic filter trial, there will be a review of the exemptions for the LTN restriction points. That will include the exemption for UCR vehicles if this report's recommendation is approved.
35. Whilst officers do not believe that tracking UCR vehicles to ensure compliance with the exemption is either appropriate or feasible at this stage officers will liaise with Oxford Health to ensure that their staff are fully aware of the expectations for their behaviour when using the UCR exemption, if it is approved – potentially something similar to the code of conduct that was put in place for taxi drivers when they were granted an LTN exemption. This would set out clearly the basis on which the exemption has been granted and the kind of behaviour expected from the UCR vehicle drivers when taking advantage of the exemption and driving through LTN areas.

Paul Fermer
Director of Environment and Highways

Annexes	Annex 1: Consultation responses
	Annex 2: Equalities impact assessment of the proposals

Contact Officers: Craig Rossington (Technical Lead – Transport Planning)
Joanne Fellows (Place Planning Manager - Central)

May 2025

A. Email responses:

RESPONDENT	COMMENTS
(e1) Traffic Management Officer, (Thames Valley Police)	No objection
(e2) Head of Built Environment and Infrastructure, (Oxford Bus Company)	No objection
(e3) Oxford City Cllr, (Cowley ward)	Support
(e4) Oxford Health NHS Foundation Trust	<p>Support – We are very pleased to see the important work of NHS urgent community responders recognised by Oxfordshire County Council in this consultation, which if approved would see them issued with permits that would allow them to drive through ANPR monitored parts of Oxford in order to provide urgent care for the city's residents. Their work constitutes a vital part of the emergency response for those living within Oxford City.</p> <p>It is important to note that our urgent community responders provide a very different service to their planned care service colleagues, who look after many of the public for non-urgent healthcare. The Trust recognise the transport challenges in the city, and support the wider approach to reduce congestion, enabling NHS colleagues to travel more effectively. These latter staff teams will continue to be bound by Oxford's bus lanes and other traffic restrictions and find alternative routes on their planned journeys when visiting their patients.</p> <p>Oxford Health's urgent community responder services provide care for those who are in crisis (including children and young people under the age of 16) and whilst the mandated time nationally is to respond is within two hours, our teams aims to be with their patients within minutes not hours. Hence the importance of their being able to drive freely within the city, as often with the right care these patients can be kept well in their own homes – thus avoiding the need to go to busy hospital emergency departments.</p> <p>This need for urgent access across the city also includes mental health services, particularly the Crisis Resolution and Home Treatment Team (CRHT) and the Community Mental health teams , who provide intensive support in the</p>

	<p>community for individuals experiencing acute mental health crises. These teams are often required to attend multiple high-risk patients in quick succession. Delays caused by traffic restrictions could have a direct impact on the safety and wellbeing of the individuals we serve.</p> <p>Some examples of the patients supported by our urgent community responders include:</p> <ul style="list-style-type: none"> • Children and Adults who have chosen to spend their final moments at home, surrounded by loved ones, who urgently need pain relief to ensure comfort and dignity in their last days • People who have suffered a fall at home and require immediate assessment to ensure their safety, prevent further harm and reduce the risk of it happening again • Dedicated carers who suddenly fall ill themselves, leaving vulnerable patients without support, which often leads to unnecessary hospital admissions—something that could be avoided with rapid intervention from our teams • Those experiencing a sudden medical decline, such as a severe chest infection with breathing difficulties and high fever, who need urgent assessment and swift treatment to prevent a worsening condition from escalating into a critical emergency • Children and Adults experiencing a mental health crisis—such as suicidal ideation, acute psychosis, or severe anxiety—who need immediate mental health support and intervention in their own homes, as provided by the CRHT and Community Mental Health teams <p>As you can see, the aim of our urgent community responder services is to get people the urgent care they need, keeping them well in their homes and avoiding hospital admissions. Our staff working in these teams can only deliver their work effectively if they have the freedom to drive quickly to where their patients live, which includes having permits that allow them to drive through roads with traffic restrictions in place.</p> <p>It is for the reasons set out above that we support the proposal to introduce permits for NHS urgent community responders driving in the course of their work across Oxford.</p>
(e5) Coalition for Healthy Streets and Active Travel	<p>Concerns – We understand the important role that Urgent Community Responders play, and we would like to ensure that their journeys are facilitated as far as possible. However, this should be balanced against the road danger reduction role of the Low Traffic Neighbourhoods.</p>

The high levels of traffic in Oxford are an impediment to many important services, and the plan to reduce lower priority traffic through the plan for Traffic Filters, Zero Emissions Zone and Workplace Parking Levy should remain the long-term strategy, as emphasised by the recent independent and representative Citizens' Assembly.

Providing Urgent Community Responders (UCRs) a short-cut through Low Traffic Neighbourhoods has advantages and disadvantages.

Advantages include an improvement in community response. Disadvantages include more danger on residential streets, undermining the main reason that LTNs were put in place. The Cowley LTNs have reduced casualties by 4 per year in the LTN and several on boundary roads. For East Oxford LTNs the data is disrupted by criminal damage to the bollards, to which at least two injuries are linked, but it looks like there are casualty reductions on boundary roads. This casualty reduction is already somewhat at risk by permitting taxis through the some LTN streets, and removing the bollards has also enabled some illegal traffic.

UCRs are likely to have a much lower effect than taxis and illegal drivers in the LTNs. Observations from our group and contacts are that:

- Emergency services, who originally requested that some bollards be replaced with ANPR have never been spotted using the Divinity Road, Magdalen Road or Crescent Road routes.
- Taxis use them frequently. Taxis were not part of the previous consultation and so we were not able to express a view about permitting them through the filters. Most of their use appears to be without passengers. There are also reports of some taxi drivers travelling fast, driving very close to cyclists and verbally abusing them.
- There is also illegal use, which includes delivery vans, vehicles with obviously tampered or disguised number plates, and those with genuine appearing number plates.

We are concerned that some taxis may be used for personal trips through the LTNs, and UCR cars may be used in the same way.

We are also concerned that permitting another group of users through the LTNs will continue the 'slippery slope' and soon you will be faced by another group demanding access, further undermining the health and safety benefits of the LTNs.

	<p>We suggest that:</p> <ul style="list-style-type: none"> • UCRs are permitted to access the LTN filters as proposed. • All vehicles with special permission to access the LTN streets have devices fitted to monitor times and speeds of journeys, so that their use for qualifying use trips and adherence to speed limits can be checked if necessary. • The access for UCRs and taxis comes to an end when the Traffic Filters ETRO comes into force, as this will give these users priority on a wider range of streets with lower traffic levels.
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B. Online responses:

RESPONDENT	COMMENTS
(o1) Oxford City Cllr, (Oxford, Cowley Road)	Partially support – I am really concerned a number of people caught by Cameras when people are suffering with cost of living and conjection on main Road
(o2) Local resident, (Cowley area, Cricket Road)	Object – We pay road tax and still not able to use the road. Those people make this kind of stupid idea to block the road. In this way road will get more congested then normal.
(o3) Member of public, (Harwell, Jennings Lane)	Object – Two tier systems are unacceptable. Everyone should be able to travel freely in Britain.
(o4) Local resident, (Jericho, Albert)	Object – Not necessary
(o5) Local resident, (Marston, Ponds Lane)	Object – The important safety and public health benefits of the restrictions will be diminished by further extending exemptions for vehicular access. Entirely feasible to deliver urgent community care within the city via more major routes or using e.g. e-bikes

(o6) Local resident, (Oxford, Bartlemas)	<p>Object – I'm objecting because the bollards in the LTNs should have remained and so, to me, allowing any further concessions continues to undermine the original scheme.</p> <p>I appreciate this isn't the consultation for that but I can't support something, even something as reasonable as this, that weakens the LTN proposition which for a moment gave safer, quieter streets back to the people.</p>
(o7) Local resident, (Oxford, Benson Road)	<p>Object – This would negatively impact road safety and defeat the purpose of the LTNs which is to increase safety and encourage active travel. The consequence will be more air pollution and road danger. In addition, this will discourage active travel and contribute to ill health caused by sedentary lifestyles, which is associated with 1 in 6 deaths in the UK and is estimated to cost the UK £7.4 billion annually (including £0.9 billion to the NHS alone). This is a negative impact on the people of Oxfordshire as well as a failure of the councils duty to promote public health, and will cost the NHS more money than saved, indicative of short term thinking. The council should refer to the recent active travel report by Prof Sir Chris Witty (chief medical officer) before making further damaging alterations to active travel schemes.</p>
(o8) Local resident, (Oxford, Beresford Place)	<p>Object – exemptions should be limited - this is not necessary as alternative roads still get you there. If necessary for urgent responses there could be a way to appeal a fine, but not a blanket allowance as otherwise this will be used for any kind of trip.</p>
(o9) Local resident, (Oxford, Bodley Road)	<p>Object – Oxford was a vibrant city until recently. It was the home of the Morris Minor together with the universities which put Oxford on the map! Now a days its know for the lack of public transport and the road closures due to Bus Gates and LTN's. Even though these have both been apposed. These are going ahead whether the public etc like it or not, BUT it would be great if the bus gates could be monitored to let cars users (motorists) to use these before 7.30 am and after 19.00 hrs each day. There is a bus gate in Bartholomew Road and whilst there is a school for 13 weeks that school is closed and no member of the public with a car can access this - if the is gate was monitored the public would be able to access both BBL and Cowley Centre better. Please also remember we are an ageing population and a lot of older people including relatives are being ousted (left feeling vulnerable) by yourselves as their relatives cannot access these gates normally or in matters of emergencies. Yes we do have to do some things - but in comparison to the rest of the world our little bit does not touch the edges on the bigger picture. Look at USA and other countries .</p>

(o10) Member of public, (Oxford, Cleveland Drive)	Object – The roads are built to allow cars to drive on. If you close all the roads then the road tax should be scrapped, the car users are going to go a long way around to get to their destination.
(o11) Local resident, (Oxford, Cornwallis Road)	Object – More vehicles being added to the growing list of exemptions. More noise. More pollution. Less safe for pedestrians and cyclists .
(o12) Local resident, (Oxford, Cowley)	Object – I am concerned that enabling more vehicles permission to go through the ANPR will further dilute the safety of these streets and make it more dangerous for children walking and cycling as well as for older adults and wheelchair users using these roads.
(o13) Local resident, (Oxford, James Street)	Object – Open filters are dangerous, lots of vehicles who shouldn't go through do often very fast.
(o14) Local resident, (Oxford, Minster Road)	Object – Too many exemptions make road unsafe for pedestrians and cyclists
(o15) Local resident, (Oxford)	Object – They are so dangerous for vulnerable people
(o16) Local resident, (Oxford, Quarry High Street)	Object – My main concern is that this exemption would contribute to a pattern of exemption creep which is the danger of ANPR (rather than bollard/planter) enforcement of traffic restrictions; and that in the statement of reasons, no evidence is given of current journey times to addresses in or near these filters (+/- at different times of day or different days of the week) to demonstrate a need (vs other options such as delivering (some) visits by electric cargo bike which would likely lead to similar journey times as the proposed exemption-in my experience as a healthcare professionals doing home visits in Oxford). In addition, it is unclear whether the exemption would be granted to NHS

	<p>fleet vehicles or to staff vehicles, which could lead to staff driving through the filters outside of responding to health visits.</p> <p>If the aim of the filters includes for people including elderly people, people with disabilities, and children, to feel safe walking and cycling, any increase in through-traffic (which would also increase the perception of possible risk of through traffic putting people off walking/wheeling/cycling on these roads) runs counter to this.</p>
(o17) UCR employee, (Oxford)	Object – Will delay care to patients and may result in an unpleasant death
(o18) Local resident, (Oxford, Southfield Park)	<p>Object – Exemptions to road safety schemes must be strictly limited. A blanket exemption for Urgent Community Responders carries the same risk as the current exemption for taxis - both are permitted to pass through filters only during the course of their duties, but taxi drivers often do so even when not carrying a fare, and UCRs are likely to do so when not on call.</p> <p>It would suffice to introduce a presumption that UCRs can appeal against fines incurred on the limited occasions when it is absolutely necessary to pass through a filter rather than taking a main-road route.</p> <p>If this exemption is introduced, it should be for a specified period of time only, with a commitment to review the exemption at the end of that period. The exemption for taxis also needs to be reviewed, as this was introduced without consultation.</p>
(o19) Local resident, (Oxford, Southfield Road)	Object – Exemptions should be strictly limited. UCRs should have a presumption of being able to appeal a fine, but not a blanket exemption in advance. Any exemption should be for a fixed period of time with a review at the end. The same should apply to taxis.
(o20) Local resident, (Oxford, Temple Street)	Object – I object to the installation of ANPR cameras.
(o21) Local resident, (Oxford, Union Street)	Object – The cameras would create more problems even than now. Th

(o22) NHS employee, (Oxford, Walton street)	Object – I need to visit house bound patient's to carry out essential care to patient's from 8am to 6.30pm. I do not want to receive a ticket when I am trying to carry out my work.
(o23) NHS employee, (Oxford, Dunnock Way)	Object – District nurses need to be ANPR exempt. we are all Urgent community responders to our patients in the community . I have personally had a 1hour response to a patient who was dying to give her URGENT pain relief medication and due to traffic and not being able to go through the ANPR cameras I breached that time, causing a failing to the patient and to the service
(o24) Local resident, (Oxford, Hollow way)	Object – Old folk needing to shop / hairdressers / doctors/ friends coffeemeet up / visiting family
(o25) Rather not say, (Oxford, Magdalen Road)	Object – All road should be open for all vehicles to use no restrictions of any type
(o26) NHS employee, (Oxford, Cowley Road)	Object – I work in Oxford City seeing patients with long-term disabilities at home. They are not urgent, dying patients, but vulnerable patients unable to attend clinics/hospital. I need to reach their houses by car due to equipment I carry for them. Access should be to all NHS community staff, not just UCR
(o27) As part of a group/organisation, (Oxford, Walton Street)	Object – I work as a district nurse and i find really dreadful that we have to be penalised for doing our job as nurses, many times we go on life threatening emergencies due to block catheters, sepsis patients, end of life patients that are in pain agony, and some times we just drive our cars with one thing in mind : SAVING A LIFE... and even so our job is not recognised because we have to face penalties and have to pay for them? we don't even get paid enough to support paying for our bills, cars, etc and we have to pay just because we went on a road that is just for cyclists? We need support to carry on our duties without feeling the stress of where to drive without fearing to get a penalty on the letter box. Please review this situation... Being a District Nurse is already a hard job and extremely stressful
(o28) As part of a group/organisation, (Oxford, Walton Street)	Object – I work for the district nurses within the community who visit patients in there homes. I object to the ANPR restrictions- especially when I'm trying to visit an end of life patient, palliative patients or vulnerable patients that SCAS can not visit due to skill mix for blocked catheterisation. The District nurses provide home nursing as a necessary

	service to avoid hospitals going into back log. Fines and cameras will only go against this service. We carry a lot of equipment therefore will be appealing against all fines recieved.
(o29) Local resident, (Oxford, Freelands Road)	Object – Disabled driver
(o30) Local resident, (Oxford, Church Cowley Road)	<p>Partially support – It makes sense for UCRs to have the same options as emergency vehicle drivers to ignore certain road restrictions, including "no motor vehicle" signs. And they need it more than taxi drivers -- whose exemption was introduced without consultation, and who, despite being "professionals", still drive through the filters well above the speed limit, aggressively, or without a fare.</p> <p>But just as emergency vehicle drivers may ignore limits only while responding to an emergency, this exemption should be limited to urgent calls, not just "statutory duties". If it's applied like the taxi exemption, where the VRN goes in an "allow" list and all activity is then ignored, then just like with the taxi exemption, drivers will start to use it for all of their journeys, not just the ones that justify the exemption. To prevent such abuse, the incident should still be recorded (where Fol can report how often it happens), but the driver will have the opportunity to appeal it and avoid the fine. To make the situation fair, please add the "carrying out their duties" condition to taxi/PHV drivers, and enforce it.</p>
(o31) Local resident, (Oxford, Florence Park Road)	<p>Partially support – Fine for UCRs but no slippery slope to more and more exemptions please!</p> <p>Plus please expand the ANPR angles so as to prevent the delivery riders just using the pavement at the filter points.</p>
(o32) Local resident, (Oxford, Hobson Road)	Partially support – Need to be careful this is not abused.
(o33) NHS employee, (Oxford, Horspath Driftway)	Partially support – there are other NHS workers who will be disrupted by these restrictions and might benefit from exemption. Also social and health care providers eg care workers would benefit as they move from home to home to provide essential care in a timely fashion. They are often not paid for the time to travel between their clients.

(o34) As part of a group/organisation, (Oxford)	Partially support – Oxford Pedestrians Association recognises the importance of clear streets for emergency and other medical responders. However, we also have concerns about the continuing weakening of low traffic schemes. There is already increased traffic from taxis using LTN areas as ratruns, whether carrying passengers or not. We ask the council to review all exemptions, ideally when the traffic filters have been implemented, but in any case within the next two years.
(o35) Local resident, (Oxford, Upway Road)	Partially support – It is blindingly obvious that UCR providers should not have to contend with bus gates, LTNs or anything else restricting their movement or quickest possible access to where they need to go. However, I am wise to the ways of these consultations now. If I were to say fully support this exemption, you will take it to mean this, but no other, exemptions, when in fact I support all local (that is, within the city) residents being fully exempt from all this restrictive nonsense. Roads are meant for motor vehicles. People wishing to move about by other means already have a fantastic network of cycle paths, paths through parks, electric scooters and bikes etc. And the buses will be fine again once your damned LTNs, which the bus companies themselves blame for hold ups, are gone.
(o36) Local resident, (Oxford, Bartlemas Road)	Partially support – It all depends on the speed.
(o37) Local resident, (Oxford, Rymers Lane)	Partially support – We have seen the private hire and taxi exemptions and there is no evidence that this exemption is only being used while carrying out business/duty. How does the Council propose that this is enforced? Taxis and private hire exemptions have already made these roads feel less safe. There needs to be an enforced agreement of sorts that these exemptions aren't used outside of carrying out a duty that the exemption was made for.
(o38) Local resident, (Oxford, Hunsdon Road)	Support – No-brainer really.....emergency service need the fastest possible routes!
(o39) Local resident, (Abingdon, Appleford Drive)	Support – They carry out an important job and being able to be exempt could save someone's life

(o40) Member of public, (Abingdon, Farm Road)	Support – It's a bit of a no brainer, urgent responders have to go around, I think not
(o41) Member of public, (Abingdon, Hamble Drive)	Support – They have a job to do and are not there for personal reasons. They have to re route up to 10 minutes sometimes which is using up tax payers money. This is a no brainer to implement as there are no downsides and lots of upsides.
(o42) Member of public, (Abingdon, Hamble Drive)	<p>Support – The current traffic restrictions are resulting in additional journey time which, especially in peak hours, is delaying visits to patients.</p> <p>The delay of these visits can result in negative outcomes.</p> <p>This is also affecting clinicians who work in the community who do not always work in the city who are not aware of traffic restrictions as they don't always work there.</p>
(o43) Member of public, (Abingdon, Waxes Close)	Support – Surely it makes sense as it allows UCRs to respond more quickly and provide more timely care. The traffic in Oxford is horrendous, particularly during rush hour, and has only been made worse by the restrictions put in by the council so allowing urgent care to be provided urgently by allowing quicker arrival of the responder strikes me as being basic common sense.
(o44) Local resident, (Abingdon, Westfields)	Support – They should be able to get around to deliver care to the people that need it. The same exemption should apply to those called in from home attending an emergency on call in any of the hospitals.
(o45) Member of public, (Abingdon, Wilsham Road)	Support – It just makes sense
(o46) Member of public, (Abingdon, Abbott Road)	Support – Traffic restrictions should absolutely not apply to emergency vehicles.

(o47) Member of public, (Abingdon, Gibson Close)	Support – I was a community worker and understand the disruption these measures make to delivering a service to vulnerable people
(o48) Member of public, (Abingdon, Mathews Way)	Support – Friends and family who live in these areas and know people who deliver care services
(o49) As part of a group/organisation, (Abingdon, Marcham Road)	Support – I work for UCR within Oxford Health, and i also cover shifts for other community services, like DNs city and other localities, my base is Abingdon and very often I get to visit patients in Oxford. I was charged twice few months ago for a total of £75 whilst delivering EOL care to a terminally ill patient. The Trust could not support as that was a bus gate, i find this ridiculous, and that money could have been spare for my weekly family shopping. Hope this goes on in our favour all the way.
(o50) Local resident, (Bampton, Andrews Way)	Support – I work as a Registered Mental Health Nurse and Psychological Therapist. When in mental health crisis, it is vital that professionals are able to travel directly to the patient. Patients in crisis are often unable to travel to the clinician themselves. Clinicians having to take indirect routes, park elsewhere, etc not only has a negative impact on the person who urgently needs a crisis intervention, but every other patient who would (or could) be seen that day. We have a finite amount of time and resources - negotiating road restrictions when worrying about someone's life is a stress and obstacle which is not necessary. When delays are added to journeys, this means that other appointments may need to be postponed or cancelled in order to prioritise immediate need. This causes unnecessary distress to others who may be nearing or recovering from crisis. It also creates a more stressful working life for urgent community responders - who may choose jobs outside the city.
(o51) As part of a group/organisation, (Oxford, Blackbird Leys Road)	Support – I work for Oxford Health as a community therapist who often needs to respond to urgent referrals and deliver emergency equipment following referrals from GP and/or UCR/SCAS. The cameras and related fines would severely impact my ability to complete my job in these areas
(o52) Member of public, (Bletchington, Oxford Road)	Support – These people save lives, get a grip this should not be under debate at all

(o53) NHS employee, (Oxford)	Support – with the increase of patients to see on a daily basis , it is vital that the vulnerable patients their medical needs can be met with in the home setting at a timely manner. This helps hospital prevention and reduces escalation/exacerbation of their home treatment. With a growing older population we are increasingly attending to high priority visits. this includes end of life treatment and blocked catheters. we have an obligation with the trust and the patient to see these patients within a short period of time to reduce unnecessary suffering. being able to access through the bus gates means we are able to meet the needs of the patients but also increase the amount of people we attend to.
(o54) Local resident, (Oxford, Addison Crescent)	Support – Common sense
(o55) Local resident, (Cowley, Cranmer Road)	Support – It is necessary to help people
(o56) Member of public, (Cowley, Manzil Way)	Support – The current restrictions already cause delays in NHS practitioners such as District nurses, Health visitors, carers etc. attending patients. The time negotiating longer routes to get to addresses and sat in traffic funnelled down Cowley road, Iffley road etc reduces the number of patients that can be seen in a day. It increases petrol consumption and general mileage. Vulnerable people are being disproportionately effected by the LTNs. It is already impacting patients who are receiving non urgent but necessary care, to not allow health p[rofessionals access in an urgent situation would be inconceivable.
(o57) NHS employee, (Oxford, Crowell Road)	Support – SUPPORTING as will allow your residents that become "patients" can get a timely response from services that working the community such as district nurses, the community therapy service team (that deals with alot of urgent therapy/discharge from JR/unwell patients that are struggling getting around their home/the Urgent care response team as well as many more such as carers. The bus gates will not allow health care professionals and carers to meet the needs of the patients and your residents!!!!!!

(o58) Member of public, (Didcot, Kestrel Way)	Support – If it means care to people who need it can get there quicker and potentially save lives then it needs to be supported
(o59) Local resident, (Didcot, Moreland Road)	Support – Because NHS workers do important work helping our community and should be allowed to use the most effective route to benefit those in need.
(o60) Rather not say, (East Oxford, Manzil Way)	Support – Saves more time with visiting urgent patients.
(o61) Local resident, (East Oxford, St Mary's Road)	Support – All health professional should be able to get to patients asap
(o62) Local resident, (East Oxford, Hurst St)	Support – Absolutely! You MUST make this exemption. I volunteer at Sobell ward administration at the Churchill hospital and have various social connections with people with life limiting disease who might need critical care at short notice including people on dialysis and people undergoing cancer treatment (as I was myself from 2022-23 and dreaded the traffic on my daily trips to radiotherapy as I had to rely on lifts from friends coming from other parts of Oxford, picking me up off the Iffley Rd and driving me up St Clements to the Churchill. It was so stressful with the traffic that I pleaded with Churchill radiotherapy to change my times to very early morning when my friends had to scrape the ice off their car and pick me up at 7 but it was less stressful as traffic was low at that time. I don't think you should put sick people through this anxiety . I don't know why on earth the council hasn't already made these exemptions.
(o63) NHS employee, (Oxford. Headington)	Support – We have an urgent response to patients that are end of life and blocked catheters all in tremendous pain
(o64) Local resident, (Florence Park Oxford, Lytton Road)	Support – Fastest way to respond to an emergency

(o65) Local resident, (Garsington, Elm Drive)	Support – Obviously should happen . No more needs to be said !
(o66) Local resident, (Headington, Headley Way)	Support – These teams prevent hospital admissions, if they cannot respond in a timely fashion it will add the pressures the JR ED is already experiencing
(o67) Local resident, (Headington, London Road)	Support – support for UCRs
(o68) Local resident, (Headington, Rock Edge)	Support – The exemption is vital as it may save lives, and it will certainly mean the UCRs can access people more quickly and without bother or stress.
(o69) Member of public, (Headington, Warneford Road)	Support – they need access to attend to urgent health situations which might need prompt attention and some delays may affect care delivery
(o70) As part of a group/organisation, (Oxford, Jordan Hill)	Support – I am a district Nurse - we are urgent community responders to end of life and palliative patients, we are also urgent community responders to other conditions.
(o71) Local resident, (Headington, Oxford, Kennett Road)	Support – LTNs have already slowed emergency response times. Introduction of ANPR cameras, without an exemption for emergency workers, will slow times even further.
(o72) Local resident, (Headington, Quarry Road)	Support – UCR should be able to get to where they need to go as quickly as possible without having to worry about LTN's
(o73) As part of a group/organisation, (Heyford Park, Chatham Close)	Support – Member of the NHS Urgent Care Team (Out of Hours) who need to get to patients quickly.

(o74) NHS employee, (Stanton Harcourt)	Support – UCR responders should absolutely be exempt from ANPR gates. This is a service under extreme pressure who treat poorly patients who are risk of sudden life-threatening deterioration. Furthermore there capacity is tight and getting from one patient to another promptly is vital at a time when the NHSD is under enormous pressure.
(o75) As part of a group/organisation, (Witney)	Support – I support any health care workers or responders being able to easily move around the city in order to help the public
(o76) Local resident, (Iffley, Fitzherbert Close)	Support – no delays to care
(o77) Local resident, (Kennington, Poplar Grove)	Support – Vital for public safety to allow emergency responders through the gates, and to support patients in the community.
(o78) UCR employee, (Kennington, Rowles Close)	Support – Our motto is "safety first", response times are directly proportional to the patient outcome in a lot of scenarios. As both a local resident, and community provider I feel it is imperative to support our UCR teams. This will ensure patient safety, and maximise the number of patients to be seen within given time frames. I also feel that supporting our UCR teams will have no negative impact on residents.
(o79) As part of a group/organisation, (Kidlington, Oxford Road)	Support – Part of NHS community responder
(o80) Local resident, (Littlemore, Littlemore Road)	Support – i am appalled that this has to go to a consultation-this is potentially a life saving service and you waste time asking
(o81) Local resident, (Littlemore, Bodley)	Support – If it for emergencies yes they should be but it also help if littlemore Road at least was not a bus gate

(o82) Local resident, (Littlemore, Coombs Road)	Support – I am supporting this as it is crucial that responders can reach people as quickly as possible and if they can not travel through bus gates etc will in all likelihood end up stuck in traffic around Oxford especially if there has been a crash or road works. Also we need this to happen so as ambulances stay free for life threatening emergencies as they are intended. The response times are already to long for Oxfordshire's ambulances.
(o83) Local resident, (Littlemore, Elm Tree Close)	Support – It will reduce travelling time to get to patients as healthcare providers can go through the LTN which is most times the faster route.
(o84) Local resident, (Littlemore, Grange Road)	Support – It is absolutely essential that first responders, or in fact any medical staff are exempt so that they may administer potentially life saving treatment.
(o85) Local resident, (Littlemore, Long Lane)	Support – These emergency response teams and hospital at home teams are vital in our community. They, along with a list of others at a minimum should be given an exemption
(o86) Local resident, (Oxford, Brocklesby Road)	Support – All Emergency Services should be allowed to go through Bus Gates, that includes UCRs, and all types of First Responders.
(o87) Member of public, (Littlemore, Lockheart Crescent)	Support – Take out bus gates as they make driving to take about 1/2hr instead of 10 minutes
(o88) UCR employee, (Oxford, Headley Way)	Support – ANPR needs to exempt all Urgent Community Responders, Community and District Nurses, and care providers. Otherwise it will result in huge amounts of admin work for claims that will be successfully appealed.
(o89) Local resident, (Oxford, Goodson Walk)	Support – Urgent Responders often get to elderly people when they have had a fall before the emergency services.

(o90) Local resident, (Oxford, Beechey Avenue)	Support – UCRs must be allowed access to save lives and properties
(o91) Member of public, (Oxford, Harcourt Hill)	Support – This is a reasonable exemption for individuals who generally reach patients ahead of the assigned ambulance and can therefore call up additional resources if they assess they are needed.
(o92) Local resident, (Littlemore)	Support – Should also be open for blue badge holders, firemen (and part time) on call, care workers, meals on wheels, and all callout and assistance drivers.
(o93) As part of a group/organisation, (OUH Trust)	Support – I work as a community nurse responding to patient to avoid admission to hospital and most of the time getting caught in traffic or finding myself in the wrong road. Has to turn around causing more delays in treating patient.
(o94) Local resident, (Oxford, Cowley Road)	Support – These restrictions are causing traffic Jam and causing stress and Mental Health and increasing Air pollution
(o95) As part of a group/organisation, (Oxford)	Support – I also work for NHS community team and think it will be vital for us all to be able to drive through the bus gates
(o96) Local resident, (Oxford, Badger's Walk)	Support – I support UCR responders going through the ANPR filters. However I disagree with the undemocratic way in which taxis were made exempt through the same filters with absolutely no public consultation whatsoever. There are loads of taxis and the LTN is no longer safe. I live near Crescent Road and walk up it daily. The taxis are a nightmare now for cyclists and pedestrians.
(o97) Local resident, (Oxford, Barracks Lane)	Support – People's lives are in danger when emergency vehicles cannot use these roads.

(o98) Local resident, (Oxford, Bennett Crescent)	Support – Seems common sense to ensure emergency responders can get to the scene in the quickest way
(o99) UCR employee, (Oxford, Blackbird leys Road)	Support – Urgent community responders complete vital visits to residential properties and can reduce need for ambulances
(o100) Local resident, (Oxford, Bullingdon Road)	Support – Support since its a minor mitigation to the dangers caused by LTNs & Filters
(o101) Local resident, (Oxford, Church Cowley Road)	Support – Health emergencies must take priority. This is no different to allowing ambulances through.
(o102) Member of public, (Oxford, Conifer Close)	Support – They carry put lifesaving duties and time is crucial. They should have same rights as other blue light workers.
(o103) As part of a group/organisation, (Oxford, Cornwallis Road)	Support – I work in Community for NHS and it takes ages to drive between patients. We had to change they way we work and as a result we are seeing at least one if not two patients less in a day. It's also not an environment friendly, as you stay in a traffic for longer making pollutions
(o104) Local resident, (Oxford, Courtland Road)	Support – This seems like common sense?! Surely emergency care for people needs to be able to get there quickly, and not be sat in traffic at busy times.
(o105) Local resident, (Oxford, Crescent Road)	Support – I strongly support the LTNs, especially as I live on Crescent Road which previously had many cars driving too fast. But I see the argument for URGENT responders.
(o106) NHS employee, (Oxford, Dunnock Way)	Support – District nurses need to be able to travel through the anpr cameras as we are urgent care responders

(o107) Local resident, (Oxford, Edmund Road)	Support – First responders can help save lives. It is vitally important that they arrive on scene as quickly as possible. We should not be putting lives at risk because of an ideology, whatever your views. People come first.
(o108) Local resident, (Oxford, Ethelred Court, Dunstan Road)	Support – People needing urgent help need it asap
(o109) Local resident, (OXFORD, Florence Park Road)	Support – For me, this shouldn't even need discussion or a vote. It seems obvious to me that those helping the most vulnerable in urgent situations should have all the support they need to do their job.
(o110) As part of a group/organisation, (Oxford, Giles Road)	Support – We need these urgent care responders to be able to pass through the cameras. We as district nurses have a duty of care which is affected by these ANPR cameras. Please let us through !!
(o111) Local resident, (Oxford, Green Street)	Support – Must exempt public services under severe cost and time pressures. Still endure Patient Transport Service exempt for example
(o112) Local resident, (OXFORD, Hayfield Road)	Support – On what grounds could anyone object to this exemption? It will potentially save lives and save on demands on hospital services. The amazing people who carry out this vital service shouldn't have their work made even more difficult. I find it astonishing and worrying that urgent community responders weren't included in the initial list of exemptions, and that you have to have a survey about it.
(o113) Member of public, (Oxford, Headley Way)	Support – If people are in need of urgent response it stands to reason that responders shouldn't be held up unnecessarily. The more people that can be seen by urgent responders the less strain on other health services. I find it hard to believe this is even a question!
(o114) Local resident, (Oxford, Henley Avenue)	Support – It makes sense

(o115) Local resident, (Oxford, Henley Street)	Support – Makes sense for urgent responders to get to their they need to be as quickly as possible.
(o116) Local resident, (Oxford, Hertford Street)	Support – We live on Hertford Street, just on the Iffley Road side of the Magdalen Road LTN ANPR barrier, so we are very supportive of emergency and urgent response vehicles being allowed through the cameras to speed up the journey from the hospitals to houses on our side of the LTN.
(o117) Local resident, (Oxford, Hollow Way)	Support – The LTN's should be abolished completely, but until they are, carers and blue badge holders should be exempt. Disabled people that need careers need them at the time they're supposed to be there, to held up in traffic because of LTN's
(o118) Local resident, (Oxford, Iffley Road)	Support – i have disable son
(o119) Member of public, (Oxford, Jack Straws Lane)	Support – These are important medical services for people in need.
(o120) Local resident, (Oxford, Leiden Road)	Support – I am supporting this because roads are often jammed because of bollards. Going through with these exemptions will help carers and disable people to avoid being stuck for too long (which can be more difficult for them than most).
(o121) Local resident, (Oxford, London Place)	Support – It's odd they are not exempt already. Not good rule making on OCC's part. But at least you're trying to correct it,
(o122) Local resident, (Oxford, Lytton Road)	Support – Of course it's vital emergency vehicles have access to all areas. Traffic in Oxford is almost always congested causing delays. For them to be able to move freely will save lives

(o123) NHS employee, (Oxford, Lytton Road)	Support – As a district nurse we have to respond urgently to, for example, blocked urinary catheters, End of Life patients with pain or nausea etc
(o124) Local resident, (Oxford, Maidcroft Road)	Support – Registered carers should also be exempt. As a community support worker for learning disabled people I am seriously affected by delays due to traffic jams caused by LTNs. It causes anxiety for the people I support when I arrive late or when we are stuck in traffic trying to get to appointments.
(o125) Local resident, (Oxford, Morrell Avenue)	Support – Traffic is so bad at certain times of the day it could be a matter of life and death ,hence why I support exemption for UCR's
(o126) Local resident, (Oxford)	Support – These are vital to allow lives to be saved without undue delay.
(o127) Member of public, (Oxford)	Support – What sort of an incompetent idiot wouldnt have had this from the start
(o128) Local resident, (Oxford, Norham Road)	Support – Urgent care requires urgent access, something that is available to virtually no one in Oxford at the moment.
(o129) Local resident, (Oxford)	Support – should apply to carers as well.
(o130) As part of a group/organisation, (Oxford)	Support – I am an urgent community responder for end of life and blocked catheter patients working for the city district nursing team. I completely support the decision to make all urgent community responders to have exemption of the ANPR cameras as are consistently working under timed pressure to make sure we visit our patients quickly and the exemption would allow our jobs to run more seamlessly allowing us to respond to our patients daily urgent needs.

(o131) As part of a group/organisation, (Oxford)	<p>Support – As working in District nursing we attend patients who are housebound and often have to respond to visits in a timely manor.</p> <p>This could be patients who are end of life needing medications administered for symptom management or those who have blocked catheters and cannot attend another service due to being housebound.</p>
(o132) Local resident, (Oxford, Oxford Road)	Support – Importance to community. Community first responders for south central ambulance service should also be exempt if not already
(o133) Local resident, (Oxford, Rectory Road)	Support – This allows for improved time efficiency and more time for the people they care for.
(o134) Local resident, (Oxford, Rose Hill)	Support – Makes sense, no downsides only good
(o135) Local resident, (Oxford, Rymers Lane)	Support – Seems eminently sensible and the additional traffic would be minimal.
(o136) Local resident, (Oxford, Staverton Road)	Support – Urgent responders should be able to get to their destination as fast as is necessary and not be concerned with possible penalties if their service is needed
(o137) Local resident, (Oxford, Temple Road)	Support – These are vehicles which cannot be delayed by traffic measures
(o138) Local resident, (Oxford, Thames View Road)	Support – Emergency access is paramount for public safety
(o139) Local resident, (Oxford, Thorncliffe Road)	Support – I cant believe the council are even asking, this is bonkers, a) no one wants the the bus gates or the LTNs, the council still hasn't got the message, but to ask if this is supported, really?

(o140) Local resident, (Oxford, Thorncliffe Road)	<p>Support – This council is disgraceful. The fact that you did not exempt UCRs in the first place show just how ridiculous and out of touch with the real world you are.</p> <p>For the record, I AM OPPOSED TO THE LTNs AND THIS IS NOT AN INDICATION OF MY SUPPORT FOR THEM. We absolutely know how the council like to twist the truth to support their narrative.</p>
(o141) Local resident, (Oxford, Upland Park Road)	<p>Support – UCRs need to get to their destination urgently, and should not be held back in traffic.</p>
(o142) Local resident, (Oxford, Varsity Place)	<p>Support – Disabled people should be allowed too - at the moment approximately 68 thousand people enter Oxford per day and only 12 disabled (blue badge (BB) owners) enter the ZEZ/center per day . Although the ZEZ are is not big it gives us an estimate of the number of BB in the city and is cclear that the number is so low that forcing disabled people to go around the long way is not justifiable</p>
(o143) Local resident, (Oxford, Victoria Road)	<p>Support – These responders need to access their patients as quickly as possible for the best outcomes for the patient. It will save them time in their day too. I am astonished they are not already included and that we have to be consulted. This is so obvious.</p>
(o144) As part of a group/organisation, (Oxford, Walton Street)	<p>Support – I am a district nurse who needs to get to patients between 8am and 6:30. This could be for life saving and delivering urgent treatments and exemption is therefore necessary.</p>
(o145) As part of a group/organisation, (Oxford, Walton Street)	<p>Support – Community healthcare in Oxford is highly regarded and needed. Its important these worker are allowed to do there jobs without being impeached with traffic</p>

(o146) As part of a group/organisation, (Oxford, Walton Street)	Support – Without exemptions urgent care responders will be unable to access patient homes directly or in a timely manner. This will impact on patient care significantly.
(o147) Local resident, (Oxford, Templar Road)	Support – Well, we help an elderly nearby resident who will be aged 90 in September. Recently following a fall requiring emergency assistance was in hospital for 4 weeks. He fractured his hip. But was released pre-maturely to return home. In the evening at home he had another fall. He was back in hospital. A week later he returned to his home and again had another fall. He was assigned carers, but not all the time. The systems being put in place should be a barrier or a hinderance to those needing medical and care assistance.
(o148) Member of public, (Oxford, All Saints Road)	Support – It seems essential that UCRs should be able to get to whomever they are trying to help as quickly as possible. If
(o149) Member of public, (Oxford, Barton Road)	Support – It's blindingly obvious to anyone that emergency vehicles should be able to get from A to B by the fastest route possible and not be impeded by barriers of any description. Surprised this even needs a consultation to be honest!!! It's common sense!!!
(o150) As part of a group/organisation, (Oxford, Blackbird Leys Road)	Support – I am a UCR clinician and often am delayed in transit between acutely unwell patients due to the volume of traffic in Oxford city. This can leads to delays in patient care and treatment. This then means that patients are negatively affected. By being allowed to use the bus gates this will support us to provide better patient care in Oxford. It cannot be right that it is often quicker for me to visit a patient outside of Oxford city ring road (eg abingdon) from my base in blackbird leys than to visit a patient in Oxford city.
(o151) Local resident, (Oxford, Bullingdon Road)	Support – Elderly and disabled people who need care are suffering terribly because fit people on bicycles think they're the only people who matter
(o152) Local resident, (Oxford, Cornwallis Road)	Support – I have seen the traffic increase since the implementation of the LTNs and I am worried that emergency response vehicles could not reach my young children or elderly neighbours without exceptions. I feel that all NHS and

	Social Care staff should have exceptions so they can best support our communities. It can take health visitors, nurses and social workers hours to get to families as they are sitting in traffic and puts even more pressure on their resources
(o153) Local resident, (Oxford, Cowley)	<p>Support – The County Council could have used the same consultation to add the carers in the exemption. It's very disappointing that Lib Dems led County Council knew from it's own 2022 and 2023 LTN consultations Equality Impact Assessment the negative impact on carers, but after 3 years they still have not added the carers to the LTN ANPR exemption list.</p> <p>There is currently a petition to support carers LTN ANPR exemption. https://www.change.org/p/allow-carers-through-all-ltns-and-anpr-cameras</p> <p>Oxford Mail article about the impact on carers. https://www.Oxfordmail.co.uk/news/25060751.carers-say-Oxford-ltns-make-harder-reach-patients/ Blue Badge holders should also be part of the exemption list please.</p>
(o154) Local resident, (Oxford, Cowley Road)	Support – As a trained first responder I understand time saves lives - UCR's should be able to take the quickest route to an emergency.
(o155) Member of public, (Oxford, Crescent Road)	Support – Carers, GPs, DNs, or anyone taking care of/attending to the sick, elderly, disabled or vulnerable people should absolutely have automatic ANPR exemption. I currently care for my 92 year old disabled mother who is sick and housebound, I live in Crescent Road, Temple Cowley, she at Jordan Hill near Kidlington, which is a 14 mile round trip. I make the journey to hers twice a day which now has me stuck in daily congestion on Oxford Road in order to reach the ring road, adding extra time to the journey and resulting in my vehicle producing unnecessary pollution while queuing and worse, delays the often life-saving care she needs, especially when there is an emergency. I have spoken to many carers and health professionals who are experiencing similar issues. Unless OCC relaxes the ANPR restrictions, the most vulnerable in our society will continue to suffer and cannot be justified.
(o156) Local resident, (Oxford, Fairfax)	Support – The name says it all URGENT these people need help to get around the hash this council has made of the road network

(o157) Local resident, (Oxford, Florence Park)	Support – I fully support exemption for 'UCRs' as this will help people who need urgent medical assistance. In addition I support allowing Blue badge holders through the ANPR cameras too please.
(o158) Local resident, (Oxford, Frelands Road)	Support – I know the desperation and frustration of sitting in a traffic jam in Oxford trying to get to the JR hospital - it's ridiculous, dangerous and life threatening.
(o159) Local resident, (Oxford, Haslemere Gardens)	Support – The whole point of the Urgent Response concept is to deliver care as quickly and effectively as possible to someone in urgent need of medical attention. To achieve this objective, the person providing this care should be afforded the same privileges and exemptions under the Highways Acts as other emergency services, always, of course, within the bounds of what is safe and reasonable.
(o160) Member of public, (Oxford, Headley Way)	Support – NHS community staff visiting patients at home and in city centre should be exempt from driving and parking restrictions
(o161) Local resident, (Oxford, Hertford Street)	Support – I'm disabled and often need rapid care. This would save the time of ambulances
(o162) Local resident, (Oxford, Horseman Close)	Support – Sensible
(o163) As part of a group/organisation, (Oxford)	Support – As part of the hospital at home time I strongly support the Proposal. Our UCR colleagues need to rapidly respond in the community across Oxfordshire. This has become increasingly difficult due to the increasing number of traffic restrictions. On the whole I support these measures designed to ease traffic and encourage alternative transportation, but for community healthcare repose timeliness is essential. The current measure both delay treatment on an individual basis and reduce the capacity of the healthcare system to help more patients!
(o164) Local resident, (Oxford, James Street)	Support – Supporting because it can be a life changer. Early people are treated better outlook

(o165) Local resident, (Oxford, Meadow lane)	Support – Any essential service provider, especially emergency care responders should be able to move quickly and efficiently to where they need to be. What good reason is there to restrict this?
(o166) As part of a group/organisation, (Oxford)	Support – I am a district nurse who visits unplanned daily visits and is required to respond as an urgent response. I see patients for EOL care requiring urgent as required medication and pain relief. Everyday there are patient who require urgent response from District nurse service
(o167) Local resident, (Oxford, Pipkin Way)	Support – Makes sense, absolute stupidity to ask Carers and patient transport to be diverted because of LTN
(o168) Local resident, (Oxford, Ramsay)	Support – This seems a “no brainer” not requiring consultation costs
(o169) Local resident, (Oxford, Southfield Road)	Support – Given heavy traffic in Oxford it makes sense to allow urgent responders to go through ANPR
(o170) Local resident, (Oxford, Southfield Road)	Support – We should do everything possible to enable UCRs to get rapidly to members of our communities who require urgent help. This exemption is far more important than access for taxis.
(o171) Local resident, (Oxford, Tawney Street)	Support – I think that carers and medical professionals have more of a reason to get to their destinations promptly than the general public. This is especially important if they are transporting clients who may be unable to walk the required distance. Not everyone is able to cycle or walk.

(o172) Local resident, (Oxford, Trevor Place)	Support – Quick access is essential
(o173) Local resident, (Oxford, Warnborough Road)	Support – Self evident That UCL's should be exempted. The alternative is a loss of life in some cases, and serious impairment to health in many others. There have been documented cases where this has already occurred.
(o174) As part of a group/organisation, (Oxford)	Support – I support this as it will make it easier to see patients in the community and keep them out of hospital. It reduces a burden on staff having to carry equipment.
(o175) As part of a group/organisation, (Oxford)	Support – As a district nurse I will need access to roads to support patient's needs and care. This includes urgent care for end of life patients and patients with urgent needs such as blocked catheters and pain relief.
(o176) NHS employee, (Oxford)	Support – no objections as will be unable to do my job and visit patients in a timely way
(o177) Local resident, (Oxford, Hart Street)	Support – It is utterly disgraceful that you have to issue a consultation just for this. Without question all emergency workers,NHS staff, private and state carers should be able to move freely through the entire city in any type of vehicle they need/have. It would be unethical for you to impede them.
(o178) UCR employee, (Oxford, Jericho)	Support – As urgent response community responders we need access to provide support for those more vulnerable e.g end of life patients. Patients with block catheters etc... it is essential that we have access at any time
(o179) Local resident, (Oxford, Oswestry Road)	Support – Unfair and thoughtless
(o180) As part of a group/organisation, (Oxford)	Support – As a district nurse we provide urgent end of life care to patients that are distressed, in pain or unable to manage symptoms without injectable medication, which nurses give. We also provide catheter and respond to blocked catheters, for patients that are in retention and if not action this can be life threatening. Therefore the district

	nurses should be able to drive through the bus gates to avoid a delay in patient care and provide the standard of care, we all deserve.
(o181) NHS employee, (Oxford)	Support – The job is hard enough without the council adding even more pressure to get to our patients.
(o182) As a business, (Oxford, Cowley Road)	<p>Support – We operate a service that provides housebound patients access to essential Primary Care in their own homes. We have a small team of dedicate clinicians on behalf of the Oxford City Practices who travel around Oxford City, which is always ‘difficult’ and has been made more challenging with the LTNs in place.</p> <p>We do understand why these measures have been put in place, but we do only have a small team that make a BIG difference to patient care / practices as we help patients to remain at home with their loved ones in community. This is due to the access they have to this care, and wonder if it is best use of NHS funds etc of them spending longer and longer travelling.</p> <p>We fear that if we do not have some exemption from the below that this will impact on patient care, as we probably will have to reduce the number of appointments available to enable the clinicians to drive around the traffic, which is not effective use of their time. It could also make some patients difficult to access/ see due to total road closures.</p> <p>Over half our patients reside in OX4 so this will significantly impact our service as well as patient's access to Primary Care and may require more patients being referred to Secondary Care.</p> <p>This is only a relatively small group of clinicians that have a huge essential impact on patient care</p>
(o183) UCR employee, (Oxford)	Support – Being an urgent community responder , I have found that the barriers have caused delay in patient care, and has caused distress for patients, who end up going into hospitals which could be avoided. Patients are anxious about the travelling times of clinicians and some end up calling emergency services.
(o184) As part of a group/organisation, (Oxford, Luther Street)	

	Support – Health Care staff have to be able to get to patients in their homes to deliver the necessary care they need to prevent hospital admissions or even death. Care in or close to home is mandated and often the only option - e.g. those who are too ill to leave/housebound.
(o185) NHS employee, (Oxford, Blackbird Leys Road)	Support – It will improve response times and reduce additional travel around the city to get to patients in need of care more urgently. However I believe that this is short-sighted in only covering UCR's as there are other community health teams that see patients in those and surrounding areas and the closure of routes adds to the time it takes to get to patients, impacting the number of patients we are able to see in a day the delays in getting to them.
(o186) NHS employee, (Oxford, Blackbird Leys Road)	Support – This Will allow services to work within a timely manner to see critical patients, thus preventing unnecessary hospital admissions and prevent any further delays in the treatment they deserve. To object this would put additional unnecessary strain and pressure on already stretched NHS services who are only trying to do their job and serve local communities.
(o187) As part of a group/organisation, (Oxford)	Support – I work with Acute Hospital at Home, JR hospital as critical care clinician looking after patients in their places of residence. We need every support, minimal access restrictions to aid our health care delivery to patients
(o188) Local resident, (Oxford, Stone Street)	Support – Listen. It is not hard to understand that an NHS vehicle should be able to get itself through a normally off-limits zone. It is not hard to understand that, if it is not, there is a chance that someone needing critical/ urgent care may take longer to receive it. This draws a clear link between the decision whether to make a very reasonable exemption, and people's health — and indeed life and death. If ambulance drivers and others who fall under the category of UCR come out in force saying: 'Actually, no folks, don't you worry, it's no issue if we aren't exempt here!', then there will be good reason to evaluate the necessity of the exemption in more detail. In the absence of this, making the decision not to ensure that the vehicle dedicated to taking injured and ill people, and the care they require, back-and-forth across the city, would fall very firmly under the category of Silly and Dangerous.
(o189) As part of a group/organisation, (Oxford)	Support – facilitate access to patients

(o190) Member of public, (Standlake, High Street)	Support – This seems to be a no-brainer.
(o191) Local resident, (Summertown, Woodstock Road)	Support – Allowing emergency vehicles access in urgent situations strikes me as a matter of basic common sense.
(o192) Local resident, (Summertown, Portland)	Support – Good, but don't go far enough. Should have included carers.
(o193) Local resident, (Temple Cowley, Barracks Lane)	Support – Vital time may be wasted forcing a longer route for first responders. They should be granted exemption...they should have it now
(o194) Local resident, (Temple Cowley, Salegate Lane)	Support – URGENT means as fast as possible. Any delay will inevitably lead to death for some.
(o195) Local resident, (Wheatley, Elton Crescent)	Support – Because I have always been concerned that the ltn closed roads will block access for all emergency services and first responders
(o196) As part of a group/organisation, (Witney, Welch Way)	Support – I used to work as a District Nurse in East Oxford. A major reason for my relocation to Witney were the traffic restrictions in Oxfords, esp. the LTNs! With the proposed bus gate regime even my commute route to the DN office in East Oxford Health centre would have been cut off. So I had enough of it, and moved elsewhere. I strongly support my colleagues working in the City of Oxford to be able to get to their patients without waste of time and effort because of 'well-intended' (but with less than optimal result traffic management) in Oxford.
(o197) UCR employee, (Abingdon, Marcham Road)	No objection – I work for UCR and experience delays to patient care owing to travel restrictions and subsequent queues

(o198) Local resident, (Headington, Woodlands Road)	No objection – I think it's a worthwhile exemption although we need to be careful about extending the exemptions further.
(o199) Local resident, (Oxford, Ramsay Road)	No objection – I believe that its important that responders are not delayed in providing care to those needing it.
(o200) Rather not say, (Oxford, Blackbird Leys)	No objection – all health and care services should be given exemption. what is the point of preventing these services from getting to the place of need in the quickest way. it save NHS money it helps patients get care when they need it. It stops unnecessary extra miles driven causing less pollution and saving time. this restriction is not in the best interest of those living in Oxford or the NHS.
(o201) Local resident, (Oxford, Calcot Close)	No objection – It is important that UCRs are able to carry out their duties without being delayed or impeded.
(o202) Local resident, (Oxford, Hollow Way)	No objection – This seemes like a very good idea. I hope in future the possibility of prioritising a wide variety of traffic using APNR will be possible. Perhaps an app which would allow blue badge and the elderly some limited use of these roads at certain times.
(o203) NHS employee, (Oxford, Manzil Way)	No objection – I have 7 clinicians who struggle to get to patients timeously and this results in both reduced capacity and increased risk of hospitalisation.
(o204) Local resident, (Oxford, Old Road)	No objection – Emergency vehicle exist to save lifes. I know it is difficult to understand for the County Council, but we want UCRs to be able to do their job.
(o205) Local resident, (Oxford, Rymers Lane)	No objection – I can understand the rationale for the proposal of allowing urgent responders through the ANPR in the ITN's and therefore am not objecting. The more vehicles that go through the ANPR the more dangerous that the LTN's are for pedestrians, wheelchair users and cyclists, especially for children, older people and those with disabilities. I

	have seen many taxi drivers going through the ANPR at speed and without consideration for pedestrians, wheelchair users and cyclists. I would therefore object however to other groups being allowed to come through the ANPR e.g. healthcare workers/ carers in non emergency roles, blue badge holders and informal carers. To support these groups it is important that the bus gates across the city are introduced to reduce congestion for those who need to use their vehicles. I would also like for the exemptions in the ANPR in the LTN's to be reviewed once the bus gates are implemented.
(o206) As part of a group/organisation, (Oxford, Belvedere Road)	No objection – If it's urgent care required, then I think it's important that this exemption is given
(o207) Member of public, (Oxford, Finmore Road)	No objection – If urgent community responders are to be allowed through the filters, they must be trained to drive in areas busy with pedestrians and cyclists and to respect these other road users. Currently taxi are allowed through and often do not show any respect and also take dangerous risks. I would ask that regular safety training be compulsory for taxi driving licensing and that their exemption and permission to drive through the low traffic neighbourhood filters be revoked as so many have shown that they do not respect the safety or rights of others. As someone who cycled in the East Oxford area regularly I see this all the time.
(o208) NHS employee, (Oxford, Walton Street)	No objection – There are patients seen in the community that require an urgent response by DN service. For example end of life patients who need pain relief and timed visits and patients requiring treatments that if delayed can cause pain and potentially admission to an already over stretched hospital service. These treatments can be done in the home and we need to prevent hospital admission wherever possible.
(o209) As part of a group/organisation, (Oxford)	No objection – I work for a hospital at home team and do the same job and often more as UCR. Parking in Oxfordshire, even with the county council permits is often an issue and this would great help all the staff and our patients so we can deliver care to them. We are often with patient for a hour or two and shouldn't have to worry about where we can park.
(o210) Member of public, (Yarnton, Great Close Road)	No objection – UCRs should be able to enter all areas to check for all health of the general public



Oxfordshire County Council

Equalities Impact Assessment

Exempting Urgent Community Response vehicles through Automatic Number Plate Recognition (ANPR) enforced restriction points in Oxford Low Traffic Neighbourhoods (LTNs)

April 2025

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Section 1: Summary details

Directorate and Service Area	Environment and Place
What is being assessed (e.g. name of policy, procedure, project, service or proposed service change).	It is proposed to add urgent community response (UCR) vehicles to the list of exemptions for the automatic number plate recognition (ANPR) camera enforced restriction points in the Oxford low traffic neighbourhoods (LTNs)
Is this a new or existing function or policy?	<p>It is a change to an existing function.</p> <p>Making this change to help deliver efficient movement of goods and services in Oxford aligns with the county council's transport strategy, as set out in the Central Oxfordshire Travel Plan.</p>
Summary of assessment Briefly summarise the policy or proposed service change. Summarise possible impacts. Does the proposal bias, discriminate or unfairly disadvantage individuals or groups within the community? (following completion of the assessment).	<p>The proposal is not expected to have a disproportionate impact, bias, discriminate or unfairly disadvantage individuals or groups within the community.</p> <p>This proposal will result in a minor change to how LTNs in Oxford operate – Oxford Health NHS Trust which has requested the change predicts that on any given day there will be approximately only 5 or 6 vehicles operating on Oxford's highway network at any one time that would qualify for being exempt from the LTN restrictions. The likely number of additional vehicle movements in LTN areas will therefore be very small and have a minor impact on the quality of the environment for people living there or walking/cycling through. But there will be a significant benefit to those few Oxford Health patients who need to be visited urgently by medical professionals – allowing UCR vehicles to take a shorter route through LTNs will mean the likelihood of them needing an emergency ambulance and therefore being admitted to hospital will be greatly reduced.</p>
Completed By	Craig Rossington
Authorised By	Aron Wisdom

Date of Assessment	May 2025
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Section 2: Detail of proposal

Context / Background Briefly summarise the background to the policy or proposed service change, including reasons for any changes from previous versions.	<p>The primary goal of the LTNs in Oxford is to create safer and more pleasant streets for everyone by reducing through traffic in residential areas. This has been achieved by placing restriction points in a number of locations in the East Oxford and Cowley areas to restrict vehicle movements. Walking and cycling is still allowed and conditions for these modes have been significantly improved as a result of the reduced volumes of traffic.</p> <p>Following the introduction of ANPR cameras at a number of the original restriction points in the LTN areas, a limited selection of exemptions for vehicles to drive through have been allowed following formal consultation and a committee decision. These are taxis and private hire vehicles, emergency service vehicles, public waste vehicles, universal service provider vehicles (Postal service).</p>
Proposals Explain the detail of the proposals, including why this has been decided as the best course of action.	<p>Oxford Health has requested that their urgent community response (UCR) staff driving vehicles be exempted from the ANPR camera enforced LTN restriction points.</p> <p>Urgent Community Responders (UCR) cover appropriately qualified persons employed by an NHS Trust whose duties include the provision of Urgent Community Response services to the public as defined in the NHS Long Term Plan. UCR is a mandated service from NHS England and has been designed for adult patients (18+) facing a sudden health or social care crisis requiring urgent treatment at home within two hours. Without this service, an ambulance would need to attend. This includes new or worsening medical conditions, serious illnesses or injury which can be treated successfully at home with an urgent response. The service focuses on delivering timely and safe care in the community</p>
Evidence / Intelligence	<p>Allowing UCR vehicles to drive through the ANPR camera enforced restriction points will result in a very small number of additional vehicle movements in the LTN areas. Oxford Health has predicted that approximately 5 or 6 vehicles a day (on the network at any one time) would be eligible to apply for the exemption. However, including these vehicles for those eligible</p>

<p>List and explain any data, consultation outcomes, research findings, feedback from service users and stakeholders etc, that supports your proposals and can help to inform the judgements you make about potential impact on different individuals, communities or groups and our ability to deliver our climate commitments.</p>	<p>would make a big difference to the timely care delivered for those patients in severe need. This would therefore have an almost unnoticeable impact on the delivery of the objectives of the LTNs.</p>
<p>Alternatives considered / rejected</p> <p>Summarise any other approaches that have been considered in developing the policy or proposed service change, and the reasons why these were not adopted. This could include reasons why doing nothing is not an option.</p>	<p>Visiting these patients using emergency service vehicles (that are already exempt from the ANPR enforced restrictions) would not be possible because the UCR service is designed specifically to remove pressure from the emergency services. There is insufficient resource within the ambulance service to look after these patients.</p> <p>If UCR vehicles are not exempt from the ANPR points are required to continue driving the long way around to visit patients, this will mean it continues to be difficult to visit patients in need in a timely manner. Oxford Health NHS Trust has said that this could lead to emergency service vehicles/staff being required to visit patients with, in some cases at least, the patients needing to be admitted to hospital. The whole point of the UCR service is to reduce hospital admissions and allow patients to continue living at home.</p>

Section 3: Impact Assessment - Protected Characteristics

Protected Characteristic	No Impact	Positive	Negative	Description of Impact	Any actions or mitigation to reduce negative impacts	Action owner* (*Job Title, Organisation)	Timescale and monitoring arrangements
Age	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Older people are more likely to need to be visited by UCR vehicles if they are suffering a health crisis. Exempting UCR vehicles through the ANPR enforced LTN restriction points will allow quicker response times for these patients.	N/A	OCC/Oxford Health NHS Trust	Monitoring of improvements (or otherwise) to response times will be undertaken by Oxford Health if the changes are approved.
Disability	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Disabled people are more likely to need to be visited by UCR vehicles if they are suffering a health crisis. Exempting UCR vehicles through the ANPR enforced LTN restriction points will allow quicker response times for these patients.	N/A	OCC/Oxford Health NHS Trust	Monitoring of improvements (or otherwise) to response times will be undertaken by Oxford Health if the changes are approved.
Gender Reassignment	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	N/A	N/A	N/A	N/A
Marriage & Civil Partnership	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	N/A			

Pregnancy & Maternity	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	N/A			
Race	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	N/A			
Sex	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	N/A			
Sexual Orientation	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	N/A			
Religion or Belief	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	N/A			

Section 3: Impact Assessment - Additional Community Impacts

Additional community impacts	No Impact	Positive	Negative	Description of impact	Any actions or mitigation to reduce negative impacts	Action owner (*Job Title, Organisation)	Timescale and monitoring arrangements
Rural communities	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	N/A			
Armed Forces	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	N/A			
Carers	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	N/A			
Areas of deprivation	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	N/A			

Section 3: Impact Assessment - Additional Wider Impacts

Additional Wider Impacts	No Impact	Positive	Negative	Description of Impact	Any actions or mitigation to reduce negative impacts	Action owner* (*Job Title, Organisation)	Timescale and monitoring arrangements
Staff	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	N/A			
Other Council Services	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	N/A			
Providers	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	N/A			
Social Value ¹	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	N/A			

¹ If the Public Services (Social Value) Act 2012 applies to this proposal, please summarise here how you have considered how the contract might improve the economic, social, and environmental well-being of the relevant area

Section 4: Review

Where bias, negative impact or disadvantage is identified, the proposal and/or implementation can be adapted or changed; meaning there is a need for regular review. This review may also be needed to reflect additional data and evidence for a fuller assessment (proportionate to the decision in question). Please state the agreed review timescale for the identified impacts of the policy implementation or service change.

Review Date	During the traffic filter trial
Person Responsible for Review	Aron Wisdom
Authorised By	

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Division(s) affected: *Chipping Norton*

DELEGATED DECISIONS BY THE LEADER OF THE COUNCIL

22 MAY 2025

CHIPPING NORTON: BANBURY ROAD – PROPOSED 40MPH SPEED LIMIT & BUS STOP CLEARWAYS

Report by Director of Environment and Highways

RECOMMENDATION

The Cabinet Member is **RECOMMENDED** to:

- a) Approve the extension of the existing 40mph speed limit on Banbury Road leading north-eastwards out of Chipping Norton, as advertised, and
- b) Approve the two new Bus stop clearways (with associated 'No Stopping except for buses' restrictions) on either side of Banbury Road, as advertised.

Executive Summary

1. This report presents responses received to a statutory consultation on proposals – as a result of the development of adjacent land for residential purposes south of 'Hit or Miss Farm' – to extend the existing 40mph speed limit on Banbury Road leading north-eastwards out of Chipping Norton, to a point 40 metres southwest of its junction with the A3400 roundabout, replacing the current 60mph speed limit in the process, as shown in **Annex 1**.
2. Accompanying the proposed lower speed limit – as part of section 106 obligations – two new Bus stop clearways (with associated 'No Stopping except for buses' restrictions) are proposed to be located on either side of the A44 Banbury Road, approximately 100 metres southwest of the access to 'Hit or Miss Farm' (with an informal crossing point also included), as shown in **Annex 2**.

Sustainability Implications

3. The proposals aim to reduce speeds in the vicinity of the new development, whilst also providing suitable public transport infrastructure.

Financial Implications

4. Funding for consultation on the proposals (and implementation if approved) has been provided by the developer.

Legal Implications

5. The consultation that has been undertaken complies with the consultation requirements for the various elements as required by law including under the Highways Act 1980, the Road Traffic Regulation Act 1984 and any other relevant legislation.
6. The scheme has been promoted by Oxfordshire County Council as the Highway Authority and Traffic Authority under the Highways Act 1980, and the Road Traffic Regulation Act 1984.

Comments checked by:

Jennifer Crouch (Head of Law - Environmental)

Jennifer.Crouch@oxfordshire.gov.uk

Equalities and Inclusion Implications

7. No implications in respect of equalities or inclusion have been identified in respect of the proposals.

Formal Consultation

8. Formal consultation was carried out between 03 April and 02 May 2025. A notice was published in the Oxford Times, and an email was sent to statutory consultees & key-stakeholders, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Bus operators, countywide transport/access & disabled peoples user groups, West Oxfordshire District Council, local District Cllr's, Chipping Norton Town Council, Over Norton Parish Council, and the local County Councillor representing the Chipping Norton division.
9. Relevant parish/town councils, and local Cllrs (including County, District, Parish, Town) were also encouraged to use the consultation documents provided to publicise the proposals amongst local residents as necessary.
10. Five responses were received via the online consultation survey during the course of the formal consultation, and these are summarised in the table below:

Proposal	Object	Partially support	Support	No objection/ opinion	Total
40mph speed limit	3	1	1	-	5
Bus stop Clearways	-	1	2	2	5

11. Additionally, a further three emails were received directly, with Thames Valley Police not objecting, a local Town Cllr (on the local Traffic Advisory Committee) supported the proposals, whilst also requesting that the existing 20mph speed limit also be extended, and a member of public not objecting, but highlighting the need for the proposed bus stops to facilitate regular bus services to Bloxham and Banbury.
12. The full responses are shown in **Annex 3**, and copies of the original responses are available for inspection by County Councillors. Any comments received that Officers identify as containing personal abuse and/or other personal information will be redacted as appropriate.

Officer Response to Objections/Concerns

13. With regards to the objections about the 'lack of need' of a reduced speed limit due to the existing road environment – as part of the agreed section 106, the development also includes the construction of a new access onto the Banbury Road, two new bus stops either side of the carriageway, as well as a new informal pedestrian crossing point in order to service these. All of which materially affects the existing highway, whilst introducing an expected increase in the number of more vulnerable road-users (i.e. pedestrians & pedal cyclists). As such Officers feel the reduction to 40mph is appropriate when taking this onto account.
14. Additionally, one objection was concerned with potential lack of enforcement resulting in there being little point in reducing the limit. This however falls under the management of Thames Valley Police (who did not object), and will be determined by their day-to-day operational priorities.
15. Regards to the request to extend the existing 20mph speed limit to the northeast side of the business park, this falls outside the scope of this development, and as such cannot be considered as part of these proposals. Officers will however ensure the request is passed onto the 'Vision Zero' team, who manage the County-wide 20mph project, for them to appraise & consider as appropriate.

Paul Fermer
Director of Environment and Highways

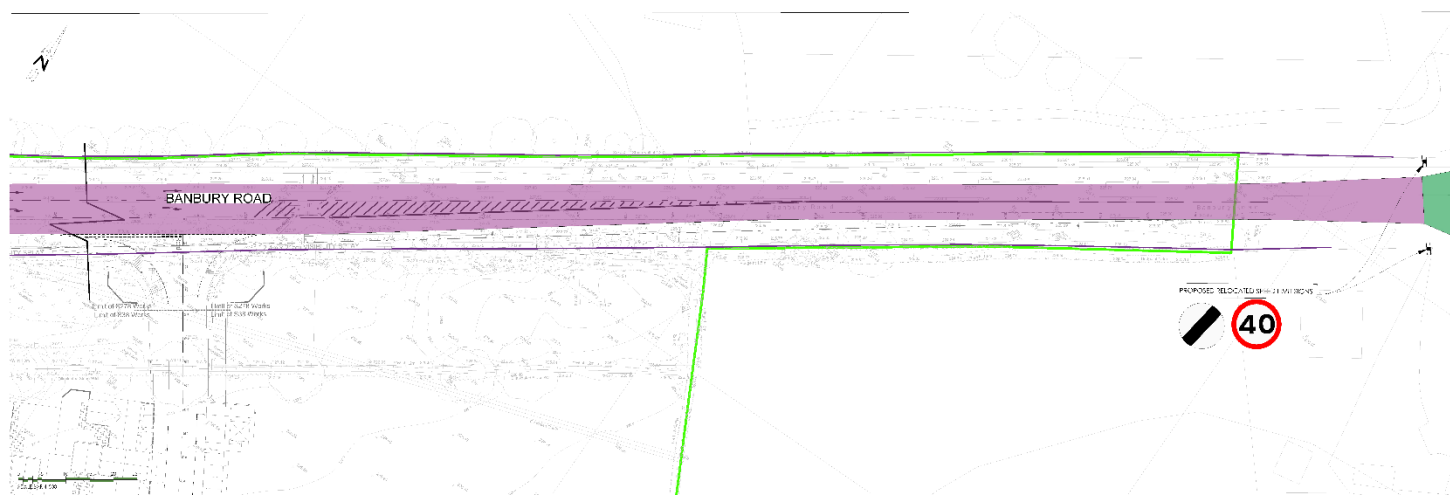
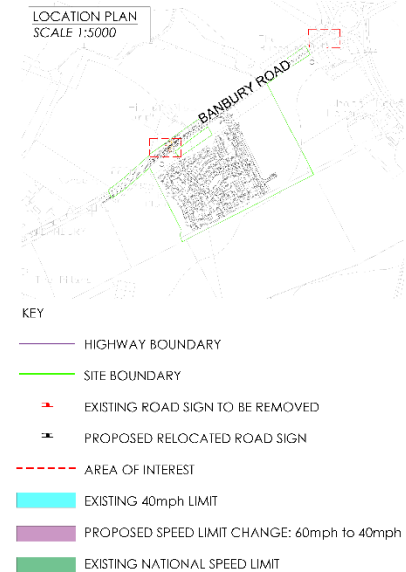
Annexes

Annexes 1-2: Consultation plan
Annex 3: Consultation responses

Contact Officers:

Chloe Kirby (Senior Engineer – Regulatory Planning
Enforcement)
Julian Richardson (Lead Engineer – Regulatory Planning
Enforcement)

May 2025



Chipmunk Nor on, Land South of Hill or Miss Form

Adoptable Highway Works
Traffic Regulation Order
Change in Speed Limit

ST 5473 782

Topic	Date	Model	Comments	Approved
As Shown & A	12.12.24	<input type="checkbox"/>	UH	TA



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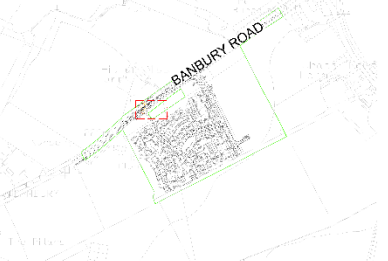
STORM

CIVIL ENGINEERING CONSULTANTS

Suite 2, First Floor, North House,
Forth Road, Perth, Perth, SC2 8 1JH

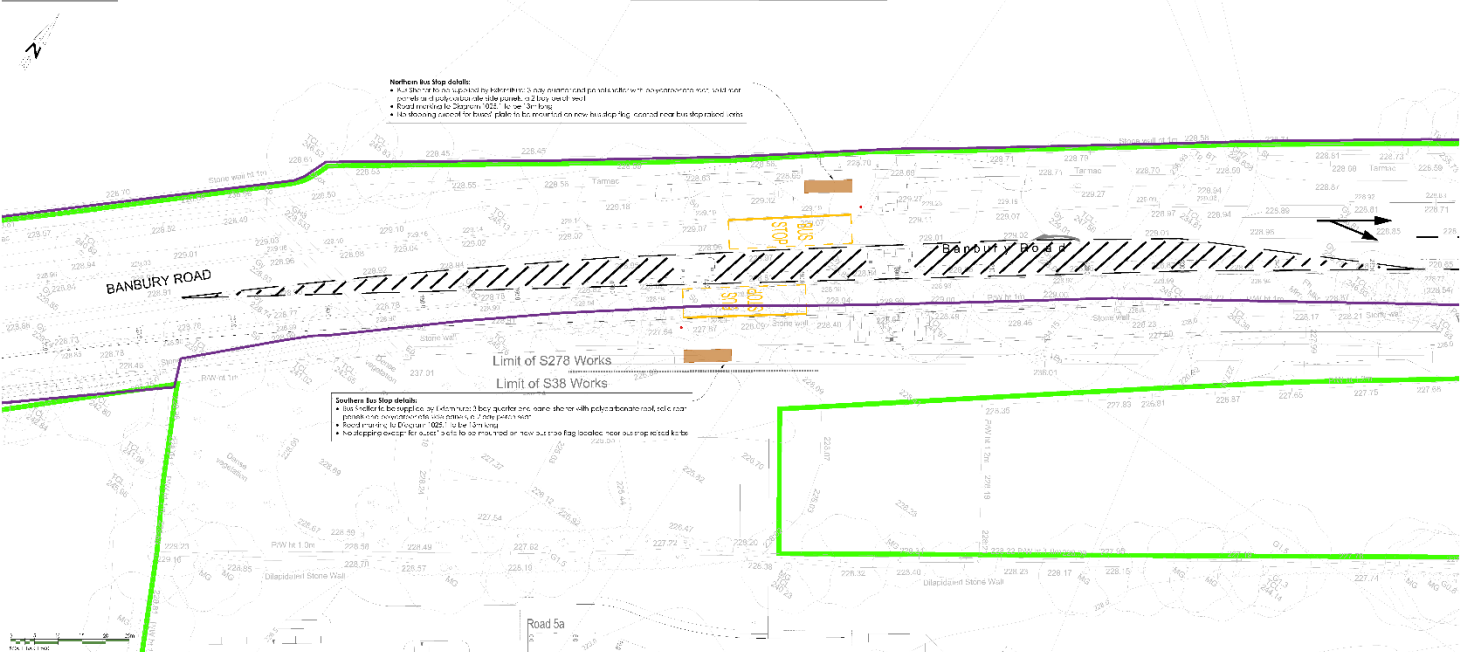
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LOCATION PLAN
SCALE 1:5000



KEY

- HIGHWAY BOUNDARY
- SITE BOUNDARY
- DIAGRAM 1025.1
- PROPOSED BUS SHELTER
- AREA OF INTEREST
- BUS STOP FLAG POLE



Northern Bus Stop details:

- The bus stop is to be located on the north side of the road, between the limits of S278 and S38 works.
- The bus stop is to be located on the north side of the road, between the limits of S278 and S38 works.
- The bus stop is to be located on the north side of the road, between the limits of S278 and S38 works.

Southern Bus Stop details:

- The bus stop is to be located on the south side of the road, between the limits of S278 and S38 works.
- The bus stop is to be located on the south side of the road, between the limits of S278 and S38 works.
- The bus stop is to be located on the south side of the road, between the limits of S278 and S38 works.

Chipmington or, Land South of H or Miss Form

Adoptable Highway Works
Proposed Bus Stop

Project Number	ST 3473	Drawn by	783
Client	AS SHOWN/A1	Date	12.12.24
Scale		Author	CL UH TW



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Stomor Group Ltd, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 870, 871, 872, 873, 874, 875, 876, 877, 878, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911, 912, 913, 914, 915, 916, 917, 918, 919, 920, 921, 922, 923, 924, 925, 926, 927, 928, 929, 930, 931, 932, 933, 934, 935, 936, 937, 938, 939, 940, 941, 942, 943, 944, 945, 946, 947, 948, 949, 950, 951, 952, 953, 954, 955, 956, 957, 958, 959, 960, 961, 962, 963, 964, 965, 966, 967, 968, 969, 970, 971, 972, 973, 974, 975, 976, 977, 978, 979, 980, 981, 982, 983, 984, 985, 986, 987, 988, 989, 990, 991, 992, 993, 994, 995, 996, 997, 998, 999, 1000.

A. Email responses:

RESPONDENT	COMMENTS
(e1) Traffic Management Officer, (Thames Valley Police)	No objection
(e2) Local Town Cllr, (Chipping Norton)	<p>Support – I totally support the extension towards the roundabout of the 40mph limit on Banbury Road. There is an exit from the Waitrose petrol station and shop very close to the roundabout.</p> <p>The 20mph limit further in also needs to be extended further out. There are the heavily used entries/exits into/from Cromwell Business Park, the bus depot and ALDI just before the start of the 20mph limit and this often makes use of these dangerous.</p> <p>Although well within the 20mph limit, exit from the Banbury Road Crossing lower down is also hazardous as vehicles are still travelling at well over 20mph. The view towards town at this crossing is very restricted due to the acute angle at which this road joins : a mirror on the lamp post opposite would be very helpful.</p>
(e3) Email response, (unknown)	<p>No objection – Although I appreciate the sense of making infrastructure provision for future bus services when planning new housing developments, currently there are only two 489 buses in the morning towards Chipping Norton and one in the evening towards Banbury. These will be of no use to future residents of the new estate travelling to work or education in Bloxham or Banbury. As well as these new proposals, a footpath should be put in across the developer's land to the London Road bus stops for the hourly (including evening) S3 services. If the County is to achieve a reduction in car use, provision for active travel access to bus services is vital.</p>

B. Online responses:

RESPONDENT	COMMENTS
(o1) Local resident, (Chipping Nirton, Morris Close)	40mph speed limit – Object Bus stop clearways – Support No point in speed limits if there aren't cameras or police to support it
(o2) Local resident, (Chipping norton, Burford Road)	40mph speed limit – Object Bus stop clearways – No objection It is high speed road with no need for a reduction in speed limit
(o3) Local resident, (Chipping Norton)	40mph speed limit – Object Bus stop clearways – Support I object to making this road a 40mph limit all the way up. It is a straight clear road that is safe at the existing limit. Maybe if houses were not being built piecemeal, we wouldn't need to keep changing speed limits. The addition of two extra sets of traffic lights along this road due to new housing has already slowed this road down adding time onto journeys.
(o4) Local resident, (Chipping Norton, London Road)	40mph speed limit – Partially support Bus stop clearways – Partially support I welcome the extension of the 40mph limit to the north east. However, with the inevitable increase of car traffic associated with the new housing estate and the existing congestion around the entrances to the Cromwell Business Park and Aldi, the opportunity should be taken under the same TRO to extend the 20mph limit to at least the north east side of the business park.

	<p>I understand that a long term view needs to be taken to infrastructure for future bus routes when planning new housing estates. However at the moment there are only two 489 bus services in the morning toward Chipping Norton and one in the evening towards Banbury. The new stops will not be used by residents from the new estate going to work or education in Bloxham or Banbury. As well as this proposal, a footpath should be put in across the developer's land (and he wishes to develop) to the hourly S3 bus service on London Road. A footpath was supposed to have been put in from the recent Pillars estate to the Health Centre and S3 bus stops on London Road but this was not done despite being across OCC land . If the Council wants to reduce car traffic it must take every opportunity to encourage active travel access to bus stops.</p>
<p>(o5) Local resident, (Chipping Norton, The Green)</p>	<p>40mph speed limit – Support Bus stop clearways – No objection</p> <p>decreasing speed limits at the boundaries to the town encourages slower passage through the populated areas and less incidence of accidents</p>

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Division(s) affected: *Isis*

DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT MANAGEMENT

22 MAY 2025

OXFORD: CHURCH WAY, IFFLEY – PROPOSED FOUR HOUR PARKING BAYS

Report by Director of Environment and Highways

RECOMMENDATION

The Cabinet Member is **RECOMMENDED** to:

- a) **Approve the proposals for two new parking bays, restricted to 'Monday to Sunday, 8am to 6.30pm, 4 hours, No return within 2 hours' in Church Way & Mill Lane, Iffley as advertised.**

Executive Summary

1. This report presents responses received to a statutory consultation on proposals to introduce two new longer stay four-hour parking bays 8am to 6.30pm on all days (with permit holders not exempted) in Church Way & Mill Lane, Iffley as shown in **Annex 1**.
2. Following the Cabinet Member for Transport Management's decision in November 2024 to approve the Controlled Parking Zone for the wider Iffley area, Officers agreed to investigate options for potential longer stay parking in the vicinity of St Mary's Church due to concerns raised about the lack of longer parking provision spaces available for those using the church facilities.
3. As a result, Officers have identified suitable locations on Church Way & Mill Lane adjacent to the Church to implement new '4 hour parking places' for approximately six 'standard-sized' motor vehicles.
4. Enforcement of the restrictions would be undertaken by the County Council's enforcement contractor Trellint, as Iffley falls within the Civil Enforcement Area for Oxford City.

Sustainability Implications

5. The proposals will provide additional parking capacity (for up to approx. 6 vehicles) for longer stay parking in the vicinity of St Mary's Church due to concerns raised about the lack of longer parking provision spaces available for those using the church facilities.

Financial Implications

6. Funding for consultation on the proposals (and implementation if approved) has been provided by the County Councils revenue budget.

Legal Implications

7. The consultation that has been undertaken complies with the consultation requirements for the various elements as required by law including under the Highways Act 1980, the Road Traffic Regulation Act 1984 and any other relevant legislation.
8. The scheme has been promoted by Oxfordshire County Council as the Highway Authority and Traffic Authority under the Highways Act 1980, and the Road Traffic Regulation Act 1984.

Comments checked by:

Jennifer Crouch (Head of Law - Environmental)

Jennifer.Crouch@oxfordshire.gov.uk

Equalities and Inclusion Implications

9. No negative implications in respect of equalities or inclusion have been identified in respect of the proposals.

Formal Consultation

10. Formal consultation was carried out between 06 February and 21 March 2025. A notice was published in the Oxford Times, and an email was sent to statutory consultees & key-stakeholders, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Bus operators, countywide transport/access & disabled peoples user groups, Oxford City Council, local City Cllr's, and the local County Councillor representing the Isis division.
11. Additionally, a letter was sent directly to approximately 73 properties in the area adjacent to the proposals, and street notices were also placed on site in the immediate vicinity.

12. Relevant parish/town councils, and local Cllrs (including County, District, Parish, Town) were also encouraged to use the consultation documents provided to publicise the proposals amongst local residents as necessary.
13. An additional email & letter was sent to the statutory consultees, key-stakeholders and local residents on the 24th February, and an updated press notice published on the 27th following the identification of a minor error in text detailing the proposals as originally advertised, in that the restrictions were proposed to cover all days (i.e. 'Monday to Sunday') as opposed to the 'Monday to Saturday' as originally stated. Site notices were also replaced on site to confirm the correction.
14. 21 responses were received via the online consultation survey during the course of the formal consultation, comprising of: four objections (19%), five partially supporting (24%), and 12 in support (57%).
15. The 'Friends of Iffley Village' group response was in partial support for the proposal (as counted above), citing concerns about visual impact and that signage should be kept to a minimum in this Grade 1 listed and conservation area environment.
16. In addition, a further four emails were received directly, with Thames Valley Police & Oxford Bus Company expressing no objections, and two local residents offering their support.
17. The full responses are shown in **Annex 2**, and copies of the original responses are available for inspection by County Councillors. Any comments received that Officers identify as containing personal abuse and/or other personal information will be redacted as appropriate.

Officer Response to Objections/Concerns

18. Overall, responses to the consultation are in support of the proposed new parking bays, but some concerns have been raised, with the key themes in responses including the following:

Support for longer parking provision

19. Many commenters support the need for 4-hour or longer parking bays to accommodate church and village hall activities, which often require extended parking times for events like weddings, funerals, and community activities.

Insufficient number of spaces

20. Several people believe that the current proposal of only approx. six spaces is inadequate and suggest that more spaces are needed, particularly in areas where residents have long drives and do not need to park on the street.

Inadequate time limit

21. Some believe that even four hours may not be sufficient for certain events, and there are concerns about the potential for misuse by people parking for other purposes.

Visual impact and signage

22. There are also concerns about the visual impact of signage in the conservation area, with requests for minimal and appropriate signage.
23. The comments highlight a mix of support and opposition, with a common theme of balancing the needs of the church and village hall with those of local residents.

Officer comments

24. During the initial design stages of the parking proposals, officers did assess the possibility of installing a different style of parking bay (echelon styled bays) which could provide a additional space or two, however when officers undertook a vehicle tracking assessment, it highlighted that the movement of larger vehicles, such as refuse vehicles, fire engines etc. would be impacted by the bays being installed at this angle. It was therefore agreed that parallel bays accommodating up to 6 vehicles would be more suitable for this area.
25. The proposed 4-hour limit provides motorists with an option to park for longer periods than the current arrangement of 3 hours in the immediate CPZ area, but still allows for a reasonable turnover of vehicles utilising the proposed bays. Visitors can park in the bay(s) for 4 hours and then move their vehicle if required into the wider CPZ for a further 3 hours. This then allows for a total parking stay of 7 hours during the restricted hours of Monday – Sunday 8am – 6.30pm.
26. As the proposed is to introduce new parking bays, these will need to be marked out on the highway in white paint to the standard 1028.3 marking in the Traffic Signs Regulations. As is usual practise when implementing new parking restrictions in a conservation area, any associated signage will be carefully looked at and where possible mounted on a wall instead of installing new posts. Due to the size of the proposed bays, only 1 sign will be required for each bay to meet regulatory requirements and therefore not impact adversely visually.

Paul Fermer
Director of Environment and Highways

Annexes

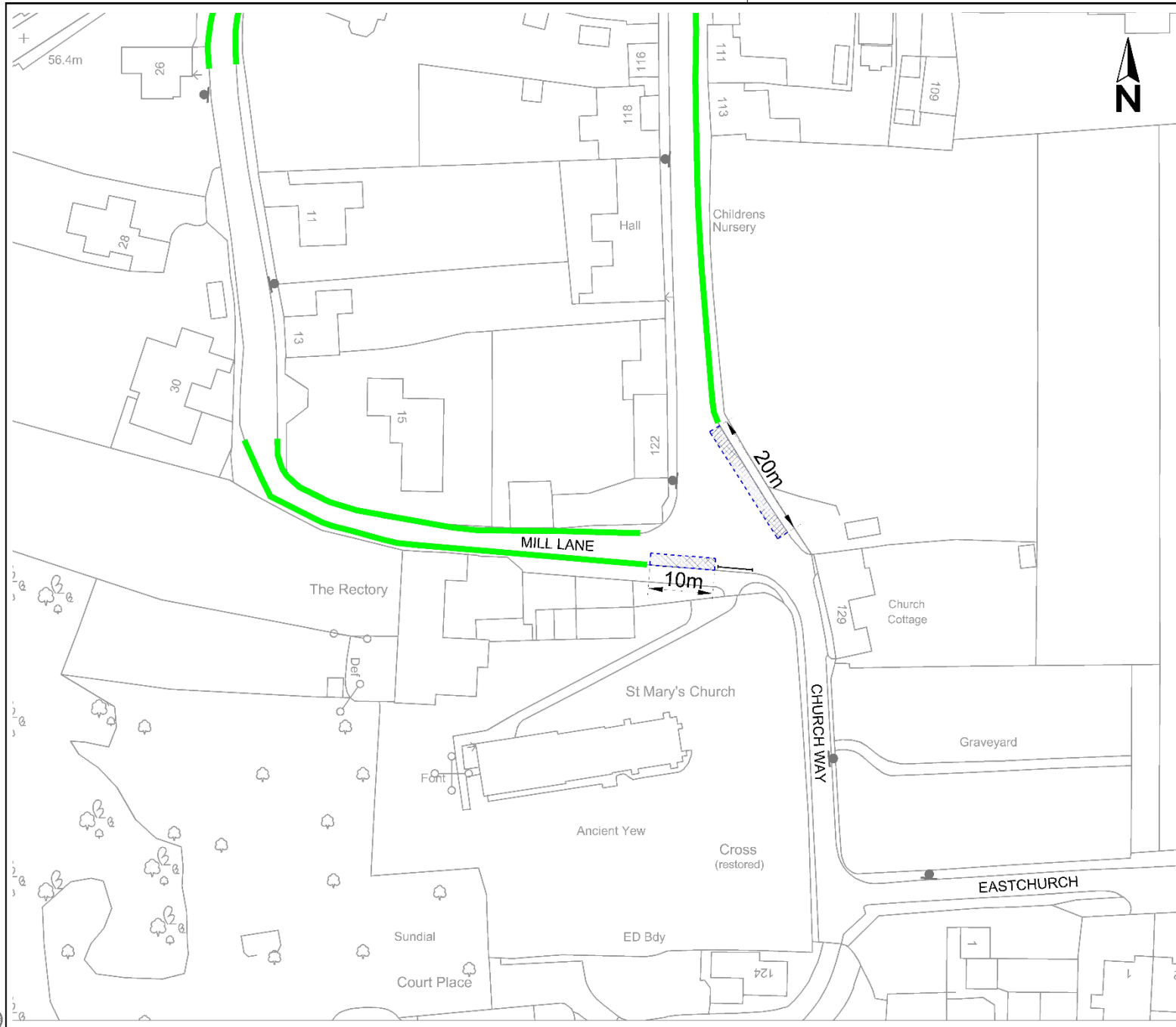
Annex 1: Consultation Plan
Annex 2: Consultation responses

Contact Officers:

Vicki Neville (Senior Officer – TRO & Schemes)
James Whiting (Team Leader – TRO & Schemes)

May 2025

Drawing No. IF/CPZ/2025/001		Revision v1									
<p>Key</p> <p>—— Existing 'No waiting at any time' restrictions (double yellow lines)</p> <p> Proposed new time limited parking bays Monday to Sunday 8am - 6.30pm 4 hours no return within 2 hours</p> <p><i>Bays to provide approx. 6 parking spaces.</i></p> <p><i>Any associated signage could be installed on walls</i></p>											
<p>Reproduced from the Ordnance Survey mapping with the permission of the Controller of Her Majesty's Stationery Office © Crown Copyright. Unauthorised reproduction infringes Crown Copyright, and may lead to prosecution or civil proceedings. Oxfordshire County Council Licence 2023 OS AC0009851087</p>											
Rev.	Date	Purpose of revision	Drawn Checked Approved								
<p>OXFORDSHIRE COUNTY COUNCIL <small>Paul Farmer Director of Environment & Highways Oxfordshire County Council County Hall Oxford OX1 1ND Tel: 0345 310 11 11</small></p>											
<p>Project title</p> <p style="text-align: center;">IFFLEY PERMIT PARKING AREA (PPA)</p>											
<p>Drawing title</p> <p style="text-align: center;">PROPOSED TIME LIMITED PARKING BAYS CHURCH WAY IFFLEY</p>											
<p>Drawing Status</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td>Scale @ A3</td> <td>Drawn by VN</td> <td>Checked by JW</td> <td>Approved by JW</td> </tr> <tr> <td>1:1000</td> <td>Date drawn 17.12.2024</td> <td>Date checked</td> <td>Date approved</td> </tr> </table> <p>Oxfordshire Project No. & File Ref</p>				Scale @ A3	Drawn by VN	Checked by JW	Approved by JW	1:1000	Date drawn 17.12.2024	Date checked	Date approved
Scale @ A3	Drawn by VN	Checked by JW	Approved by JW								
1:1000	Date drawn 17.12.2024	Date checked	Date approved								
Drawing No. IF/CPZ/2025/001		Revision v1									



A. Email responses:

RESPONDENT	COMMENTS
(e1) Traffic Management Officer, (Thames Valley Police)	No objection
(e2) Head of Built Environment and Infrastructure, (Oxford Bus Company)	No objection – This doesn't affect any bus services and we have no comment to make.
(e3) Local resident, (unknown)	<p>Support – Can you please clarify further – You state 'Permit holders will not be exempt, and as such will also only be able to park for the maximum of 4 hours at any one time during the restricted period'. Will there still be spaces on Mill Lane where residents can legally park with a permit for an unlimited time? I presume residents will not be entirely prohibited from longer than 4-hour parking, just prohibited in the 'general' spots.</p> <p>If this is the case, then I'm happy to support your revised plan.</p>
(e4) Local resident, (unknown)	Support – Can I please add my support to the call for new four-hour parking bays for visitors to Iffley Church and Church Hall, on which, I understand, the County Council is currently consulting.

B. Online responses:

RESPONDENT	COMMENTS
(o1) As part of a group/organisation, (St Mary's Church Iffley)	Object – Four hours not always long enough

(o2) Local resident, (Iffley, Church Way)	Object – In my experience parking in Oxford privileges the financial segment of the equation failing to take account the social element. I have lived near Church Way for over year. Not once have I found parking a problem in the section of Church Way from Adderbury road to the church., If there is an event at the Village hall then one takes that into account and behaves flexibly. Not difficult. The Village Hall is a benefit for the area, these lines appear to turn this benefit into a negative. Why does finance always trump social well being. The council does appear to prefer the punitive and there comes a time when those of living here wonder why this is so. Where did 171 votes come from, unlikely from the upper section of Church Way where there are no more than 15 houses.
(o3) As part of a group/organisation, (Oxford, Courtland Road)	Object – 4 hours by the church is not enough, especially for some funerals and weddings. This coming Sunday 2nd March I have a problem. I am speaking at the 10am service so need to be parked by 9.45 am. After the service I am involved in helping with serving coffee in the hall for the congregation after the service. I am expected at the Rectory at 12pm to help the Vicar set up for the teenagers group , which finishes at 1.30pm. The vicar and I then discuss the meeting until 2pm. I therefore need to be parked for 4 hours and 15 minutes.
(o4) Local resident, (Iffley, Mill Lane)	Object – We strongly object to this proposal. As residents of Mill Lane a number of our immediate neighbours have no parking - wherr are they supposed to leave their cars. They are elderly and cannot walk hundreds of yards with shopping or indeed anything else. This is designed to facillitate parking for the hall and the church which is good but not at the expense of residents.
(o5) Local resident, (Iffley, Church way)	Partially support – If a four hour parking bay is approved, this obviously has the potential for anybody coming into Iffley to park there rather than the two or three hour parking bays so I am not sure how this would benefit the church.
(o6) Local resident, (Iffley, Eastchurch)	Partially support – Am totally in support of need to have 4 hour (or longer) for church and village hall use but the current proposal for only six spaces is laughably insufficient
(o7) Local resident, (iffley, Eastchurch)	Partially support – There is no need for a cpz at all south of the junction of Church Way and Abberbury but if there is to be one there need to be far more than six longer stay spaces. I suggest that Abberbury Road (and Avenue) would be a good location as all residents have long drives and no need to park in the road themselves

(o8) As part of a group/organisation, Friends of Iffley Village)	Partially support – strongly supports in principle the wishes of the church authorities in requesting 4 hour parking provision in order to support visitors to the church and the church hall. We have concerns, however, that visual impact and signage should be kept to a minimum in this Grade 1 listed and conservation area environment. We have already queried via the County Councillor, Brad Baines, whether your signage can go onto listed walls (as you propose) but understand that you have not yet reviewed whether this is permissible. We should be grateful for direct engagement / a site meeting on your proposals prior to implementation.
(o9) Local resident, (Iffley, Mill lane)	Partially support – I responded earlier to say that I objected to this plan. We were sent 2 envelopes - one did not have a map of where the plans were and my understanding of the description of Mill Lane parking was the southern section of Mill Lane. In fact when we opened the second letter the plan enclosed showed it to be a small area by the church. This is not going to affect the residents of Mill Lane. Therefore I have no objections
(o10) Local resident, (Iffley, Abberbury Road)	Support – Church services and Church events - baptisms, special evening services, etc - can often run longer than normal service times. Making people worry about running afoul of parking time limits would cause needless stress and interfere with the aim of these ministries.
(o11) Local resident, (Iffley, Abberbury Road)	Support – elderly and disabled access to the church and church hall
(o12) Local resident, (Iffley, Anne Greenwood Close)	Support – I am a member of the congregation of Iffley church. The hire of the church hall during weekdays is an essential source of income for maintaining our glorious ancient church, and we would have more difficulty finding hirers if there was no parking. It is impossible to provide a car park for the church and hall so on-street parking is essential. Also, some church events can require more than three hours parking. The parking problems in the past have primarily been with commuters parking near the bus route on Henley Avenue, they would not walk 15 minutes to the far end of Church Way.
(o13) As part of a group/organisation, St Mary's Church Iffley)	Support – This would be a very welcome and helpful measure to assist those needing to organise or attend longer functions in the Church and/or Hall. The introduction of the parking restrictions has caused a lot of uncertainty for some of our principal regular Hall hirers who need the longer term parking and we are already noticing a reduction in regular hall bookings, so the proposed 4 hour parking should be helpful.

(o14) As part of a group/organisation, (Oxford, Fairacres Road)	Support – I am a member of the Church of St Mary the Virgin at Iffley, and the introduction of 4-hour bays is very important to ensure that the congregation and the many visitors we receive have enough time to attend the full range of church activities. There are also many community activities in the church hall during the week which require parking facilities of up to 4 hours.
(o15) Local resident, (Oxford, Iffley Road)	Support – Essential for all kinds of church activities including marriages, funerals etc
(o16) Local resident, (Iffley, Maywood Road)	Support – The church and village hall are an essential part of village life. Many of the users are elderly and infirm. Driving them away because they cannot park for services and events is bad for the village. This should have been considered in the original plan and consultation.
(o17) Local resident, (Iffley, Mill Lane)	Support – We did not even want CPZ in Mill Lane in the first place so I suppose the four hour limit is better than two hours. It is harmful to the church and also to the Isis Farmhouse, both of which often have clients using the church hall or the public house for events lasting more than four hours.
(o18) Local resident, (Iffley, Sheepway Court)	Support – There are sometimes two services close together. Performers in the hall arrive for rehearsals before concerts, so can be there for longer than 3 hours.
(o19) Local resident, (Oxford, Sheepway Court)	Support – This proposal will help the church and the nearby church hall better to perform their functions, and therefore better support the religious and civic interests of the residents of Iffley and the many visitors to the village.
(o20) Local resident, (Iffley, Tree Lane)	Support – I agree that provision of parking for those attending Iffley church & church hall events is needed

<p>(o21) As part of a group/organisation, (St Mary's Church Iffley)</p>	<p>Support – I am a deputy churchwarden helping with services, funerals, weddings, coffee duties after church, church events. I need to be at church at 9am when on duty and sometimes needed until/after 1pm for a funeral or baptism. 4hrs should just about cover me as I live outside the OM zone. I would need to consider restricting my duties if I am not able to park past 3hrs.</p>
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