



**Address to Highways Decision Meeting, 22 June 2023
re Cowley LTN ANPR proposals
Robin Tucker, Co-Chair, CoHSAT**

I apologise that I cannot be present, as I am returning from holiday.

We support the Cowley LTNs and remind you of the results of our YouGov poll, which found that of a representative sample of Oxford adults, twice as many supported LTNs as opposed them. 10,000 people benefit from the safer and healthier streets of the Cowley LTNs. The key now is that they remain low traffic and don't become medium traffic neighbourhoods, undoing the gains made in healthy activity.

We are sorry your initial plan for bollards, that were easily removable by emergency services and overrunnable in need, was disrupted by vandals. Their criminal damage left some of the filters unremovable or impassable by ambulances, putting lives at risk, and left others removed, leading to illegal driving and we believe at least two people with serious injuries from car impacts.

We are glad that you have reacted to these, if slowly, with stronger bollards and further proposals to improve bus and emergency access.

For Littlemore Road, we accept the trade-off to enable bus services. Over 27% of households in the immediate area don't have cars, so buses are essential. However, we are concerned that other vehicles increase the amount of traffic and danger on these roads, and that drivers with false plates will take advantage of them. We think this should not happen unless there are measures to monitor and enforce against false plates, speeding and dangerous driving.

We object outright to the proposal for any access apart from emergency vehicles on Littlehay Road and Crescent Road. For these two roads, the consultation only included emergency vehicles and so we do not think you can approve wider access.

If access to taxis for these streets were proposed, we would be among several stakeholders objecting. It would create a high-speed taxi corridor linking Iffley Road, Cowley Road and Hollow Way. Traffic would multiply, removing LTN benefits from several streets and making them 'no go' areas for children and most people who want to cycle. These two should be emergency services only, ideally with a collapsible bollard to supplement the ANPR cameras.