



Minute Annex

***Delegated Decisions by Cabinet Member for
Highway Management***

22 June 2023

**Speakers
Written Statements Received**

Item 5 Cowley LTN

Anne Stares
Clara Ramsey
Dan Pooley
Danny Yee - Oxfordshire Liveable Streets
Hannah Roads
Hilary Grime
Ines Wilhelm
Jason Mosley
Judith Harley
Patrick Pawsey Vale
Richard Parnham
Robin Tucker
Sadiea Mustafa-Awan
Stephen Gower
Dr Tony Eade
Cllr Trish Elphinstone

Item 17 Cumnor Hill

Tom Christophers

Item 18 East Hanney

Cllr Steven McKechnie, East Hanney Parish Council

Item 20 St Clements

Robin Tucker
Danny Yee – Oxfordshire Liveable Streets

Anne Stares

As we come to the end of another tick box exercise we see another response biased consultation where the results are ignored because they clearly show the local people hate what you are doing, with the lame excuse that "it's a consultation not a referendum". Another attempt at hoodwinking residents into thinking they had a say. Changing hated bollards into money printing ANPR, as the next step in the decimation of a city.

Wake up! You are fooling no one. We have seen cabling being installed, cameras ordered, so what's going on? Well, we have submitted a freedom of information request so we will soon know. The consultation a deception and the decision already made. The first Gunning principle around consultations, states that there must be no pre-determined outcomes yet it is clear that prior to the conclusion of any consultation, you have clearly progressed your own agenda.

We have now put up with road chaos for 2 years. The whole eastern side of our city is gridlocked most of the time, the few remaining open roads choked with emissions. And now we are to be hemmed in with cameras and it seems even private hire vehicles are to come before residents. You have even ignored the recommendations of our elected councillors & representatives.

This City is under siege from its own council -the enemy from within. You have created a road system that is increasingly inaccessible and killing business and is now so fragile that any disruption causes absolute gridlock and total chaos, but still you plough on.

A county council that has ignored & dismissed its residents and ignored and dismissed democracy. It is an absolute betrayal of the business and people that you were elected to represent and to whom you promised more.

You do not care that we need to get to work/get the kids to school, visit our Mums/do our shopping/live our lives. You do not care that business's are struggling that our lives maybe imploding. We the residents are expendable, collateral damage, sacrificial lambs on the alter of your vision, your ego and your arrogance.

We have been bullied by this council we have been devalued silenced & ignored along with its few supporters, who ridicule, crush & stamp out any resistance, brand any dissenters conspiracists, as petrol heads welded to our cars & taken for fools.

This is not a loud voice from a few, this is the scream of a City -from its people the ones you should be representing. Well you do not represent me & you do not represent the majority -you have lost the confidence & trust of an entire city save for a fringe of supporters & those heavily invested in this scheme.

Let me be clear, right now you may have the power but you do not have the support. Residents of Littlemore will never forgive you, this City & its people will never forgive you & history will not be kind

Agenda Item 5

Clara Ramsey

Growing up in the 1960 to current.

Oxford was recognised as Town & Gown with the university ruling against the Town (discrimination!) Wealth against working class

LTN takes away humanitarian rights once again Discrimination is being Focus against Cowley with more upper class now living in the area. Iffley Road and Cowley Road are being separated. Yet Summertown & Woodstock Road remain connected. Doctors are mainly on the Cowley Road the elderly are being discriminated journeys taking longer.

School journeys parents should have the choice children being sent to local school bullying involved without car no opportunity to go outside able to go outside catchment area. Discrimination against equal opportunity once again the best school being in the more wealth area.

The class Division continue to increase with Oxford only targeting Wealth, Education against working class.

The government wants grandparents to assist in caring for grandchildren due to childcare cost most grandparents would rely on using a car.

LTN is taking away Equal opportunity from individuals in Oxford and returning Gown against Town.

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Taxis are a cornerstone of Oxford's future. A future where our embedded travel network gifts the next generation a path *away from vehicle ownership* and our drive-everywhere culture. Taxis enable people to go car-free. Surely the best way to support our private hire businesses is to reduce car ownership? To increase active travel, public transport and the appeal of open spaces all over the city? Build it and they will come!

The 'it' is a city-wide network of LTNs, which provide a safe-haven via traffic segregation. Where the harm caused to a person falling from a bike is that of the fall, not the harm caused by the ensuing vehicles. The number of cyclists injured and killed should be enough to roll out LTNs city wide. You shouldn't need the additional emissions evidence, you shouldn't need the emergency services to spell out that the benefits of life-long active travel outweigh all other metrics. You won't need to be told that the best way to deliver an emergency vehicle to target is to reduce traffic, not to fill up every single road to the brim.

With this common goal in mind, I would like to put on record two consequences of converting our physical filters to ANPR control and most worryingly the possibility of exemptions for taxis.

[1] ANPR controlled gates only tackle the so called "rat run" problem that motivated many residents to support LTNs. They do not ensure the prerequisite for the adoption of active travel: that of safety. A camera can offer punishment after the crime. It might be a deterrent but it cannot undo the damage done. I hope the graphic below makes this clear. I encourage you to reject any motion to reduce the safety of our LTNS and maintain all physical barriers.



[2] The exemption of private hire vehicles is the worst possible combination of traffic modes. **Uptake of active travel requires safe and supportive spaces.** Spaces where you can let your guard down and enjoy it. Taxis drivers make their living by driving as fast and efficiently as legally possible. Filling our active-travel safe-havens with private hire vehicles directly undermines your modal-shift strategy and fatefully curtails the number of new taxi users!

Surprisingly, in my street, those against LTNs, and those for them seem to agree on the second point. Chatting at our local shop the residents and shop owners seem genuinely floored by this proposal. Some residents are pro ANPR and hope for resident permits. Many already see the benefits of our physical barriers. **I met none that think private hire exception through LTNs is a sane concept.**

I implore you to reject all modifications and to instead look to further embed our physical closures, ending this never-ending debate. Proper traffic segregation is known to work – proven across many European cities - let's hurry up and undo the mistakes of the past. Not make fresh ones.

Yours Sincerely

Daniel Pooley - Temple Cowley

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Danny Yee

The advertised scheme contained no suggestion that the restrictions on Littlehay and Crescent Rds would be changed. I have legal advice that, in consequence, introducing exemptions there in the making of the traffic regulation order is unlikely to comply with the requirements in part 14 of the Local Authorities Traffic Orders Regulations. A resident of Crescent Rd who was ok with emergency vehicle access, and unconcerned about how the restrictions were implemented, would at no point have been notified that decisions at this meeting might change what the restrictions on Crescent Rd were by exempting taxis. So please abandon those changes or defer them pending a proper consultation.

There needs to be an open discussion about taxi exemptions to LTN modal filters. The goal of LTNs is to minimise motor traffic in order to reduce road danger, enable active travel and improve local amenity, and taxis affect those just as much as other motor vehicles. It is true that taxis are used by disabled people, but no exemptions are proposed for blue badge holders. Otherwise, taxis are disproportionately used by the well-off. What is the rationale for speeding up taxi trips at the expense of road safety? Why should they be allowed to take short-cuts through local streets to avoid main road junctions?

If opened up, these routes would be more attractive to taxis than before, since they are now uncongested - and alternative main road routes are 20mph instead of 30mph - so more taxis would use them and they would drive faster. On some routes, taxi exemptions would more than triple the amount of motor traffic. This would make these streets less walkable and cycleable and liveable, especially for children and slower or frailer adults - do we want 8-80 cycling or are we going to settle for 12-60 cycling instead?

So I urge you not to approve any of the proposed taxi exemptions. If officers are worried about consistency then you can remove the existing taxi exemptions on Cornwallis and Bartholemew Rds -- or adopt "taxis allowed on bus routes" as a policy (with bus routes generally being on wider and less constrained streets).

Where ANPR is used for emergency vehicle access, I urge you to complement that with bendable, over-runnable plastic bollards. This will stop accidental infringements by confused or lost drivers and deter, or at least slow, deliberate infringement by people with fake or concealed number plates. The income from fines that open filters with ANPR cameras will generate may seem attractive, but that would come at the expense of making people angry with the county - and with its highways management specifically.

The LTN filters are different to the proposed traffic filters, since the primary concern with those is congestion rather than road danger, and there are an extensive array of exemptions.

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To Whom it May Concern,

I am writing to express my concern at the removal of physical barriers on Little Hay Road. I believe that some individuals will get confused and drive through, some will ignore the fines or be wealthy enough to pay them off and this will all lead to an increase of traffic, air pollution and accidents on Little Hay Road. I do support the use of ANPR cameras in addition to physical barriers as this will deter the many speeding mopeds that race down this road. I don't believe the emergency services initially needed access via Little Hay Road so am not sure why they suddenly do now.

Before the physical barriers were in place, there were many near fatal accidents on the corner of Little Hay and Rymers Lane and I believe that the removal of the planters will increase the likelihood of this happening again.

Oxford has been leading the way on LTNS and creating a safe, healthy future for our children who can safely cycle and walk to school and even play on the pavements and front drives. Prior to the LTNS, we were involved in two accidents on our road. One involved a speeding moped learner and the other a hit and run which wrote of our parked car. Life has improved for us so much since the LTNS and we are enjoying more chats and interactions with our neighbours.

There are some very angry car drivers at the moment but I do believe there is a silent majority who support LTNS but are too scared to say anything publicly. Like the smoking ban, people resist change but please, please don't dilute the LTNS so that they become medium traffic neighbourhoods.

I am so excited by the car sharing schemes, the e bikes, scooters, cargo bikes and alternatives that people are using to become more active and less car reliant. We have changed the way we live, barely using our car nowadays.

Thank you so much for leading the way and creating a healthier, safer world for our children.

Yours sincerely,

Hannah Rhodes

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Written statement submission – Hilary Grime

I am so disheartened to see that Littlehay Road and Crescent Road recommendations for ANPR installations now include exemptions not just for Emergency Service vehicles but taxis, private hire vehicles and universal service providers (postal service) vehicles. (CMDMH5 recommendation 1b.) If granted, I have no doubt other exemptions will rapidly follow.

I strongly disagree with the removal of the physical barriers and strongly back calls for ANPR to be an **additional** tool for traffic enforcement not a replacement.

Littlehay/Cornwallis Road was the junction around which so much of the early discussions about road safety were centred, following numerous accidents. There are plenty of online videos showing how treacherous the junction was particularly for the very high number of school children using these roads, even after the raised table partly funded by Cllr Saunders was installed.

There seems to be no need for emergency services to use this as a "short cut." The route from the Swan junction to Cowley shopping areas is already dual carriageway in both directions and I have never seen emergency vehicles get held up along there or on Church Cowley Rd, which is wider and with considerably better sight lines than Littlehay, which is narrower with parking both sides and a bend. There were also previous accidents at the other end of Littlehay Rd which would return to being a dangerous junction.

As a long term local resident, I am convinced that this proposal risks Littlehay Road and Cornwallis Road returning to their former use as a dangerous cut through by speeding vehicles, which was one of the original drivers for change to the Florence Park Low Traffic Neighbourhood. If these additional vehicles are allowed via the ANPR system, I would strongly suggest this is negating the use of the term LTN for both Florence Park and Temple Cowley, undoing a huge amount of work to improve safety within these communities and once again discouraging active travel within and across the neighbourhood.

I would urge you to give serious consideration to the use of ANPRs only if the physical barriers remain.

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Resident statement for consideration – Cowley LTN ANPR decision meeting, June 22nd.

Dear Councillor Gant, dear Cabinet members,

I am unable to attend today's meeting so asked to submit a written statement instead. Thank you for including my views in your considerations.

First of all, I would like to let you know how transformative the Cowley LTNs have been for my neighbourhood. Before the LTNs, I have never seen so many children of all ages walk, scoot and cycle to/from school, and never have I seen so many people of all ages walk, wheel, scoot and cycle through the area in general. There used to be literal traffic jams outside my house with every school run. Cycling through Rymers Lane, to get to the Cowley Road shops and restaurants or to the city centre used to be unpleasant, hostile and didn't feel safe. Now it's a joy! Everyone deserves to move about their neighbourhood and through the city without it being a hostile experience every single time.

Reading the officers' recommendations following the consultation on replacing some of the filters with ANPR, I am confused about the proposed ANPR exemptions for taxis and private hire. I was under the impression that the proposal for ANPR would be used to enforce the existing rules for existing filters, not change the filters' nature, i.e. to remove through traffic for all motor vehicles, not to open the filter up to "some" cars. This was not mentioned in the consultation.

I am concerned that with the proposed changes to replace some filters with ANPR, the LTNs will become "leaky" again, especially if more exemptions start creeping in. Opening Littlehay Rd will create a straight cut through via Cornwallis Rd for anyone willing to breach the filter - and especially if there are new taxi exemptions introduced. Littlemore Road is a concern too, it is supposed to be part of an essential cycle route connecting Littlemore with Cowley and the city centre, but whenever the filter has been vandalised, it is hostile and dominated by aggressive driving. I have been tailgated through the Littlemore filter more times than I care to think about, and many times this involved taxis.

People on local social media are already talking about how they will use magnetic devices to obscure their number plates, or that they look forward to the winter when they can claim they hadn't noticed their number plate was so dirty it's illegible. There was an article the Telegraph in 2016 that reported that an estimate of 1 in 12 number plates are cloned. We have seen exceptionally aggressive behaviour from drivers when the bollards were constantly vandalised, almost as if they wanted to demonstrate they dominate these roads. I personally have been verbally abused and driven at aggressively, when the bollards were missing, and I know many others, especially women, have had similar experiences while cycling. I worry that if we create more opportunities for people to break the rules, there will be more people willing to do so, and it will more likely be these types of aggressive drivers.

I am also concerned about taxi exemptions. I understand that taxis are part of the solution to help people drive less, however in my experience (and this is shared by many people who regularly travel by bicycle in Oxford), our local taxi drivers can be some of the least considerate. The amount of times I saw taxis illegally go through the vandalised filters, although they should clearly know how to interpret a "no motor vehicles sign" is only one example. I have been close-passed, cut off and tailgated by more taxis in Oxford than any other type of driver. And these are professional drivers who we should expect higher

standards from. So why would we allow more dangerous drivers to make the school run less safe? It makes no sense, and it wasn't part of the consultation. There is no valid reason for these exemptions in the officers' report either. My concern is that replacing the filters with ANPR will create a slippery slope for more exemptions (as demonstrated by the officers' recommendations!), and we will be back to a medium to high traffic neighbourhood.

My preference would be to retain the filters as they are, potentially add ANPR to enforce the filters for motor bikes. However, if you decide to replace some filters with ANPR, please do not include additional exemptions, and please have a plan in place to work closely with the police to ensure number plate tampering won't become widespread and enable aggressive rule breaking drivers to cut through our neighbourhoods. Thank you.

Ines Wilhelm

Written statement for meeting with the Cabinet Member for Highway Management

22 June 2023

Jason Mosley, Rose Hill, Oxford

Dear Councillor Gant

I am writing to express my strong support for the LTNs in Church Cowley, Florence Park and Temple Cowley. I would also like to express my dismay and disappointment at the prospect that they could be watered down by the proposed modifications (which I oppose).

As a Rose Hill resident, I live in a neighborhood which is already closed to through traffic. I own a car, and do access other parts of the city by car when necessary. However, one of the benefits of living in a city is the ability to move around without a car, whether walking, cycling or using public transportation. The introduction of the three Cowley LTNs dramatically enhanced my family's access to Florence Park, Cowley Centre (the shops), Temple Cowley (where my children attend secondary school) and Blackbird Leys (especially the pool) – as well as further afield (East Oxford in particular). The LTNs offered increased mobility and independence for our children in school – to get to/from school, to see friends in the area, and access services after school or on weekends – because of the reduction in congestion and the safety the policy brought about across this area.

At least, that is, until the wave of vandalism following the introduction of the East Oxford LTNs pilot, which spread to the Cowley LTNs.

The LTNs, along with complementary measures like the planned bus gates, offer a real chance at lasting improvements to Oxford's transportation system, building up from pedestrians, cyclists and other vulnerable road users, by increasing safety, decreasing congestion and making public transportation more efficient.

The proposals to create holes in the LTN system by removing physical barriers at Crowell Road, Littlemore Road and Crescent Road, and then to both a) switch to 'ANPR only' enforcement but also b) to provide exemptions for a range of vehicles to pass through these barriers, is a major backward step. The County has faced a huge wave of persistent vandalism (the most recent replacement of the Crowell Road bollard was vandalized within an hour). Instead of encouraging further vandalism, the County should enforce the existing design.

ANPR without some physical barrier (such as a lockable bollard) will certainly be abused, based on current motorist behaviour. The exemption of non-emergency vehicles, especially taxis, at Crowell Rd and Littlehay Rd will create rat-runs (used legally by taxis and illegally by many other private motorists, based on recent experience) and lead to increased traffic inside the LTNs. This will affect many people – but especially the most vulnerable road users such as children going to/from school and other activities in the area. This is not abstract: my family – my children – would be made less safe as a result of these changes.

I strongly urge you to reject these changes, to leave the physical barriers in place, and to devote adequate attention and resources to enforcing the existing design.

Thank you for your time.

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FAO: County Council Cabinet; Mr Colm Ó Caomhánaigh

Subject: For 22 June OCC Cabinet Meeting, Agenda Item 5: Cowley LTN proposed Amendments

Councillors,

I live in the Temple Cowley LTN and I am speaking about the proposed amendments to the Temple Cowley Crescent Road traffic filter. My neighbours and I are delighted that the bollard blocking Crescent Road is to be removed, and we request that you also remove the bollards in Temple Road and Junction Road to allow free flow of local traffic. The current road blocks penalise residents and others, and we do not enjoy living in our roads as much as we did before the LTNs were introduced. All Temple Cowley bollards were missing for many weeks between November 2022 and March 2023 and this improved our quality of life significantly.

If ANPR camera enforcement is a prerequisite of bollard removal we can accept this in Crescent Road and would ask for the same in Temple Road and Junction Road, **with the proviso that all residents in the Temple Cowley LTN area – and all vehicles which provide services to these residents – are included in the exemptions.** We need to have the freedom to access our homes without lengthy delays on congested roads.

Last Thursday I had to take my pet to our vets in Headington. This 2-mile journey used to take ten minutes each way before the LTNs were introduced. Now my usual route is blocked by LTN bollards. On Thursday my trip to the vets took 30 minutes as I was stuck in traffic queues in Oxford Road and Hollow Way. My return took 45 minutes and I was stuck in near stationary traffic in Hollow Way for almost half-an hour. **These delays were on sections of road I would not need to be on were it not for the LTN blocks.** It was a hot day and my pet was suffering from being in the heat for such a long time. I was trying to get home as quickly as possible, and **if the Temple Cowley LTNs had allowed residents through our journey would have taken a quarter of the time.**

The ANPR exemptions proposed are good, but do not go far enough. **They must include residents** and those who need access to residents – including families, carers, health workers, blue badge holders, businesses, delivery vehicles. As these exemptions are being suggested for the proposed bus gate in Hollow Way then the technology is available for the LTN ANPRs.

The existing LTN measures displace and increase traffic and pollution, and penalise residents and those who work within the community. This is neither rational nor reasonable. The rising cost of fuel and cost of living is a natural deterrent to non-essential journeys, not measures which make journeys longer, more polluting, and more costly. **If you truly wish to reduce traffic and emissions you would allow vehicles to travel the shortest distance, at moderate speed, for each journey.** Replace all physical road blocks with ANPR's and add speed restrictions such as road humps to achieve your aims instead.

Judith Harley

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Dear Cabinet,

I live in Littlemore and fully support the LTNs, both in Cowley and East Oxford, and use them daily with my family to commute to school, work, and do daily shopping.

It is like night and day when the bollards are in place, in particular the Crowell Road bollard. With proper physical infrastructure in place, it becomes safe for vulnerable road users to travel actively. When the bollard is missing, the flood of private motor traffic, and private hire vehicles, makes the road - in the words of my 8 year old son, "unusable without high chance of collisions".

The experience of the road being 'open' has not been good - traffic goes too quickly, and does not overtake safely. Private hire vehicles do not stand out as being better in this regard.

The benefits of the LTNs are especially significant for the younger vulnerable road users, and these are schemes that will serve to make Oxford a safe, healthy and sustainable place to live for the next generation, and the next.

As a regular driver, I find that the traffic flows are more predictable, and it takes me less time to travel around the city.

I strongly urge you to resist the encroachment of regular, high-speed traffic along the key active travel route connecting Littlemore with Temple Cowley. The Crowell Road filter is a vital part of the active travel artery that is the only safe route into the city for Littlemore, Blackbird Leys and Greater Leys. It would be particularly unfair to penalise these very deprived areas of the chance to safely travel, and force the unsustainable dependence on private motor cars on some of the least affluent areas of the city.

I also urge you to robustly reject suggestions that any private hire traffic be permitted through other filters.

Again, in the words of my son, "If you want to keep the LTN areas safe, then you've got to keep them."

The LTNs make Oxford a city that offers a viable means of existing without requiring a private motor car. This is a huge gift to the adults, children and future residents, young and old. I urge you to strengthen the implementation of the modal filters, embrace the opportunities presented by place-making, and expand the benefits of the active travel network to all residents - both in the city, and beyond.

Yours sincerely,

Patrick Vale

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**Richard Parnham's presentation to the OCC Cabinet Member for Highway Management meeting
On the subject of the Cowley LTN ANPR proposal
10am, 22 June 2023**

For months, me and others have been banging on about NO₂ pollution levels around Hollow Way and Oxford Road / Between Towns Road. We've been claiming that provisional NO₂ pollution data shows that, following the introduction of LTNs, pollution levels have gone up. In fact, we've been claiming that pollution levels on these roads went up by such large amounts in 2022 that average yearly legal limits (40.3 µg/ m³) were being breached for the first time. Previously, according to official City Council numbers, pollution limits on these roads were not being breached.

Why is this relevant to today's Cowley LTN ANPR decision? Simple: I've long argued that, because of this apparent pollution law breach, ANPR cameras should be off the table, as a tool for fixing local NO₂ pollution problems around Cowley. Instead, I think we should reopen the side roads around the area. Effectively, we can reduce the pollution problem in Cowley by putting things back exactly as they were – not by swapping roadblocks for ANPR cameras.

And you know what? I was right. The provisional City Council numbers for 2022 indicated that NO₂ pollution limits *were* being breached around Cowley. The provisional number on Hollow Way for 2022 was 45.7µg/m³ – up a stonking 24% from the official total of 37 µg/m³ in 2019, the Council's preferred pre-Covid benchmark year. Likewise, on Oxford Road / Between Towns Road, the provisional number for 2022 is now confirmed as being 40.3 µg/m³, a smidge over the legal limit. In 2019, the final number for this road was 32 µg/m³, some 26% lower.

So, has our side won? Are you going to remove the LTN barriers, based on what we've found? Of course not. Because, this year, it turns out that Oxford City Council's final pollution numbers are **way lower** than the provisional ones that we've been carefully collecting for an entire year. So, it seems, OCC can safely ignore these pollution concerns. Nothing to see here.

Now, here's a curious thing: in recent years, the City Council's final pollution numbers have typically been between 2-6 per cent lower than their provisional ones – a pretty inconsequential downward tweak. However, in 2022, the very year that comparative multi-year pollution data was crucial, Oxford City Council's final pollution numbers were "adjusted" down by a whopping 26%, compared with the provisional ones. Pollution "fell", not (necessarily) because the raw numbers fell, but because the final numbers were then reduced down by far more than in previous years, to produce the final – official – numbers.

As a result, the Hollow Way number tumbled from 45.7 µg/m³ to just 34 µg/m³ in the final analysis – a drop of 11.7, to the lowest number ever recorded. Oxford Road / Between Towns Road got a similar treatment, falling from 40.3 µg/m³ to 30 – a fall of 10.3 µg/m³. Impressive!

Now, these numbers are (apparently) "subject to review by DEFRA" – so they're possibly not completely "final-final". So I'm going to have a word with DEFRA, and see if it wants to review them. There's also another national government agency that I'll be contacting shortly, asking them to review the City Council's numbers.

So, perhaps, you shouldn't be so confident in dismissing these NO₂ pollution concerns right now, just in case the issue comes back to bite you.

Watch this space.

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**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.

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Sadiea Mustafa-Awan's Statement
Meeting of the Cabinet Member for Highway Management 22 June 2023 at 10am

I am addressing you today as a member of the public not as a Parish Councillor for Littlemore.

I don't want to sound like a broken record. It is clear that your mind is made up. My position in relation to the Cowley LTNs has not changed. I remain 100% against them and I won't waste my time or yours going over why. You have identified there are winners and losers. It is clear that you have no issue with Littlemore losing again.

I will say that you have made my son's life harder and my life as a mother of child with additional needs that much harder. That what you have taken from me is my respite time. Precious time needed to protect my mental health and recharge so I can be a good parent. It is clear you couldn't care less. People like me and my family, my neighbours and my community are collateral damage in your campaign for net zero. After all, this is not about making people's lives convenient.

The Council's motto is, "*equality and integrity in all we do...*" I would like to remind you of this. I met with you Councillor Gant in good faith and took my time to show you the issues with the LTNs. I used that word often not used in politics, "**compromise.**"

Whilst you have denied my requests to allow residents access through Crowell Road, I am pleased that you listened to the concerns raised in part to allow emergency services access through the proposed ANPR camera on Crowell Road and I have no objections to the list of exemptions proposed. What I cannot reconcile myself with, is that your proposal does not allow access for those with a blue badge. If you proceed with this recommendation today without amending it, to allow access to the most vulnerable within our community, you are not fit to hold the office you do. You know this is wrong and you have the power to fix it!

I also do not understand why Littlemore is being treated differently to the rest of the City. The camera on the High Street has operational hours but the two in Littlemore will be on 24/7! I would like an explanation as to why an area, which has been identified as being in the top 20% of the most deprived areas in the Country, is being treated differently and so poorly by this administration?

Panorama reported that ANPR cameras have raised £70 million in fines UK wide! I understand that once again Littlemore will be a cash cow for the rest of Oxfordshire and you will no doubt raise a lot of money from fines, which you intend to put into a Transport pot for the County. Will Littlemore have priority over this money? Will you be using this money to improve Littlemore's inadequate infrastructure?

I would like to know what the plan is for Mayfair Road? After more than 2 years of raising with this administration that it is **DANGEROUS** to have three planters, which prevents emergency services from having any access, you have failed to address this issue. Why?

Littlemore deserves answers and accountability from this administration. Meanwhile, I will continue to fight the social injustice of this policy and the unfairness that clean air is a post code lottery!

Sadiea Mustafa-Awan
20th June 2023

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Stephen Gower

I am writing to express my strong opposition to the officers' recommended changes to the low traffic neighbourhood implementation in Cowley. As a resident of Cowley I believe that these changes will undermine the positive impact the scheme has had on our community and our quality of life.

Firstly, I would like to highlight the significant benefits the Low Traffic Neighbourhoods have brought to our area. Since their introduction, the low traffic neighbourhoods have made it considerably easier for my young family to travel independently and safely. The filters themselves have become a place to pause and interact with others, and this could be improved with seating and landscaping. Even the modest planting by neighbours in some planters has improved the area, and the council should have ambitions to introduce urban trees and rain gardens at these locations. The reduction in through traffic has created a calmer, more pleasant environment for pedestrians and cyclists, allowing us to enjoy our neighbourhood without the constant worry of heavy vehicles speeding through residential streets. In particular the Florence Park low traffic neighbourhood opened access for my daughter (10 at the time of implementation) to cycle independently to primary school and as time has gone on this has extended to activities on and near the river, and from there, using the Thames Path, as far as the city centre too.

For the few periods the Church Cowley low traffic neighbourhood has been operational, access to the ring road by bicycle has also been possible, making safe the only route my daughter can cycle, accompanied by my wife or I, to swimming lessons at the Leys Pool. With the poor reaction of the Council to vandalism, this route has again been open for weeks at a time to a constant stream of aggressive driving, not least from those driving private hire vehicles (the black cabs have been notable absent from abusing the missing bollard and remain a credit to our city). My daughter and wife no longer feel confident in cycling to swimming and instead drive, adding additional congestion to the road network. While Crowell Road, and Littlemore Road at the filter point, look to be wide thanks to the development of the Cowley Centre, it is a different matter at the other end of the route, where Cowley Road, Littlemore is a generations-old narrow road, which has been subjected to the modern menace of pavement parking. I could only support measures to open Littlemore Road to additional traffic if the proposals came after changes to remove the on-street parking and create protected cycle lanes for this important route between Littlemore and Cowley. Unfortunately, this council has not managed to find a way yet to fund this possible future and instead the proposals recommended simply reinforce the current situation created by vandals, where too much traffic is trying to use the route and putting off vulnerable users from making the switch to active travel. In addition, without a significant period of bollard-protected operation of the current scheme, it will not be possible to monitor the effect of changes at this filter, so at the very least I ask for a deferral of this decision until the bollard protection has been in place for a continuous 6 months or more.

I am equally opposed to the recommendation of the officers for Littlehay Road. I have this evening spoken to neighbours who were generally supportive of the consulted proposals for emergency vehicle access, so did not raise a formal objection. These neighbours are shocked that the recommendation is now to open up a shortcut for taxis and other vehicles and are very surprised that they haven't been notified of the changes. I am supportive of access for emergency services if there is evidence that this is required. Such evidence has been lacking, but I believe the best method to achieve emergency access is ANPR combined with the rebound bollards. With ANPR, the incentive to vandalise the plastic bollards is gone, and with the bollards in place there will be a clear protection of the route from those who might mistakenly drive through otherwise.

My requests then are

- that no decision is taken until the existing low traffic neighbourhood filters have been properly operational for significant period, which sadly we can all agree has not been the case
- that if there is evidence that opening filters for emergency access is required, this be achieved with rebound bollards and ANPR together
- that changes that inevitably increase traffic levels are only implemented after protected cycle lanes have been introduced, and neighbours have had a reasonable chance to be informed of the proposals.

Thank you for your consideration of this submission.

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**Statement regarding the Cowley Low Traffic Neighbourhood proposed changes
for the County Council meeting on June 22nd 2023**

I support the installation of an Automatic Number Plate Recognition (ANPR) camera on Littlemore Road near Compass Close but urge the Cabinet Member for Highway Management to make further changes, as described below, beyond those recommended by officers.

I have enjoyed living in Littlemore as a quiet and attractive community since December 1991. However, since the introduction of the LTNs, Littlemore has become a much less harmonious place to live. The way in which the changes were implemented was in my view very poorly handled, with insufficient consideration of unintended consequences. Most of Littlemore has been cut off from Cowley Centre, including many areas which are physically very close and local businesses have suffered. There has been considerable frustration and resentment at being unable to reach by car places which were previously easily accessible, resulting in lengthy diversions and some traffic bottlenecks. Older and disabled residents have been particularly adversely affected, often because family members and/or carers use cars to visit and support them. Considerable doubt has been expressed about whether the LTNs (in Littlemore particularly) have reduced the amount of motor traffic and level of pollution overall. This issue needs to be carefully and systematically monitored.

I broadly agree with the overall aims of LTNs, reducing the use of private cars where possible and I am fortunate to be able to walk and cycle, though I do have a car. I believe that the LTNs have improved safety in many side streets - and that safety should be one major consideration in whatever decision is made. However, many conversations with residents, especially those who are elderly, disabled or require a vehicle for business purposes, have convinced me that there is an urgent need on social and possibly environmental grounds to alter the current arrangements, especially on Littlemore Road.

The proposal to introduce ANPR and make exemptions for emergency services, public transport, taxis and similar vehicles, as recommended, will improve the situation. However, I urge the Cabinet Member, in addition, to:

- decide that the ANPR camera should not be active at all times, but turned off in the evenings and overnight;
- extend the exemption to local residents with blue badges and if possible to other vehicle users who regularly support elderly and/or disabled residents (e.g. carers);
- invest in measures to slow motor vehicles and enable safe cycling in Littlemore Road, with the former especially being an urgent priority;
- arrange detailed consideration of ways in which the junction at Newman Road and Iffley Road and public transport serving Littlemore can be improved.

I hope that, whatever the decision, this will be reviewed in 18 months to 2 years' time, taking into account evidence of the impact of the changes.

Tony EAUDE
Resident of Littlemore

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Statement by Cllr Trish Elphinstone for Cllr Andrew Gant on the Cowley ANPR

As the local member for Rose Hill and Littlemore I wish officers and the cabinet member for highways to support my proposal for:

- an ANPR camera to be switched on at peak times only
- For there to be a segregated cycle lane with traffic calming measures
- Plus exemption for blue badge holders at all times

This ANPR proposal is supported by all three elected representatives for Littlemore. It has been made with the intention to reduce bad feeling and bridge the divide that exists in the Littlemore area.

We are not asking for the complete removal of the LTN. We are asking for a modest modification of one filter on the Littlemore Road.

As councillors we have been to spoken to many people and found that, for many, lives have been made significantly more difficult because of the increase travel time. This is particularly true for those who live on the outskirts of Littlemore in Herschel Crescent and Sandy Lane West.

Many people in Littlemore are not able to find alternative means of travel - because of the nature their jobs and families. Getting around is taking much longer now. Carers and the elderly are particularly effected. There is a significant elderly population. Littlemore residents do not have local access to a GP or dental surgery. The doctor's surgery is 1.5 miles away in Donnington and there is no direct bus connection to the hospital or surgery.

The geographic isolation and lack of reliable buses add to the difficulties that residents face.

We believe that our proposal is one of fair compromise. One that will enable cyclists and families to travel safely with a segregated cycle lane and, at the same time, allow the flexibility of movement by switching the camera on at peak traffic times only.

This practical solution would not only benefit the wider community - it would diffuse the frustration and potentially spread the load of congestion that we now see in South Westbury Crescent and Church Cowley Road

If the ANPR camera is approved for buses, we would like segregated cycle lane to improve cycling safety throughout the day

Question for Andrew Gant: Can you guarantee that a bus will be available to take residents to their appointments? And will Blue badge holders be exempt too?

It is following extensive engagement that we arrived at our consensus position and led to what we believe is a fair proposal that takes into consideration all residents that are hearing on the doorstep.

From listening to all residents, we are hoping to bridge the divide the Littlemore. As the County Councillor I would support full engagement with the community for this proposal is agreed. It is important the residents have a say in what is the right solution for them on LTNs. Please consider and support our proposal for further consultation.

Happy to take questions

Agenda Item 17

Re: Agenda Item 17; Cumnor: Cumnor Hill (By Arnolds Way) – Proposed Puffin Crossing

Dear Councillor Gant,

Thank you for your time and the opportunity to speak in support of this proposal.

The parish of Cumnor is made up of several communities with distinct and unique identities ranging from the more rural feel of Farmoor to the closely-knit community of Dean Court and the small village of Cumnor at the heart of the parish. Roughly 2,700 dwellings make up the largest rural community within the Vale of White Horse and the environment that binds the parish together is of enormous value to those who live here, work here, and visit here. This is attested by the residents, of which I am one of nearly 7,000 and by the engaged and motivated Parish Council that I currently chair.

For around a decade, residents have raised safety concerns over the traffic along Cumnor Hill, from the boundary with North Hinksey parish to the centre of Cumnor village, which serves as an extension of one of the main arteries out of Oxford. There have been cases in recent years where school children from Matthew Arnold school have been involved in traffic incidents along this road, at least two of which have resulted in hospitalisation. Recent traffic calming measures have helped improve the safety of Cumnor Hill for all; however, the parish has a footpath opposite Arnolds Way that runs to and from our Dean Court ward, which school children use before and after making their way to and from Matthew Arnold school. Other pedestrians, including pensioners and young parents with children, also cross Cumnor Hill at this point after using the bus services that alight along Arnolds Way and Cumnor Hill.

Residents and the parish council recognise that continuing with the status quo is not appropriate. We have increased traffic volumes across our parish whether it be cars, lorries, buses or bicycles. Oxford Road serves as a thoroughfare to two local schools in Cumnor parish. The number of school children that walk and cycle up and down the road has grown over the years and by formally implementing a route of safe passage across Cumnor Hill (at a point where the majority of pedestrians would need it) the aim is to prevent incidents, or worse, occurring again.

There is a large swell of support from within the community to mitigate the inherent danger presented to pedestrians by the traffic travelling along this road at present. Cumnor Parish councillors and our district and county councillors unanimously support this proposal in support of our residents, and we are confident that the installation of a puffin crossing as proposed alongside the previous measures implemented for Cumnor Hill has the support of those who live within and neighbour the Parish, as well as those who travel through it.

Cumnor Parish Council welcomes the report by the Corporate Director, Environment and Place recommending approval of the proposed puffin crossing as advertised. Cumnor Parish Council further notes that the proposals would help facilitate walking and improve road safety in the Vicinity.

Yours sincerely

Tom Christophers
Cumnor Parish Council, Chairman

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Statement from East Hanney Parish Council in support of the proposed waiting restrictions on Brookside, The Causeway and School Road.

East Hanney PC were contacted by school governors in March 2021 regarding pupil safety on the road outside the school. This was caused by parents parking the whole length of The Causeway and School Road in one continuous line, which meant that commuter traffic was having to drive approx. 0.5Km with no passing places and a blind bend at one end. Children were unable to safely cross the road as the uncontrolled crossing point was covered in parked cars on both sides of the road.

EHPC set up a joint working party with West Hanney PC, school governors and OCC Highways officers. The school has for a number of years actively asked parents to park at the nearby village hall car park and walk the relatively short 200metre distance to the school via the roadside footpaths, which many do. OCC officers were able to quickly request that the existing lines, consisting of school keep clear and APMs, were refreshed so that they were clearly visible to all, but none of these has any legal restriction.

It was identified that extra parking may be needed at peak times to provide enough capacity to clear the road, so EHPC have as part of their £150k improvement of recreation and sports facilities created an enlarged carpark at the village hall with an additional 31 spaces.

Plans to formalise parking restrictions outside the school were suggested and a rough outline drawn up, but this might only push the problem 20-30metres down the road and still lead to traffic issues for commuters and residents, which is why we arrived at the scheme that is before you today, this was informally consulted on with a letter drop to all properties within the affected area and replies were used to modify the proposed scheme to its final version.

We hope that you support this scheme in its entirety.

Cllr Steven McKechnie, Chair
On behalf of East Hanney Parish Council
20th June 2023

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Agenda Item 20



Address to Highways Decision Meeting, 22 June 2023 re Experimental St Clements Bus Lane proposal Robin Tucker, Co-Chair, CoHSAT

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

At CoHSAT, we are strong supporters of public transport, and have recently welcomed Oxon4Buses into our Coalition. Public Transport and Active Travel are inseparable as part of sustainable transport solutions.

We support the idea of bus priority measures and this proposal. Whenever you walk along St Clements and see the line of single occupied cars taking up so much space, belching out fumes and creating a culture of inactivity and road danger, it is clear we must do more to shift away from this. A quarter-mile queue of single-occupied cars would fit on one electric bus.

These interventions need to be designed not to disadvantage active travel users, people who walk, wheel and cycle, as described by the user hierarchy in the Highway Code and the Council's unanimously approved LTCP. It makes sense to do this with reference to the number of users and potential users on *or across* a route.

For this proposal, pedestrian crossings should be considered at all points, they are particularly difficult at the Marston Road junction. Cycling on this junction is not good either, an early start would be helpful.

A review of crossings and timings at this junction would be beneficial.

The scheme should be considered temporary as the situation will change significantly when the Strategic Traffic Filters are implemented in Autumn 2024.

CoHSAT member group Cyclox makes a number of other points that we also support.

Oxford's roads have been mired in traffic problems since at least the 1970s, and the current crisis has been recognised since 2015. We have literally run out of road for the private car and public and active transport the only ways to move the people who want to move in the space that we have. The broad strategy set out by the previous administration and being developed and implemented by this one is the only plausible one, and CoHSAT supports it. Actions like this are small positive examples along the way.

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Danny Yee – St Clements experimental bus lane proposal

Bus lanes are a key active travel concern.

The space taken up by bus lanes often makes provision of adequate walking and cycling infrastructure impossible. And in many cases people cycling use bus lanes, either because no other provision exists or because the alternative provision is of poor quality. Where cycle "tracks" are too narrow or shared with pedestrians, lack priority over side entries, have trees in the middle of them, and so forth, using the bus lane is often simpler and safer. There are obvious examples on Botley Rd, Woodstock Rd, and London Rd. But this kind of "dual" provision, where some people cycle in a bus lane and others in an adjacent cycle track, runs counter to Sustainable Safety and inevitably results in a choice between substandard options.

We do not believe that there is anywhere inside the ring-road where bus lanes can be provided without unacceptable compromises to walking and cycling provision. Bus prioritisation needs to be achieved by inhibiting use of private motor vehicles, not by taking essential space away from active travel.

So we support the proposed bus lanes on St Clements, but only as a temporary measure until the traffic filters are in place. The space they use should then be reallocated to improve the footways and cycle infrastructure. And this should be given high priority -- the success of the traffic filters will depend on modal shift, and making cycling on St Clements more accessible will be one key to enabling that. It might not be the best possible design, but a "Quickways" style layout could be implemented quickly and cheaply.

(The London Place double junction needs to be completely redesigned, with walking and cycling movements prioritised over motor traffic throughput, but that is a much more expensive, longer-term project.)

More generally, schemes involving bus lanes and bus prioritisation need to be planned, designed and implemented in conjunction with the active travel team, and with a coproduction process involving active travel groups as well as the bus operators. I understand that the four million pounds left for the Woodstock Rd corridor improvements is being used for a scheme focused on bus lanes; unlike with the earlier planning for that corridor - under the previous administration - active travel groups have not been involved in that at all.

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