

Statement from Zaki Moosa

Dear Councillor Gant and others,

I would like to request that you reject the proposals to install ANPR enforcement of the Cowley LTNs on Littlemore Road, Littlehay Road and Crescent Road. If authorised, exemptions should be available to blue light emergency services only, and ANPR should only be used as an addition to physical restrictions.

The LTNs have made the relevant roads far safer and more pleasant for local residents, especially children travelling to school. This is achieved primarily through separating pedestrians/cyclists from aggressive and dangerous driving. Due to vandalism, they have not yet had time to bed in and therefore evidence-based arguments against their use is impossible to come by.

Only physical measures such as the existing bollards will achieve this. There are numerous examples around Oxford where cars find their way past anything other than physical restrictions - or look at the number of cars parked on double yellow lines without consequences. Some drivers are already planning to use fake and dirty numberplates to avoid ANPR detection. ANPR use will need to be backstopped with a significant guarantee for enforcement from Thames Valley Police.

There is not yet any evidence that lockable bollards (which are removable by emergency services, except when vandalised) reduce emergency response times, and any delays pale into irrelevance compared to the delays caused by the weight of traffic around Oxford. I understand the fire brigade does not believe the bollards cause any significant delays to response times.

Taxi and private hire firms must not be given exemptions, which was not included in the consultation. These are private businesses which need to adapt their businesses to democratic decisions. Anecdotally, too, taxi drivers are responsible for some of the most aggressive driving around Oxford. I note the officers' briefing provides no details from the relevant licencing team about the number of complaints against taxi firms, which will likely represent the standard of driving these measures would inflict on the roads covered by LTNs. These figures should be part of the briefing.

OCC needs to strongly hold to the restrictive principles of LTNs, not dilute them. This decision will be a clear statement of how seriously the council is committed to a safer Oxford with zero deaths from traffic accidents.

Best wishes.