

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